

APPENDIX B

**DRAFT BROWNFIELD OPPORTUNITY AREA
STEP II NOMINATION STUDY**

HAMLET OF RIVERSIDE
Brownfield Opportunity Areas (BOA)
Step II – Nomination Study

Town of Southampton
Suffolk County, New York

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Appendix A Sites of Environmental Concern

EXECUTIVE SUMMARY

Lead Project Sponsors

On October 17, 2013, Governor Cuomo announced that the Town of Southampton Department of Land Management (DLM) had been awarded a grant through the New York State Department of State (NYS DOS) for the preparation of a Brownfield Opportunity Area (BOA) Step II Nomination Study and a Revitalization Plan. On March 4, 2015, the Town of Southampton Town Board (Town Board) issued a Request for Proposals and on June 9, 2015, the Board resolved to authorize the Supervisor to sign a contract with Nelson, Pope & Voorhis, LLC (NP&V) to prepare the BOA Nomination Study and Generic Environmental Impact Statement that evaluates both the BOA document and the Riverside Revitalization Action Plan (RRAP). These two planning efforts – BOA and RRAP – are intertwined in that the community participation process has served the formulation of both documents, and the RRAP details various revitalization recommendations which are also the product of the Step II Study. Specifically, the Study is intended to:

- Identify and describe the reuse, development opportunities and needs in the proposed BOA with an emphasis on the identification, description, and recommendations for preliminary reuse opportunities for identified brownfield sites and other actions to revitalize the area.
- Include a description of anticipated end land uses including residential, commercial, industrial, or recreational and describe the anticipated future conditions and use of groundwater.
- Identify and describe any other public and private measures needed to stimulate investment, promote revitalization and enhance community health and environmental conditions in the proposed BOA.¹

The primary purpose of the New York State BOA Program is to conduct an areawide and community-supported planning process for brownfield redevelopment. A “brownfield” or “brownfield site” is defined in New York State Environmental Conservation Law Article 27, Title 14, as any real property, the redevelopment or reuse of which may be complicated by the presence or potential presence of a contaminant. The BOA program enables the Town and stakeholders to establish a clear vision to revitalize and improve areas so they become economically and environmentally sustainable.

The Town submitted the BOA grant application to the NYSDOS prior to its decision to enter into an agreement with Renaissance Downtowns (RD) as the Master Developer tasked with preparing the RRAP and zoning amendments necessary to effectuate many of the recommendations of the RRAP. As part of the Master Developer agreement between the Town and RD, RD committed to working closely with the community and employing crowd-source placemaking methods utilized successfully in other communities. Consistent with the Master Developer agreement, RD will be permitted to redevelop certain Town-owned properties in Riverside consistent with the RRAP and zoning amendments. In addition, RD will seek partnerships with owners of private properties to achieve the “critical mass” needed to overcome the documented

A Master Developer, Renaissance Downtowns (RD) was selected by the Town in April 2014 to work with the community and its many stakeholders to implement proven planning strategies and placemaking techniques. Through the use of its proprietary Unified Development Approach, RD has created a platform whereby community driven ideas for revitalization can be analyzed and properly vetted. This process has culminated in the creation of the Riverside Revitalization Action Plan.

¹ NYSDOS, NYSDEC Brownfield Opportunities Area Program, Guidance for Applicants, October 2008.

barriers and redevelop the hamlet. RD's proprietary "Unified Development Approach" model for community revitalization has worked successfully in other communities and the Town of Southampton is confident that this is the best course of action to achieve revitalization of the Riverside hamlet.

While many planning efforts have been initiated previously by the Town of Southampton for the Riverside and nearby Flanders communities, only nominal portions of these plans have been implemented - and none have achieved the momentum required to stimulate revitalization. The Riverside community has been frustrated with this lack of action. Under the recommendations of past planning efforts, the Town has set the stage for redevelopment through the establishment of new zoning and support for infrastructure improvements. However, in the absence of a responsible entity to champion redevelopment, Riverside has languished regardless of Town planning initiatives.

The RRAP was delivered to the Town in June 2015, and following minor modifications and the incorporation of the Riverside Overlay District zoning amendments, was revised in July 2015. The plan was accepted by the Town Board in August 2015 as complete for purposes of releasing the document for public review, and commencing the SEQRA evaluation of same.

The work program for preparation of this Step II Nomination Study has been adapted to allow the Town to build upon the work already completed by the Master Developer, and focuses on: further evaluation of the barriers to redevelopment through agency coordination; refinement of a development program to be evaluated by outside agencies; and analysis of impacts through preparation of a Generic Environmental Impact Statement (GEIS). The GEIS will evaluate the potential generic impacts of the BOA designation, and adoption of the RRAP and Zoning Amendments. The Town of Southampton Town Board will assume lead agency status for the above Proposed Action pursuant to the State Environmental Quality Review Act (SEQRA) and its implementing regulations (6 NYCRR Part 617).

Project Overview and Description

The hamlet of Riverside is located in the northwestern portion of the Town of Southampton, in Suffolk County, New York. **Figure 1-1**, Community Context Map, shows the location and relationship of the BOA Study Area to the surrounding municipality, county and region. **Figure 1-2**, Study Area Location Map, illustrates the location of the BOA Study Area in relation to the surrounding municipalities. **Figure 1-3** provides a map of the proposed BOA Boundary/Study Area. The 468-acre Study Area is more specifically located:

- north of New York State's 2,700-acre David A. Sarnoff Preserve;
- south of Downtown Riverhead, the Peconic River, and the Southampton/Riverhead municipal boundary;
- east of the Suffolk County office complex (Evan K. Griffing Center), County courthouse (Arthur M. Cromarty Court Complex), County prison facilities (Suffolk County Jail), County Road 51 (Center Drive South), and the Little Peconic River; and
- west of White Brook Drive and Black Creek Pond.

Riverside is an older, moderately dense suburban community consisting primarily of single-family neighborhoods, three mobile home parks, a scattered mix of mostly small one- to two-story commercial and industrial buildings, several scattered institutional uses (churches, an elementary school, and a head start facility), and parklands and nature preserves. Most of the commercial/business uses in the Study Area are located along SR 24 (also named Flanders Road) or near the Riverside/Riverhead traffic circle where five State and County arterial roads intersect.

The Riverside BOA Study Area is within the Riverside Census Designated Place (CDP), which has been documented as the most economically distressed community on Long Island.² Economic distress indicators include data on poverty level, educational achievement, unemployment, median income and median housing values. Overall, Riverside is ranked as the most economically distressed community in both Nassau and Suffolk counties. In Suffolk County, Riverside has the lowest median housing value and median household income of the 157 communities (census places), has the 2nd lowest percentage of high school graduates, and the 3rd highest number of families living below the poverty level. **Table 1-1** of the BOA Study provides a summary of economic distress indicators for Riverside as compared with two other distressed communities in Suffolk County (Gordon Heights and Wyandanch) which are ranked as the 2nd and 3rd, respectively.

Riverside has significantly higher unemployment (nearly 4% higher than in Gordon Heights) and a substantially lower median income (over \$20,000 less than in Wyandanch), but comparatively fewer residents receive public assistance income. The Riverside CDP is the only community within Suffolk County with a median home value below \$200,000. The median home value reported in the economic distress indicators data was \$73,900. The community with the second lowest median housing value in Suffolk County was Mastic Beach, which at the time had a median home value of \$224,900, or more than three times that of Riverside.

The Riverside Revitalization Action Plan (RRAP) cites the lack of long term solutions to support community revitalization which has resulted in a general disinterest on the part of the business community to invest in Riverside. In addition, the RRAP alludes to the lack of essential infrastructure, housing options, community services, and easy access to food and goods. The end result is a struggling local economy, lack of jobs and few opportunities for upward social mobility. The RRAP also notes that investment in the community is significantly hampered by zoning and infrastructure deficiencies that limit the ability of land to be used to its highest and best use.

A number of planning studies relevant to the Riverside community have been prepared over the past several decades and all recognize the need for redevelopment and revitalization. In general, recommendations for redevelopment emphasize a more compact, physically integrated, economically sustainable centralized mixed-use hamlet center. The following is a chronological outline of previous plans and land use studies that include or directly target all or part of the Riverside community:

² Suffolk County Planning Economic Distress Indicators for 2008-2012

- 1970 Town of Southampton Master Plan;
- 1999 Comprehensive Plan Update (“Southampton Tomorrow”);
- 2004 Flanders/Riverside/Northampton Revitalization Study;
- 2006 Riverside Blight Study;
- 2008 Riverside Hamlet Plan;
- 2009 Riverside Urban Renewal Plan (including input from the 2006 Blight Study).

Following the preparation of the Urban Renewal Plan, the Town rezoned several areas to promote redevelopment of key sites. However, there has been little change in the area in recent years.

Potential Brownfield Sites

The primary community revitalization objectives to be achieved by the BOA program include blight removal, property upgrades through redevelopment, and the attraction of new commercial uses to the area that will provide needed goods, services and jobs to the community, along with tax ratables to alleviate the hamlet’s heavy school tax burden. Potential brownfield sites believed to be contributing to the blighted conditions within the Riverside community were identified as part of the grant application based upon prior land use, such as those with existing and abandoned automotive uses, as well as vacant sites where illegal dumping activity had been observed. As described in detail in Section 3.2.2 of this Study, a preliminary inventory and assessment of properties that may have been adversely affected by past land use activities or that may currently pose risks to the environment due to site uses or known handling, storage, or disposal of hazardous materials was conducted. Based on the evaluation, 17 sites were identified as having past or present environmental issues. An additional three (3) sites have been identified as potential brownfield sites based on observations or information provided by other agencies (including tax delinquent properties, condemned buildings and land uses with potential for contamination). **Figure 3-3** of the Study shows the locations of these sites based on the Map ID number provided with each description.

The table below lists the strategic sites. Of the 20 sites of environmental concern, Sites EC-1 through EC-11, EC-17 and EC-18 are considered strategic, in that these properties are situated in areas that are programmed for redevelopment activities as per the RRAP.

The proposed BOA Boundary has been selected based on the location of the sites of environmental concern, which are located throughout the Riverside hamlet, and specifically found along Peconic Avenue, Flanders Road, Riverleigh Avenue, Old Quogue Road, and Ludlam Avenue. The BOA Boundary includes the residential neighborhoods which are affected by their adjacency to these sites. The implications of having abandoned, vacant and underutilized properties within the community are expressed in the indicators of economic distress summarized above.

STRATEGIC SITES OF ENVIRONMENTAL CONCERN

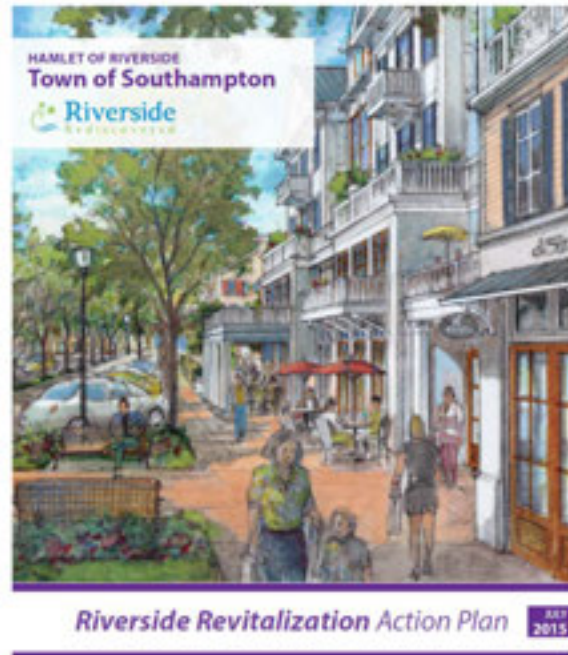
Site ID	Address	Acres	Risk	Tax Map ID
EC-1	89 Peconic Ave	0.7	M	900-118-2-2
EC-2	7 Peconic Ave	0.4	H	900-118-2-4
EC-3	8 Lake Ave	0.3	H	900-138-1-104.001
EC-4	30 East Moriches Rd	0.9	L-M	900-138-2-30
EC-5	11 Flanders Rd	0.8	H	900-138-2-32
EC-6	35 Flanders Rd	0.3	M	900-138-2-33
EC-7	104 Flanders Rd	0.1	M	900-118-2-10
EC-8	113 Flanders Rd	0.2	M	900-139-1-72
EC-9	308 Riverleigh Ave	0.5	M	900-139-1-48.001
EC-10	454 Riverleigh Ave	1.9	M-H	900-139-2-54.001
EC-11	500 Riverleigh Ave	2.5	M	900-139-2-050.002
EC-17	117 Ludlam Ave	1.4	M-H	900-141-2-36.003
EC-18	97 Old Quogue Rd	0.3	---	900-139-2-45

Risk – L-Low; M-Medium; H-High.

Community Vision and Goals and Objectives

Renaissance Downtown has worked collaboratively with the Town DLM to oversee the community participation process for the preparation of the RRAP and BOA Study with the assistance of a community liaison, Ms. Siris Barrios. Ms. Barrios and members of RD and the Town DLM have worked continuously with the community since the summer of 2014 in the development of the Action Plan. The outreach that has occurred to obtain the community input has informed the preparation of this BOA Study, and resulted in an expression of the community’s vision for the future.

The RRAP seeks to provide a blueprint for dealing with various challenges, while capitalizing upon the community's strong desire to include a mix of retail stores, service-related businesses, restaurants and diverse housing options, along with improved transportation, infrastructure, pedestrian pathways, public green spaces and access to the Peconic River throughout the Riverside hamlet area. The vision is composed of the goals and objectives of the RRAP that are provided below:



- Position Riverside as a Gateway of the Town, retain and attract a diverse and multicultural population that includes young professionals and members of the innovation and knowledge economies to promote the Town as a preeminent regional destination.

- Create a true sense of place, utilizing smart growth and sustainable development principles that meet the needs of current residents and attract future residents and businesses.
- Facilitate the creation of a mixed-use and walkable Gateway Center to enhance the vibrancy of the Riverside Hamlet Center and create a diversity of uses (to live, work, shop, learn, and play).
- Complement Riverhead's downtown area and leverage the proximity of the Long Island Rail Road station and availability of bus service.
- Reinforce a sense of community and neighborhood identity.
- Enhance the character and overall visual environment of the Project Area.
- Promote housing choices with a broad range of housing types and price points including attainable and market-rate housing options.
- Expand the property tax base and provide additional employment opportunities.
- Incorporate municipally owned property located within the Project Area to achieve an effective redevelopment strategy; and provide an avenue for private property owners to partner with the public sector and RD to foster the redevelopment of underutilized assets for the benefit of both themselves and the community.
- Leverage existing assets and proximity to maritime resources along the Peconic waterfront, natural assets, recreation areas, preserved open spaces of the Pine Barrens region, and proximity to Riverhead's downtown area.
- Attract businesses, residents and visitors to stimulate the local economy and position Riverside as a tourist destination with access to both the north and south forks and the many assets they possess.

Brownfield Opportunity Area Boundary Description and Justification

The Riverside BOA Study Area encompasses a portion of the Riverside Census Designated Place and is bounded by Little Peconic River to the west, David Sarnoff Preserve to the south, the Peconic River to the north and Whitebrook Drive at the east. **Figure 1-3** of the Study provides a map of the BOA Study Area which coincides with the project area of the RRAP. The borders of the BOA Study Area encompass Town of Southampton lands which were identified for redevelopment as well as the 15 potential brownfield sites, referred to herein as “sites of environmental concern”, which were identified during the grant application phase and have been further investigated during the course of this Study. An additional five sites have been added to the list of sites of environmental concern. Of these sites, Sites EC-1 through EC-11, and EC-17 and EC-18 are considered strategic, in that these properties are located in areas that are programmed for redevelopment activities.

The proposed BOA Boundary has been selected based on the location of the sites of environmental concern, identified in **Table 1-2** of the Study, which are located throughout the Riverside hamlet, and specifically found along Peconic Avenue, Flanders Road, Riverleigh Avenue, Old Quogue Road, and Ludlam Avenue. The BOA Boundary includes the residential neighborhoods which are affected by their adjacency to these sites. The implications of having abandoned, vacant and underutilized properties within the community are expressed in the indicators of economic distress identified previously.

Community Participation Plan

The Town established an Advisory Committee to provide input on the RRAP and BOA Nomination Study. In addition to the Advisory Committee, continuous coordination between the Town, Master Developer, and the local representative to lead the Crowd Source Place Making (CSPM) effort occurred. The CSPM process is guided by the principles of Social, Environmental, and Economic responsibility which is emphasized to community members that partake in the process. CSPM utilizes in-person meetings and internet-based tools to allow community members to upload and vote on ideas, uses, retail concepts, types of commercial/retail tenants, and amenities.

Since the summer of 2014, RD has employed a full time outreach coordinator to work with the community on this project. A community based office was established to encourage community participation and provide a base for the crowd sourced placemaking efforts. During the process, a number of methods were utilized to reach as many people within the community as possible, including population segments that normally do not participate in official meetings. RD employs social media and networking tools that include proprietary web-based applications designed to engage the community in meaningful dialogue, which is essential to the planning and implementation process. Because the community provided so much valuable input to develop the vision for the community - this process served as the basis for community outreach for the BOA Study. In coordination with RD and the Advisory Committee, additional outreach occurred following the preparation of the Action Plan. Because of the overlapping and complementary purposes of the BOA program and revitalization action process, this BOA Study relies on the community participation process held to develop the RRAP.

The key to implementation of the recommendations of the BOA Nomination Study - and specifically in this case, the RRAP and proposed Zoning Amendments to support redevelopment - was intensive outreach to build commitment from agencies and community service providers and thereby enlisting partners for the actual revitalization to occur following adoption of the new zoning regulations.

Early in the process, letters were sent to community service providers and agencies with permitting authority. The letters included a description of the revitalization program and a request to meet for agency input. Outreach also included presentations to each of the involved Town departments and Boards to maximize awareness and understanding of the importance of success of the revitalization efforts. The results of these agency discussions are reflected in the inventory and analysis section of this Step 2 BOA Study and the GEIS evaluations.

The Advisory Committee established to assist in the preparation and review of the BOA and RRAP included numerous representatives from the Town, NP&V, and Renaissance Downtowns. The individual members on the Advisory Committee are listed in **Table 2-2** of the BOA Study.

Inventory and Analysis

All planning studies must begin with an inventory and analysis of existing resources and this is a key step that sets the stage for defining the challenges confronting the community. This includes both a physical inventory as well as an understanding of local issues, opportunities, and constraints. Goals and objectives are defined to address these challenges, all in accordance with an overall vision for future redevelopment that is expressed by the community. The Riverside hamlet is surrounded by significant natural resources including the Peconic River as well as the protected open space contained in the nearby Pine Barrens. Much of the lands surrounding the hamlet are protected open space, including lands recently acquired by the Town of Southampton and Suffolk County. These assets also present constraints to redevelopment, as strict regulations impose limitations on development within the Compatible Growth Area of the Central Pine Barrens Area, as well as regulations related to development in proximity to wetlands and surface waters. Development is also regulated by a number of overlay districts and general regulations related to wastewater treatment, aquifer protection and the Wild, Scenic & Recreational River Corridor. Each of these programs/districts and the related implications for future redevelopment are described in this Study as well as the GEIS.

The lack of sufficient infrastructure for treating wastewater in Riverside is one of the major obstacles to redevelopment. Currently, wastewater is disposed of through the use of on-site septic systems and cesspools. In order to prevent and reduce adverse effects of wastewater on the surrounding Peconic River Estuary and the underlying aquifer, limits have been placed on the amount of untreated wastewater that can be contributed by development. These limits imposed by the Suffolk County Sanitary Code are necessary to protect environmental resources. However, they also limit the development potential of properties in the Study Area. The creation of a wastewater treatment plant would benefit the Riverside community in numerous ways. The wastewater treatment plant would be able to process larger capacities of wastewater than septic systems so development would not be limited because of wastewater. The addition of a treatment plant is expected to have economic benefits by allowing more development and environmental benefits by reducing the amount of contaminants and nitrogen released into groundwater.

The Pine Barrens is the last remaining wilderness area on Long Island and is an important resource that recharges the sole source aquifer used for drinking water on Long Island. The Pine Barrens Comprehensive Plan outlines techniques to protect and preserve this important natural resource. Most of the Study Area is included in the Pine Barrens Compatible Growth Area which limits the amount of natural vegetation that can be removed from a site. However, the RRAP and zoning amendments have been designed to be consistent with the goals of the Comprehensive Plan for the Pine Barrens. The creation of a wastewater treatment plant would reduce possible sources of contamination and would benefit the Pine Barrens.

There has already been considerable investment in the area and a commitment to revitalization by the Town which has culminated in the partnership with RD, preparation of the Riverside Revitalization Action Plan and zoning amendments to entice redevelopment of the area, and support for redevelopment through interagency coordination to achieve partnerships and buy-in that is required for a redevelopment of the scale that is envisioned.

Economic and Market Trends

A component aspect of the planning process that was conducted in the creation of the RRAP was the preparation of a preliminary market study which identified the amount of floor space and dwelling units that could reasonably be accommodated within a revitalized Riverside. The preliminary market study was reviewed separately by Urbanomics, Inc., during preparation of the BOA Nomination Study. Economic and market trends inform and assist in determining future uses which could be accommodated in the Study Area; uses were identified that also had community support.

Retail demand was determined based on an examination of sales leakage - economic activity that should remain within a community’s local economy, but occurs elsewhere due to factors such as a void within a certain business type, lack of infrastructure to support development, or a lack of an attractive retail environment that captures interest and market demand. Riverside exhibits significant leakage due to the relative lack of places for residents to shop, dine and play. Accounting for the combined existing incomes of Riverside, Flanders and Northampton, there is a substantial opportunity for local entrepreneurs to capture spending that currently takes place outside of these communities, bringing in additional income and job creation.

The table below summarizes the amount of nonresidential floor space and residential dwelling units that could be supported in Riverside, based on the market analysis conducted for the RRAP.

STUDY AREA PRELIMINARY MARKET DEMAND

Store Type	Floor space Demand (SF)	Dwelling Units
Full Service Restaurant	7,897	
Grocery Store	10-12,000	
Hobby, Sport Goods, Music Instruments	5,451	
Clothing and Shoes	14,797	
Electronics and Appliances	1,948	
Health and Personal Care	6,870	
Office	80,796	
Hotel Space	---	
Light Industry	---	
Rental Dwelling Units		3,115
Assisted Living		600 beds

Sources: RRAP Appendix 3.

Specific findings are as follows:

- A food market needs assessment concluded that there is a need for a medium sized supermarket to serve the Riverside community.
- The most untapped retail opportunities include: full service restaurants, furniture and home furnishings, clothing and shoe stores, health and personal care stores, sporting good, hobby and musical instrument stores, and electronics and appliance stores.

- Based on employment estimates projected to the year 2030, and using a 10 percent capture rate for the Riverside market, approximately 81,000 square feet of office space could be supported. The fastest growing sectors include “health care and social assistance” and “educational services”.
- If planned amenities, including construction of a boardwalk and new bridge come to fruition, market demand would support a waterfront-oriented hotel.
- Between the Towns of Southampton and Riverhead there are approximately 3,000 seniors classified as having a “self-care” or “independent living” difficulty. A conservative estimate of 20% of this population yields a demand for approximately 600 beds.
- Artisan production facilities for local artists and craftsmen can be supported.
- In terms of residential dwellings, an age cohort analysis estimates that there will be new demand for 3,115 dwelling units by 2030 within the Towns of Southampton and Riverhead. This estimate does not account for demand within the Towns of Southold, East Hampton or Shelter Island all of which are experiencing the same general trends.

Potential Future Land Uses

Future land uses are described in detail in the RRAP (p. 70, RRAP). A theoretical development program identifies the intended future land use pattern for select Study Area parcels. The concept plan below illustrates the future land use pattern based upon the Theoretical Development Program. The image below illustrates one concept plan of how development may proceed.



Theoretical Development Program - Concept Plan
Source: Renaissance Downtowns

As shown in the image above, the primary redevelopment area is centered and concentrated around the Riverside traffic circle, and extends outward from this location. The majority of the development would occur along Flanders Road and Riverleigh Avenue, especially in the area

generally north of Pine Street. Development is also anticipated within the Enterprise Zone Drive area and other locations as shown in the concept plan. The RRAP estimates a theoretical development program that would consist of the following future land uses.

THEORETICAL DEVELOPMENT PROGRAM

Land Use	Additional Square Feet, Rooms, and Dwelling Units
Retail	133,517 Square Feet
Office	62,000 Square Feet
Hotel	97 Hotel Rooms
Apartments	2,267 Dwelling Units
Adult Care/Nursing Home	63,910 Square Feet
Artisan Lofts/Production	30,900 Square Feet
Cultural	11,032 Square Feet
Parking Garage	550 Spaces
Surface Parking Lots	1,602 Spaces
On-Street Parking Spaces	1,107 Spaces
Indoor Ice Skating/Hockey Rink	100,000 SF, plus parking

Source: RD, 2015.

The RRAP intends that 20 percent of the residential units be marketed toward working class individuals and households. Fifty percent of the apartments would be one-bedroom and 50 percent would be two-bedroom units. Also, 50 percent of the units would be renter-occupied and 50 percent would be owner-occupied. Workforce housing would be marketed toward households having an annual income ranging between \$40,000 and \$96,000 based on 37% to 88% of the median Suffolk County household income determined by HUD to be \$109,000/year.

The land use pattern (and subsequent zoning intended to implement the RRAP) is described in accordance with a series of overlay zones. Recommended projects and improvements for each overlay zone are described in the RRAP. These projects and the theoretical development program are also identified according to “blocks” set forth in the proposed zoning amendments.

Key Recommendations

Based on the foregoing summary of findings, this Section of the BOA Study lists key recommendations that set the stage for an implementation strategy and transformative implementation projects necessary to effectuate the vision for the Riverside hamlet which has been expressed by the community members and stakeholders during the community participation process. The key recommendations, in addition to the remediation of strategic sites, include other public and private improvements, and the implementation of land use regulations, intended to achieve the outcomes described in the RRAP.

Adoption of Zoning Recommendations: It is a recommendation of this BOA Study that zoning be enacted which is consistent with and will implement the goals and objectives of the RRAP, the most recent planning process that draws from previous land use studies and conceptualizes a land use and building pattern in line with preferences identified during the community participation process. To that end, this BOA Nomination Study recommends that the proposed zoning revisions included within the RRAP be adopted by the Southampton Town Board. The overlay zones could be pursued at the option of a property owner; the underlying existing base zoning districts will remain.

The proposed zoning amendments also contain a variety of form-based design standards. The form-based design standards consist of “Building Form Standards” and “Public Space Standards” that correspond to a Regulating Plan (map) which graphically depicts each of the Overlay Zone boundaries, parcel lot lines, block lines, block numbers, street types, and applicable zoning standards for development design which are keyed to various explanatory diagrams and text in the proposed law (see Riverside Overlay District element of the RRAP provided in **Appendix A-1** of the Draft GEIS). Building Form Standards regulate how far buildings are from sidewalks, the minimum window area or glazing a building must have, how tall the building is in proportion to the width of the street, how accessible and welcoming front entrances will be, where a building’s parking will be, and other locational and design requirements. Public Space Standards regulate the form and pattern of streets and squares to provide guidelines that create comfortable and useful spaces for a variety of activities, including walking, bicycling, driving, shopping, access to public transit, and social interaction. These standards help to ensure that public space works for everyone, not just for the movement and storage of vehicles.

Wastewater Treatment and Stormwater Treatment: The lack of centralized wastewater treatment is a primary barrier to redevelopment within the Study Area. Sewage disposal in Riverside involves the use of individual on-site cesspools and septic systems. **Figure 3-18** of this Study shows an existing County STP (A) and four possible locations for new STPs and leaching areas in the Study Area (B, C, D, and E). The STPs each have 200-foot buffers around the STPs. In addition, two possible remote leaching field locations are shown (F and G). Plant locations include the existing Evan K. Griffing County Center/Suffolk County Prison Facility (A); land between Riverhead-Quogue Road and Old Quogue Road (B & C); and the Enterprise Zone industrial subdivision site (D and E). Possible remote leaching areas include property that was formerly the Riverhead Head Start, which is located west of Phillips Avenue Elementary School at the terminus of Goodridge Avenue (F) and on the north side of SR 24 across from the existing mini storage facility (G). STP sites could include one or multiple sites and could include connection to existing and proposed facilities. The Nomination Study recommends, as an Implementation Strategy, that the Town seek and obtain funding to further pursue wastewater options, including: connection to an existing wastewater treatment system; study the feasibility of constructing a treatment plant that can treat wastewater generated in the Study Area; and, acquisition of a treatment plant site, if necessary.

Traffic Circle and other Road Improvements: Nelson & Pope was retained by the County of Suffolk to design a reconfigured two lane roundabout, to replace the Riverside traffic circle. The Town of Southampton is working towards this goal and on November 4th, 2014, the Town held and passed a referendum to swap the 3,000 square feet of town parkland in the northwest corner

of the intersection to elongate the circle, with 8,000 square feet of county land just to the west of the town's property, backing up to the Peconic River behind the Peconic Paddler's shop. The county has allocated about \$500,000 in design money for the project, and is planning to allocate \$4 million in construction funds for the project in Suffolk's 2016 capital budget. The redesign will elongate the circle into an oval with two lanes of travel ways around it to allow for more movement. The design will include pedestrian crosswalks and include landscaped pedestrian refuge islands and seamless connections to sidewalks. Another implementation strategy includes the proposed construction of a slip road along CR63 and Flanders Road to separate adjoining residential dwellings from the main road right of way, and at the same time create an opportunity to introduce on-street parking and sidewalks.

Recreational Amenity Improvements: The RRAP envisions the construction of a waterfront promenade as a revitalization project for Riverside. The waterfront promenade would be elevated above the boardwalk, and new development would create a protection wall for the rest of the neighborhood. New storefronts on Peconic Avenue and SR 24 can be raised in the back and treated differently from the street frontage. The Summerwind development, a successful project widely loved by the community, is just steps away on the east side of Peconic Avenue in Riverhead, and has a floor plate raised above the sidewalk. The Town also envisions construction of a one mile long waterfront boardwalk loop (including Riverhead's existing boardwalk) in addition to the area's miles of easily connected nature trails to create recreational opportunities.

Pedestrian Bridge: A pedestrian bridge is another implementation project envisioned for the Study Area. In May 2014, the Town of Southampton issued a request for proposal to obtain a consultant to evaluate the feasibility and develop a concept plan for a pedestrian bridge over the Peconic River. The concept of a pedestrian bridge to provide a walkable link between downtown Riverhead and the primary commercial corridor of NYS Route 24 in Riverside has the support of both municipalities. The scenic views from atop the bridge can attract tourists to the region to visit the Riverhead/Riverside area. Additional foot traffic would spur economic activity on both sides of the river. The bridge promotes physical activity and environmental appreciation, and would offer access from the Long Island Aquarium and other major downtown Riverhead businesses and institutions to Riverside through a natural trail setting along the Peconic River waterfront.

Children's Museum: The Town seeks to develop a children's museum as a destination for the hamlet. The community has been collaborating with Children's Museum for East End (CMEE) and tested the community by opening the Museum without Walls program in March 2015. CMEE, located in Bridgehampton is the most visited museum in Eastern Long Island. CMEE's mission is "to spark imagination and foster learning for children of all backgrounds and abilities and to build strong connections within the East End community by providing playful experiences" by presenting educational exhibits and programs and by partnering with other arts and social service organizations to address issues that concern families in the community. The CMEE has recently approached Riverside Rediscovered with news that they have funding to offer the program again this year. With continued interest in the arts, momentum to create a permanent museum in the hamlet could be gained.

WaterFire on the Peconic River: WaterFire is a public art installation and transformative project that incorporates a body of water, a series of floating bonfires, music, dance and visual art created by Providence artist Barnaby Evans. WaterFire is supported by the Town as key implementation strategy and recently FRNCA has approved a resolution to become the fiscal sponsor to WaterFire on the Peconic, a new non-profit organization with the State of New York. The sponsorship will allow tax deductible charitable donations to be made to WaterFire through FRNCA.

Environmental Site Assessments: Phase I Environmental Site Assessments (and Phase II ESAs if determined necessary by the Phase I) must be conducted to identify any existing recognized environmental conditions (RECs) or potential concerns relating to demolition and site preparation prior to demolition and development. An ESA will identify the need for testing to determine if RECs are present which require further testing, remediation, abatement, regulatory oversight or other appropriate action. Any redevelopment or property transfer is subject to the necessary regulatory steps and agency oversight to properly investigate, and remediate if necessary, recognized environmental conditions warranting such action. Issues that must be considered include the presence of asbestos containing materials (ACM) or soil contamination that contains elevated concentrations of contaminants in excess of regulatory agency standards.

Local Waterfront Revitalization Program: A portion of the project area is located within the New York State coastal boundary. To ensure that state or federal projects are implemented in a manner consistent with the Town's vision for the Riverside hamlet, the Town should consider preparing and adopting a local waterfront revitalization program.

Historic Resources and Cultural Resource Investigations: Several sites within the Study Area are identified on the Town of Southampton Historic Resource Survey. Where future development is proposed on these sites, further study will be required to determine historic value and eligibility for landmark, or other historic register status. This Nomination Study recommends that these sites be evaluated by a comprehensive Phase IA Cultural Resource Survey in advance of site-specific development applications to determine the extent to which any existing buildings will be preserved and accommodated within the proposed development program for Riverside's revitalization. In addition, a referral to the OPRHP's State Historic Preservation Office (SHPO) will be required to identify impacts related to future redevelopments.

1.0 DESCRIPTION OF THE PROPOSED PROJECT AND BOUNDARY

1.1 Lead Project Sponsors

On October 17, 2013, Governor Cuomo announced that the Town of Southampton Department of Land Management (DLM) had been awarded a grant through the New York State Department of State (NYS DOS) for the preparation of a Brownfield Opportunity Area (BOA) Step II Nomination Study and a Revitalization Plan. On March 4, 2015, the Town of Southampton Town Board (Town Board) issued a Request for Proposals and on June 9, 2015, the Board resolved to authorize the Supervisor to sign a contract with Nelson, Pope & Voorhis, LLC (NP&V) to prepare the BOA Nomination Study and Generic Environmental Impact Statement that evaluates both the BOA document and the Riverside Revitalization Action Plan (RRAP). These two planning efforts – BOA and RRAP – are intertwined in that the community participation process has served the formulation of both documents, and the RRAP details various revitalization recommendations which are also the product of the Step II Study. Specifically, the Study is intended to:

- Identify and describe the reuse, development opportunities, and needs in the proposed BOA with an emphasis on the identification, description, and recommendations for preliminary reuse opportunities for identified brownfield sites and other actions to revitalize the area.
- Include a description of anticipated end land uses including residential, commercial, industrial, or recreational and describe the anticipated future conditions and use of groundwater.
- Identify and describe any other public and private measures needed to stimulate investment, promote revitalization and enhance community health and environmental conditions in the proposed BOA.¹

The primary purpose of the New York State BOA Program is to conduct an areawide and community-supported planning process for brownfield redevelopment. A “brownfield” or “brownfield site” is defined in New York State Environmental Conservation Law Article 27, Title 14, as any real property, the redevelopment or reuse of which may be complicated by the presence or potential presence of a contaminant. The BOA program enables the Town and stakeholders to establish a clear vision to revitalize and improve areas so they become economically and environmentally sustainable.

The Town submitted the BOA grant application to the NYSDOS prior to its decision to enter into an agreement with Renaissance Downtowns (RD) as the Master Developer tasked with preparing the RRAP and zoning amendments necessary to effectuate many of the recommendations of the RRAP. As part of the Master Developer agreement between the Town and RD, RD committed to working closely with the community by employing crowd-source placemaking methods utilized successfully in other communities. Consistent with the Master Developer agreement, RD will be permitted to redevelop certain Town-owned properties in Riverside

A Master Developer, Renaissance Downtowns (RD) was selected by the Town in April 2014 to work with the community and its many stakeholders to implement proven planning strategies and placemaking techniques. Through the use of its proprietary Unified Development Approach, RD has created a platform whereby community driven ideas for revitalization can be analyzed and properly vetted. This process has culminated in the creation of the Riverside Revitalization Action Plan.

¹ NYSDOS, NYSDEC Brownfield Opportunities Area Program, Guidance for Applicants, October 2008.

consistent with the RRAP and zoning amendments. In addition, RD will seek partnerships with owners of private properties to achieve the “critical mass” needed to overcome the documented barriers and redevelop the hamlet. RD’s proprietary “Unified Development Approach” model for community revitalization has worked successfully in other communities and the Town of Southampton is confident that this is the best course of action to achieve revitalization of the Riverside hamlet.

While many planning efforts have been initiated previously by the Town of Southampton for the Riverside and nearby Flanders communities, only nominal portions of these plans have been implemented - and none have achieved the momentum required to stimulate revitalization. The Riverside community has been frustrated with this lack of action. Under the recommendations of past planning efforts, the Town has set the stage for redevelopment through establishment of new zoning and support for infrastructure improvements. However, in the absence of a responsible entity to champion redevelopment, Riverside has languished regardless of Town planning initiatives.

In recognition that a unified approach to redevelopment was required, the Town Board resolved to partner with a Master Developer to ensure success. The unified development approach (UDA) ensures that:

- the community is engaged in the process and ultimately takes ownership of the plan and supports redevelopment; and
- the developer benefits financially only once development occurs (which incentivizes the Master Developer to bring all of the parties together in a way that works for the community).

The RRAP was delivered to the Town in June of 2015, and following minor modifications and the incorporation of the Riverside Overlay District zoning amendments, was revised in July 2015 and accepted by the Town Board in August 2015 as complete for purposes of releasing the document for public review, and commencing the SEQRA evaluation of same.



Source: RRAP, page 9

The work program for preparation of this Step II Nomination Study has been adapted to allow the Town to build upon the work already completed by the Master Developer, and focuses on: further evaluation of the barriers to redevelopment through agency coordination; refinement of a development program to be evaluated by outside agencies; and analysis of impacts through

preparation of a Generic Environmental Impact Statement (GEIS). The GEIS will evaluate the potential generic impacts of the BOA designation, and adoption of the RRAP and Zoning Amendments. The Town of Southampton Town Board will assume lead agency status for the above Proposed Action pursuant to the State Environmental Quality Review Act (SEQRA) and its implementing regulations (6 NYCRR Part 617).

Participants in the development of the BOA Step II Study are identified in **Section 2.0** of this Study.

1.2 Project Overview and Description

The hamlet of Riverside is located in the northwestern portion of the Town of Southampton, in Suffolk County, New York. **Figure 1-1**, Community Context Map, shows the location and relationship of the BOA Study Area to the surrounding municipality, county and region. **Figure 1-2**, Study Area Location Map, illustrates the location of the BOA Study Area in relation to the surrounding municipalities. **Figure 1-3** provides a map of the proposed BOA Boundary/Study Area. The 468-acre Study Area is more specifically located:

- north of New York State's 2,700-acre David A. Sarnoff Preserve;
- south of Downtown Riverhead, the Peconic River, and the Southampton/Riverhead municipal boundary;
- east of the Suffolk County office complex (Evan K. Griffing Center), County courthouse (Arthur M. Cromarty Court Complex), County prison facilities (Suffolk County Jail), County Road 51 (Center Drive South), and the Little Peconic River; and
- west of White Brook Drive and Black Creek Pond.

Riverside is an older, moderately dense suburban community consisting primarily of single-family neighborhoods, three mobile home parks, a scattered mix of mostly small one- to two-story commercial and industrial buildings, several scattered institutional uses (churches, an elementary school, and a head start facility), and parklands and nature preserves. Most of the commercial/business uses in the Study Area are located along SR 24 (also known as Flanders Road) or near the Riverside/Riverhead traffic circle where five State and County arterial roads intersect.

The Riverside BOA Study Area is within the Riverside Census Designated Place (CDP), which has been documented as the most economically distressed community on Long Island.² Economic distress indicators include data on poverty level, educational achievement, unemployment, median income and median housing values. Overall, Riverside is ranked as the most economically distressed community in both Nassau and Suffolk counties. In Suffolk County, Riverside has the lowest median housing value and median household income of the 157 communities (census places), has the 2nd lowest percentage of high school graduates, and the 3rd highest number of families living below the poverty level. **Table 1-1** provides a summary of economic distress indicators for Riverside as compared with two other distressed communities in Suffolk County (Gordon Heights and Wyandanch) which are ranked as the 2nd and 3rd, respectively.

² Suffolk County Planning Economic Distress Indicators for 2008-2012

Table 1-1
EXCERPT OF ECONOMIC DISTRESS INDICATORS, 2008-2012, SUFFOLK COUNTY

Economically Distressed Communities	% w/public Assistance Income	% High School Graduates	% Below Poverty Level	Median Household Income	% Unemployment	Median Housing Value	Overall Rank
Riverside	7.05%	63.34%	24.59%	\$33,308	18.39%	\$73,900	1
Gordon Heights	8.65%	85.17%	22.18%	\$56,157	14.46%	\$281,600	2
Wyandanch	11.78%	75.75%	13.99%	\$53,948	9.93%	\$270,000	3

Source: U. S. Census Bureau (2008-2012 American Community Survey) and Suffolk County Planning

Based upon this data, Riverside has significantly higher unemployment (nearly 4% higher than in Gordon Heights) and a substantially lower median income (over \$20,000 less than in Wyandanch), but comparatively fewer residents receive public assistance income. The Riverside CDP is the only community within Suffolk County with a median home value below \$200,000. The median home value reported in the economic distress indicators data was \$73,900. The community with the second lowest median housing value in Suffolk County was Mastic Beach, which at the time had a median home value of \$224,900, or more than three times that of Riverside.

In addition to the data that document the socioeconomic distress of its residents, 15 potential brownfield sites had also been identified within the Riverside community at the time the BOA grant application was submitted to the NYSDOS, and many underutilized and vacant properties exist presently that contribute to disinvestment in the community and blight conditions. As per the results of this Study, 20 sites of environmental concern have now been documented.

The Riverside Revitalization Action Plan (RRAP) cites the lack of long term solutions to support community revitalization which has resulted in a general disinterest on the part of the business community to invest in Riverside. In addition, the RRAP alludes to the lack of essential infrastructure, housing options, community services, and easy access to food and goods. The end result is a struggling local economy, lack of jobs and few opportunities for upward social mobility. The RRAP also notes that investment in the community is significantly hampered by zoning and infrastructure deficiencies that limit the ability of land to be used to its highest and best use.

1.2.1 Previous Planning Studies

A number of planning studies relevant to the Riverside community have been prepared over the past several decades and all recognize the need for redevelopment and revitalization. In general, recommendations for redevelopment emphasize a more compact, physically integrated, economically sustainable centralized mixed-use hamlet center. The following is a chronological outline of previous plans and land use studies that include or directly target all or part of the Riverside community:

- 1970 Town of Southampton Master Plan;
- 1999 Comprehensive Plan Update (“Southampton Tomorrow”);
- 2004 Flanders/Riverside/Northampton Revitalization Study;
- 2006 Riverside Blight Study;

- 2008 Riverside Hamlet Plan;
- 2009 Riverside Urban Renewal Plan (including input from the 2006 Blight Study).

Town of Southampton Master Plan (McCrosky-Reuter, 1970)

The 1970 Master Plan established long-range Town-wide planning recommendations. The following provides excerpts from the Master Plan recommendations related to Riverside:

- The Future Land Use Plan depicts the area as largely residential.
- Residential development near [Riverhead's] downtown will be the densest in order to establish a cohesive neighborhood offering various housing types and accessibility to shopping, business, transportation and jobs, and nearby utility services.
- In the case of the Riverside business district, there is need for a major land use redevelopment to improve the traffic circulation [most specifically, the traffic circle], off-street parking, and the general quality of the district. This redevelopment should also include programs for housing and neighborhood improvements.
- Since [the existing and future hamlet business districts, including Riverside] are centrally located with respect to the principal centers of residential development, existing and proposed, the Master Plan emphasizes their expansion rather than the creation of major new centers. As a result of the smaller parcels in these older Village Business areas, increased off-street parking facilities and truck loading areas will be needed to meet future demands. It was anticipated that in the unincorporated areas the town would need to take the initiative due to the limited size and poor arrangement of land parcels in order to make it possible to provide coordination of layout, access points and overall design of improvements and landscaping.
- The area of blight has a fairly extensive spread and will require concerted effort by several levels of government and private owners together with support from the community at large.

The 1970 Master Plan also recommended expanding and/or preserving open space in the area for the creation of parks as well as groundwater protection and suggested various roadway improvements including modifications to the traffic circle.

Comprehensive Plan Update ("Southampton Tomorrow") (Land Ethics, 1999)

The Comprehensive Plan Update recommended that a major hamlet center similar to, but smaller than, existing village/town centers, with shopping centers and retail corridors be created in Riverside using PDD zoning. The Update indicated that hamlet centers should:

- Combine convenience, destination, and specialty shopping, and therefore serve larger portions of the town;
- Promote streetscape improvements unique to each hamlet/village center's themes and assets, through zoning guidelines, Planned Development District (PDD) guidelines, design guidelines, Capital Improvement Projects (CIP), etc.;
- Focus landscape and other improvements on critical vistas which shape the image of hamlet/village centers;
- Retain or promote train stations, bus and jitney stops, beach shuttles, and other public transportation elements in the hamlet/village centers;
- Carefully consider how arterial access to hamlet/village centers can be improved without compromising on-street parking, the tranquility of adjoining neighborhoods, and pedestrian ambiance;
- Provide parking waiver fees in order to keep pace with inflation;

- Pursue on-street parking, sidewalk extensions, pedestrian-oriented lighting, street trees, traffic lights, and consistent building setbacks so as to create a pedestrian ambiance in hamlet/village centers;
- Target hamlet/village centers for TDR, PDD, MX zoning, and infill zoning (zero-lot line and 100 percent coverage) so as to promote concentration of uses in these centers;
- Target hamlet/village centers for civic and Town facilities and amenities, including “greens” and pocket parks;
- Explore the options of establishing Business Improvement Districts in one or several of the hamlet/village centers.

The 1999 Update recommended that the following land use action items be applied to the center of the Study Area (which was the former drive-in movie theater and is identified as the Southampton Enterprise Zone property).

- Promote commercial/industrial development at the former drive-in site, ideally incorporating adjoining vacant and underutilized property.
- Consider a supermarket (but not a conventional shopping center) as one of the uses.
- The development should place priority on landscaping and buffers, especially proximate to an adjoining school, which might benefit from expansion in this direction.

The Comprehensive Plan Update also stated that low density residential development should be established within the Aquifer Protection Overlay District. In addition, the Plan noted that 47.5 acres of land within the Study Area had been designated as Central Pine Barrens transfer of development rights (TDR) receiving areas, indicating that additional development density can and should be provided in the area.

The Flanders/Riverside/Northampton Revitalization Study (Ferrandino & Associates, et al, 2004)
This study addressed a wide variety of issues relating to land development, community growth and revitalization, and resource protection. It also provided some specific guidelines for the future development of the central portion of the Study Area as the Riverside Hamlet Center. Recommendations focus on creating a hamlet center that would host local level retail and commercial uses with pedestrian connections, as well as second story residential components to create a 24-hour vibrant space.

The Blight Study for the Riverside Study Area (Saccardi & Schiff, Inc., 2006)

A Blight Study was prepared by Saccardi and Schiff, Inc. for the Town of Southampton Department of Housing regarding the Riverside Study Area in November of 2006. The purpose of the study was to analyze the existing conditions by utilizing field inspections, aerial photographs, and Town building safety data. The Blight Study included a review of 157 lots including 86 residential, 1 public land use, 17 commercial, 46 vacant, 4 rights of way, and 2 religious uses. During the survey, numerous conditions indicating blight were observed including deteriorated private properties, inadequate maintenance of buildings and surrounding yards, vacant buildings, over-crowded housing, non-conforming uses, and lots of irregular shape and inadequate size. The study concluded that there is significant blight which warranted the preparation of a redevelopment plan in Riverside. A number of sites that were identified by NP&V as Sites of Environmental Concern (discussed in **Section 3.0** of this Nomination) were also identified in the

Blight Study. Descriptions of the sites identified in the Blight Study that are relevant to this BOA are included in **Section 3.2.2** Brownfield, Abandoned, and Vacant Sites.

Draft Riverside Hamlet Center Plan: A Vision for the Future (Hutton Associates, 2008)

The draft Riverside Hamlet Center Plan was a follow-up to the Flanders/Riverside/Northampton Revitalization Study. The Hamlet Plan recommended the creation of a “Riverside Hamlet Center Mixed-Use Planned Development District” (MUPDD) at the center of the current Study Area on the Southampton Enterprise Zone industrial subdivision property and the 12.5-acre woodlands that is adjacent to the west of the subdivision. The MUPDD was to involve a change of zone on a total of 32 separate but contiguous Suffolk County tax lots totaling 53.3 acres from Highway Business (HB), R-15, and LI-40 to a unified MUPDD. The MUPDD was to consist of three separate blocks or zoning district subsections (Blocks, I, II, and III) and a fourth optional overlay block (Block IIa) which was to be governed by specific land management regulations and design guidelines that were specifically tailored toward each block.

Types of land uses that had been contemplated for the MUPDD included a mix of multi-family residences, commercial retail, personal services, restaurants, offices, community facilities, warehouses, light industry, and open space in the form of two plazas and/or small Hamlet greens, again suggesting the need to establish a more vibrant mixed use hamlet business district. Consideration of safe and convenient public access and circulation were also significant components of the plan, and included the development of new and modified road improvements and other public infrastructure, services and facilities to serve a more dense mixed use community.

The Riverside Hamlet Center Plan and associated zoning amendments were not adopted by the Town.

Riverside Urban Renewal Plan (Saccardi & Schiff, Inc., 2009)

The study area for this plan involved approximately 93 acres extending from the rear lot lines of parcels fronting on the south side of SR 24 to the intersection of Riverleigh Avenue and Old Quogue Road and included properties fronting on the east side of Old Quogue Road to Brown Street and Ludlam Avenue Park, as well as properties fronting on the west side of Riverleigh Avenue from the traffic circle south to the church and MacLeod Mobile Home Park (see graphic below).

The purpose and objectives of the Urban Renewal Plan (URP) were to provide a strategy for:

- reinforcing a sense of community and neighborhood identity;
- eliminating blight conditions defined in the 2006 Blight Study;
- rehabilitating certain residential properties;
- redeveloping vacant, deteriorating or deteriorated buildings, incompatible land uses or underutilized properties with residential, community and commercial uses consistent with the area’s desired neighborhood character;
- providing local commercial uses to meet resident’s needs;
- expanding the property tax base and providing additional employment opportunities;
- developing land uses within the project area that can complement and benefit from the proposed Riverside Hamlet Center, which is adjacent to the project area;

- improving vehicle and pedestrian circulation and safety within the project area and creating connections to the adjacent proposed Riverside Hamlet Center; and
- facilitating the creation of a Gateway Center that concentrates residential and nonresidential development and brings a focal point to the project area.



Map of Riverside Urban Renewal Area. Source: Riverside Urban Renewal Plan, Exhibit 1

General recommendations of the URP included:

- acquiring and assembling blighted properties for redevelopment;
- rezoning certain parcels;
- securing funding and providing certain capital improvements such as extensions and realignments of streets, new sidewalks, curbing, crosswalks, lighting, and other streetscape features in selected locations in the project area. This included construction of a road from Old Quogue Road into the

Hamlet Center, realigning Old Quogue Road and Riverleigh Avenue, and incorporating the southern end of the Old Quogue Road right-of-way into Ludlam Avenue Park; and

- establishing site-specific design and performance standards for the two large commercial uses in the area – the former auto dealer site, and the existing motel and diner site.

Following the preparation of the URP, the Town rezoned several areas to promote redevelopment of key sites. However, there has been little change in the area in recent years.

1.2.2 Potential Brownfield Sites

The primary community revitalization objectives to be achieved by this project include blight removal, property upgrades through redevelopment, and the attraction of new commercial uses to the area that will provide needed goods, services and jobs to the community, along with tax ratables to alleviate the hamlet's heavy school tax burden. Potential brownfield sites believed to be contributing to the blighted conditions within the Riverside community were identified as part of the grant application based upon prior land use, such as those with existing and abandoned automotive uses, as well as vacant sites where illegal dumping activity had been observed. As described in detail in **Section 3.2.2** of this Study, a preliminary inventory and assessment of properties that may have been adversely affected by past land use activities or that may currently pose risks to the environment due to site uses or known handling, storage, or disposal of hazardous materials was conducted. Based on the evaluation, 17 sites were identified as having past or present environmental issues. In addition, three (3) sites have been identified as potential brownfield sites based on observations or information provided by other agencies (including tax delinquent properties, condemned buildings and land uses with potential for contamination). **Figure 3-3** of the Study shows the locations of these sites based on the Map ID number provided with each description. **Appendix A** provides the full database of sites with history of environmental contamination and registered sites.

Table 1-2 lists the strategic sites of environmental concern. Sites EC-1 through EC-11, and EC-17 and EC-18 are considered strategic, in that these properties are located in areas that are programmed for redevelopment activities as per the RRAP.

The BOA Boundary has been selected based on the location of the sites of environmental concern, which are located throughout the Riverside hamlet, and specifically found along Peconic Avenue, Flanders Road, Riverleigh Avenue, Old Quogue Road, and Ludlam Avenue. The BOA Boundary includes the residential neighborhoods which are affected by their adjacency to these sites. The implications of having abandoned, vacant and underutilized properties within the community are expressed in the indicators of economic distress identified in **Section 1.2** above.

**Table 1-2
STUDY AREA SITES OF ENVIRONMENTAL CONCERN**

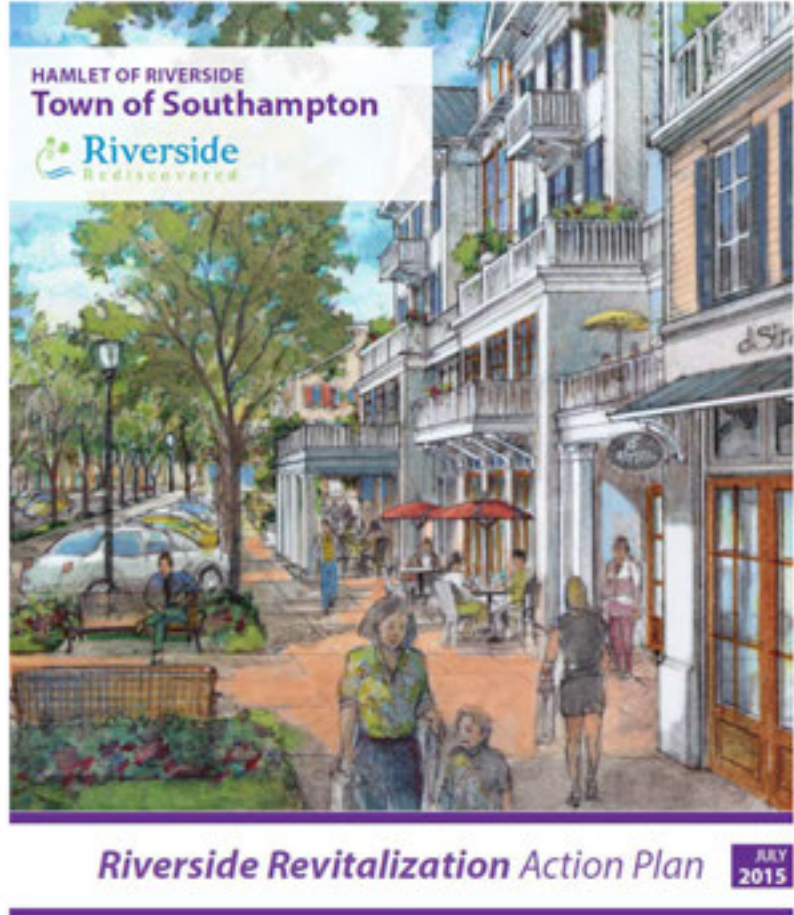
Site ID	Address	Acres	Risk	Tax Map ID
EC-1	89 Peconic Ave	0.7	M	900-118-2-2
EC-2	7 Peconic Ave	0.4	H	900-118-2-4
EC-3	8 Lake Ave	0.3	H	900-138-1-104.001
EC-4	30 East Moriches Rd	0.9	L-M	900-138-2-30
EC-5	11 Flanders Rd	0.8	H	900-138-2-32
EC-6	35 Flanders Rd	0.3	M	900-138-2-33
EC-7	104 Flanders Rd	0.1	M	900-118-2-10
EC-8	113 Flanders Rd	0.2	M	900-139-1-72
EC-9	308 Riverleigh Ave	0.5	M	900-139-1-48.001
EC-10	454 Riverleigh Ave	1.9	M-H	900-139-2-54.001
EC-11	500 Riverleigh Ave	2.5	M	900-139-2-050.002
EC-12	568 Riverleigh Ave	0.3	M	900-140-1-10
EC-13	182 Old Quogue Rd	0.6	H	900-140-2-71.001
EC-14	219-223 Flanders Rd	1.3	M-H	900-139-3-52
EC-15	301 Flanders Rd	0.5	H	900-141-2-2
EC-16	415 Flanders Rd	0.6	H	900-141-2-3
EC-17	117 Ludlam Ave	1.4	M-H	900-141-2-36.003
EC-18	97 Old Quogue Rd	0.3	---	900-139-2-45
EC-19	48 Old Quogue Rd	0.2	---	900-139-3-20.002
EC-20	98 Quogue Rd	0.5	M-H	900-139-3-37

Risk – L-Low; M-Medium; H-High.
Strategic sites appear in bold.

1.3 Community Vision and Goals and Objectives

Renaissance Downtown has worked collaboratively with the Town DLM to oversee the community participation process for the preparation of this BOA Study and the RRAP with the assistance of a community liaison, Ms. Siris Barrios. Ms. Barrios and members of RD and the Town DLM have worked continuously with the community since the summer of 2014 in the development of the Action Plan. The outreach that has occurred to obtain the community input has informed the preparation of this BOA Study, and resulted in an expression of the community's vision for the future.

The RRAP seeks to provide a blueprint for dealing with various challenges, while capitalizing upon the community's strong desire to include a mix of retail stores, service-related businesses, restaurants and diverse housing options, along with improved transportation, infrastructure, pedestrian pathways, public green spaces and access to the Peconic River throughout the Riverside hamlet area. The vision is composed of the goals and objectives of the RRAP that are provided below:



- Position Riverside as a Gateway of the Town, retain and attract a diverse and multicultural population that includes young professionals and members of the innovation and knowledge economies to promote the Town as a preeminent regional destination.
- Create a true sense of place, utilizing smart growth and sustainable development principles that meet the needs of current residents and attract future residents and businesses.
- Facilitate the creation of a mixed-use and walkable Gateway Center to enhance the vibrancy of the Riverside Hamlet Center and create a diversity of uses (to live, work, shop, learn, and play).
- Complement Riverhead's downtown area and leverage the proximity of the Long Island Rail Road station and availability of bus service.
- Reinforce a sense of community and neighborhood identity.
- Enhance the character and overall visual environment of the Project Area.

- Promote housing choices with a broad range of housing types and price points including attainable and market-rate housing options.
- Expand the property tax base and provide additional employment opportunities.
- Incorporate municipally owned property located within the Project Area to achieve an effective redevelopment strategy; and provide an avenue for private property owners to partner with the public sector and RD to foster the redevelopment of underutilized assets for the benefit of both themselves and the community.
- Leverage existing assets and proximity to maritime resources along the Peconic waterfront, natural assets, recreation areas, preserved open spaces of the Pine Barrens region, and proximity to Riverhead's downtown area.
- Attract business, residents and visitors to stimulate the local economy and position Riverside as a tourist destination with access to both the north and south forks and the many assets they possess.

The RRAP describes in detail the implementation methods to achieve the goals expressed above.

1.4 Brownfield Opportunity Area Boundary Description and Justification

The Riverside BOA Study Area encompasses a portion of the Riverside Census Designated Place and is bounded by Little Peconic River to the west, David A. Sarnoff Preserve to the south, the Peconic River to the north and Whitebrook Drive at the east. **Figure 1-3** provides a map of the BOA Study Area which coincides with the project area of the RRAP. The borders of the BOA Study Area encompass Town of Southampton lands which were identified for redevelopment as well as the 15 potential brownfield sites, referred to herein as “sites of environmental concern”, which were identified during the grant application phase and have been further investigated during the course of this Study. An additional five sites have been added to the list of sites of environmental concern. **Table 1-2** lists the sites of environmental concern. Of these sites, Sites EC-1 through EC-11, and EC-17 and EC-18 are considered strategic, in that these properties are located in areas that are programmed for redevelopment activities.

The proposed BOA Boundary has been selected based on the location of the sites of environmental concern, identified in **Table 1-2**, which are located throughout the Riverside hamlet, and specifically found along Peconic Avenue, Flanders Road, Riverleigh Avenue, Old Quogue Road, and Ludlam Avenue. The BOA Boundary includes the residential neighborhoods which are affected by their adjacency to these sites. The implications of having abandoned, vacant and underutilized properties within the community are expressed in the indicators of economic distress identified in **Table 1-1** and **Section 1.2** above.

2.0 COMMUNITY PARTICIPATION PLAN & TECHNIQUES TO ENLIST PARTNERS

2.1 Community Outreach Plan

This section provides a summary of the community outreach, techniques, input and results that were employed in the development of the RRAP and this BOA Step II Study.

The Town established an Advisory Committee made up of staff from various Town departments to provide input on the BOA Nomination Study.

In addition to the Advisory Committee, continuous coordination between the Town, Master Developer, and the local representative to lead the Crowd Source Place Making (CSPM) effort occurred. The CSPM process is guided by the principles of Social, Environmental, and Economic responsibility which is emphasized to community members that participate in the process. CSPM utilizes in-person meetings and internet-based tools to allow community members to upload and vote on ideas, uses, retail concepts, types of commercial/retail tenants, and amenities.

Since the summer of 2014, RD has employed a full time outreach coordinator to work with the community on this project. A community based office was established to encourage community participation and provide a base for the crowd sourced placemaking efforts. During the process, a number of methods were utilized to reach as many people within the community as possible, including population segments that normally do not participate in official meetings. RD employs social media and networking tools that include proprietary web-based applications designed to engage the community in meaningful dialogue, which is essential to the planning and implementation process. The sidebar provides an overview of how CSPM is conducted by RD. Because the community provided so much valuable input to develop the vision for the community - this process served as the basis for community outreach for the BOA Study. In coordination with RD and the Advisory Committee, additional outreach occurred following the preparation of the Action Plan. Because of the overlapping and complementary purposes of the BOA program and revitalization action process, this BOA Study relies on the community participation process held to develop the RRAP.

HOW CSPM WORKS

- **Define Principles:** members must sign a "Triple Bottom Line" agreement before participating in the process.
- **Seed the Process:** Traditional in-person grassroots outreach & meetings with key stakeholders & civic leaders take place prior to launching the formal public Social Networking Campaign. During this process, a local representative is hired to lead the CSPM program & RD opens a public informational office within the redevelopment area.
- **Launch Social Networking Web-based Applications:** informational resource to accept member registrations and ideas, and engage local business leaders and entrepreneurs throughout the process.
- **Launch Campaigns:** By focusing on one interest area at a time (such as retail, public destinations and downtown living), each with its own time period for campaigning, members are motivated to work together. Each campaign lasts one to two months with the objective of having the top ideas receive a minimum number of "Likes/Upvotes," thereby becoming eligible for a feasibility study
- **Feasibility Studies:** enlist the talents of national leaders in downtown retail & market feasibility to test the viability of community driven concepts.
- **Find the Best Ideas:** To reach the greatest number of participants, the team hosts events & meetups to provide a forum in which local individuals & leaders can identify themselves & participate within their comfort zone.
- **Monthly Meetups:** Brainstorm & develop ideas. Participants work on planning for upcoming events such as festivals & efforts to spur local business.
- **Events:** The CSPM team participates in, & often generates, many community events, which allow community members to learn about how they can help shape their community. These events build tremendous momentum as local residents begin to fully understand the potential of the redevelopment vision

The following provides an overview of the CSPM that has occurred in Riverside since the summer of 2014.

- In the summer of 2014 Renaissance Downtowns opened a CSPM Community Office at 108 Peconic Avenue and hired a community liaison to better understand the collective values and vision of residents for the redevelopment plans. Riverside Rediscovered (RR) officially began in August 2014 at a kick-off community meeting in the presence of Town officials, by a vote of about 50 residents in attendance.
- Hosting the monthly meet-ups exclusively in Riverside has significantly increased resident participation. During this period, RD talked to over 500 residents face-to-face and conducted special outreach with local pastors and congregations in order to reach a wide audience.
- Door knocking: A major component of the outreach effort included walking the community and literally going door to door to speak to residents of Riverside. During this process, RD witnessed firsthand the living conditions of residents and the existing range of housing types and conditions.
- The Riverside Rediscovered website (<http://riversiderediscovered.com/>) was launched in August 2014 and quickly revealed the digital divide in the community. As a result of a significant amount of face-to-face outreach, the website has achieved 150 registered users online. During this period, RD also launched a Riverside Rediscovered Facebook Page (with 207 “likes”), a Riverside Rediscovered Community Liaison personal page (583 “friends”) and a twitter account (40 followers).
- Schedule:
 - Riverside Rediscovered Monthly Meetups: October 2014 – April 2015
 - At the first monthly meetup in October of 2014, residents came together to state their concerns and desire to make Riverside a socioeconomically vibrant place to live, work, and play. Round table discussions revealed that residents want to preserve the natural beauty of the area, while also encouraging businesses and services to meet the needs of residents.
 - Community Asset Mapping: At the second monthly meetup, members engaged in a community asset mapping exercise. Participants were asked to answer twelve key questions that identified the places they go to for groceries, dining out, socializing, health care, arts and recreation. The results are clear: Riverside residents are forced to travel, often far, to fulfill their wants and needs. This clearly demonstrates the near total lack of assets and amenities within the community and the need for an injection of new activity.
 - At the second monthly meetup, members engaged in a crime and safety mapping exercise. Residents identified issues in the built environment such as poor lighting, unsafe crosswalks, dilapidated buildings and unkempt properties as well as social issues such as homelessness, crime, prostitution and drug use that will be addressed through the revitalization of the community.
 - During the third monthly meetup, the “Ideas” campaign was launched and the concept of WaterFire on the Peconic was presented. Residents were asked to post their ideas online or visit the Community Office to document their ideas with the Community Liaison.
 - At the fourth meetup, Riverside Rediscovered presented a summary of the outreach efforts conducted so far and updated residents on the ideas that had been presented. Residents expressed their concern for affordability and desire for development that considers economic realities in Riverside.
 - The fifth meetup featured a presentation regarding architectural styles which made residents enthusiastic about creating an aesthetic downtown to promote Riverside as a unique destination. The “Idea” Action Plan Campaign was also launched at this meeting.
 - The sixth meetup provided residents with an update on the Idea Action Plan Campaign and encouraged residents to help their family, friends, and neighbors cast their “Like Ideas” with paper ballots (see more below).

- Door Knocking: September 2014 - November 2014, and March 2015 – April 2015
- One on One Meetings: August 2014 – August 2015
- CSPM Online Campaigns: November 2014 – August 2015
- In March 2015 the Children's Museum of the East End (CMEE) began an eight (8) week pilot program for children between the ages of 2 and 5. The sessions were filled within 24 hours of the announcement, with children from Riverside, Flanders, Northampton, Hampton Bay, Tuckahoe and Westhampton all taking part. The "Museum without Walls" Riverside experiment has proven without a doubt that the community and the rest of the Town of Southampton can and will come together in Riverside if quality programming and quality space is offered. The program was such a success that the CMEE recently approached Riverside Rediscovered about offering the program again in the Riverside community and with the offer to fund the program. If there is continued interest and participation, a permanent home for a children's museum in the community can be explored.

Top Ideas from the 'Liking' System on Facebook and paper ballots were defined as ideas with at least 100 "Likes" at the completion of the RRAP and are listed below (these tallies were as of completion of the RRAP in July 2015 - visitors to the website continue to provide input)³:

- Shuttle Bus Service – Downtown Riverhead (157 Likes),
- Southampton Boardwalk (157 Likes),
- Water Fire (151 Likes),
- Water Fountain/Ice Rink (147 Likes),
- Indoor Recreation Center (131 Likes),
- Modern Movie Theater (130 Likes),
- Riverside Row Restaurants (119 Likes),
- Waterfront Green Spaces (110 Likes),
- Riverside Park Maritime Trail (109 Likes),
- Quality and Affordable Supermarket (108 Likes),
- Healthy Village (107 Likes),
- Farmers Market Food Mart (103 Likes),
- Zip Code for Riverside, Flanders, and Northampton (103 Likes),
- Children's Museum (101 Likes).

The CSPM process utilized in development of the RRAP recommends that the Top Ideas be analyzed to determine if the project is socially, economically, and environmentally feasible. After the feasibility studies, it is recommended that an Implementation Team be established consisting of community supporters and representatives of both public and private sectors. There are examples of how these initiatives have already begun (including the CMEE initiative discussed above). WaterFire International is exploring the feasibility of a WaterFire installation on the Peconic River and is actively preparing a Creative Placemaking Plan utilizing funds provided through the BOA Program that will help inform decision-making and provide supporting analysis for the area as a whole to support large scale community events. A new organization, Waterfire Peconic, is now a registered non-profit organization with New York State and has applied for federal 501(c) nonprofit status to allow tax deductible contributions. In the meantime, the

³ As of September 29, 2015, the Riverside Rediscovered Liaison's Facebook Community is at 609 people and the Riverside Facebook Page has 260 'likes'.

Flanders, Riverside, and Northampton Community Association (FRNCA) has approved a resolution to act as the financial sponsor so that tax deductible contributions to WaterFire may be collected through FRNCA.

2.2 Techniques to Enlist Partners

The key to implementation of the recommendations of the BOA Nomination Study - and specifically in this case, adoption of the RRAP and Zoning Amendments to support redevelopment - was intensive outreach to build commitment from agencies and community service providers and thereby enlisting partners for the actual revitalization to occur following adoption of the new zoning regulations.

Early in the process, letters were sent to community service providers and agencies with permitting authority. The letters included a description of the revitalization program and a request to meet for agency input. Outreach also included presentations to each of the involved Town departments and Boards to maximize awareness and understanding of the importance of success of the revitalization of Riverside. The results of these agency discussions are reflected in the inventory and analysis section of this Step II BOA Study.

An Advisory Committee was established to assist in the preparation and review of the RRAP and BOA. The Committee included numerous representatives from the Town, NP&V, and Renaissance Downtowns. The individual members on the Advisory Committee as well as their titles are listed in **Table 2-2**.

**Table 2-2
ADVISORY COMMITTEE MEMBERS**

Town Working Group	
Christine Scalera	Councilperson
Bradley Bender	Councilperson
Frank Zappone	Deputy Town Supervisor
Kyle Collins	Planning & Development Administrator
David Wilcox	Director of Planning
Town Sub Group	
Kathleen Murray	Deputy Town Attorney
Christine Fetten	Director of Municipal Works
John LaRosa	Assistant Town Engineer
Janice Scherer	Principal Planner
Tom Neely	Director of Public Transportation & Traffic Safety
Janice Wilson	Chief Legislative Aide
Colleen Jones	Graphic Supervisor

Nelson, Pope and Voorhis	
Carrie O'Farrell	Senior Partner
Kathryn Eiseman	Partner
Renaissance Working Group	
Sean McLean	VP Planning and Development
Ela Dokonal	Director of Planning
Brandon Palanker	Marketing and PR
Darren Monti	Project Manager
Siris Barrios	Community Liaison

The Steering Committee conducted numerous meetings, including outreach meetings, community and community services meetings, and committee meetings, throughout the planning process. The details of each meeting are described in the table below.

**Table 2-3
RIVERSIDE BOA/RRAP ADVISORY COMMITTEE MEETINGS**

Date	Meeting Purpose and Attendees	Location
Oct. 17, 2014	BOA/RRAP Steering Committee Meeting Kyle, Dave, Frank, Kathleen, Janice W., Sean, Ela	Town Hall
Oct. 22, 2014	BOA / RRAP Steering Committee Meeting Kick Off Meeting with DOS David A., Kyle, Dave, Frank, Kathleen, Janice W., Sean, Ela, Darren M., Brian P	Riverside Rediscovered
Oct 27, 2014	Meeting with community resident Discussion about traffic circle modifications and pedestrian bridge Kyle, Dave, Chris Sheldon	Town Hall
Dec 12, 2014	BOA / RRAP Steering Committee Meeting Kyle, Dave, Frank, Kathleen, Janice W., Sean, Ela	Town Hall
Feb. 27, 2015	BOA / RRAP Steering Committee Meeting Review draft zoning proposals Kyle, Dave, Janice S., Kathleen	Town Hall
March 13, 2015	BOA / RRAP Steering Committee Meeting Kyle, Dave, Frank, Janice S., Kathleen, Janice W., Christine, Tom, Sean, Ela	Town Hall
March 20, 2015	BOA / RRAP Steering Committee Meeting Kyle, Dave, Janice S., Tom N.	Town Hall
March 26, 2015	BOA / RRAP Steering Committee Meeting Review proposed zoning proposals Kyle, Dave, Janice S., Sean, Ela, Steve	Renaissance Downtown's Office
April 3, 2015	BOA / RRAP Steering Committee Meeting	Town Hall

Date	Meeting Purpose and Attendees	Location
	Interview of respondents to BOA RFP Kyle, Dave, Sean	
April 7, 2015	BOA / RRAP Steering Committee Meeting Review and discuss proposals from BOA RFP respondents Kyle, Dave, Janice S., Kathleen M., Sean	Town Hall Conference Call
April 21, 2015	BOA / RRAP Steering Committee Meeting Review and Discuss Draft RRAP Kyle, Dave, Janice S., Janice W.	Town Hall
July 1, 2015	BOA / RRAP Steering Committee Meeting Review and Discuss Draft RRAP Kyle, Dave, Janice S., Kathleen M., Sean, Ela, Kathy E., Carrie, Chic & 2 traffic consultants from N&P (Osman Barrie and Matthew Mattera)	Renaissance Downtown's Office
July 17, 2015	BOA / RRAP Steering Committee Meeting Review and Discuss Draft RRAP Kyle, Dave, Kathleen M., Ela, Steve, Ryan P.	Town Hall Conference Call
August 24, 2015	BOA / RRAP Steering Committee Meeting Update meeting with NYS Department of State Dave A., Kyle, Dave, Sean, Kathy E., Carrie O.	Town Hall
August 28, 2015	BOA / RRAP Outreach Meeting Riverhead School District Kyle, Dave, Sean, Carrie O., School Superintendent and 2 others	Riverhead School District
August 28, 2015	BOA / RRAP Outreach Meeting Riverhead Fire District Kyle, Dave, Sean, Carrie O., 3 Fire District Reps	Riverhead Fire Department
Sept 10, 2015	BOA / RRAP Steering Committee Meeting Discuss scheduling Town Board meetings and time for completion of BOA/RRAP and SEQRA Kyle, Dave, Kathleen, Janice W.	Town Hall
Sept 15, 2015 5:00 pm	BOA / RRAP Outreach Presentation and Update on Plan at regular meeting of Riverside Economic Development Council	Crohan Center
Sept 15, 2015 7:00 pm	BOA / RRAP Outreach Presentation and Update on Plan at regular meeting of FRNCA (40 attendees)	Crohan Center
Sept 17, 2015	BOA / RRAP Outreach Presentation of Plan at a regular meeting of the NYS Pine Barrens Commission Kyle, Dave, Sean, Carrie, Siris	Town Hall

3.0 ANALYSIS OF THE PROPOSED BROWNFIELD OPPORTUNITY AREA

3.1 Community and Regional Setting

This section provides a summary and description of the contextual relationship of the BOA Study Area as it relates to the community, the towns of Southampton and Riverhead, and the region. This section will set the stage for the analysis of the BOA Study Area which follows.

The Study Area is located south of the Peconic River, east of Little Peconic River, and north of the David A. Sarnoff Preserve - a designated Bird Conservation Area which is one of the largest undisturbed Pine Barrens on Long Island. To the southwest of the Study Area is the Cranberry Bog Nature Preserve, a wooded area with trails surrounding Swezey Pond and a former cranberry bog area. All of these nearby resources suggest an environmentally complex and beautiful natural setting. The setting that surrounds the community is idyllic and yet, the community of Riverside is economically depressed, blighted, and home to a community that deals with negative social issues. While some members of the community work hard to maintain their properties, many homes and businesses are in disrepair and yards and vacant properties are strewn with debris and refuse. Many buildings are boarded up and have been vacant for many years. As was summarized in **Section 1.0**, the Town has been involved in several planning initiatives over the years, some of which resulted in zone changes intended to encourage new development and revitalization. However, little changed in the community through these past efforts and the Town recognized a need for an alternative approach.

The Riverside Study Area is home to a total of 1,711 people living in 706 households. As noted, the Riverside CDP area is the most economically distressed community according to the Suffolk County Department of Economic Development and Planning analysis presented in **Section 1.0**. According to the American Community Survey 5-year estimates, the median home value within the Study Area is just \$79,740 (as compared to the median of \$383,400 for all of Suffolk County). The population is generally less educated than the residents of the County, with 36.7 percent not having graduated from High School or received an equivalency degree and relatively few (4.5 percent) having a Bachelor's degree. In comparison, 10.2 percent of Suffolk County's 25+ population does not have a High School diploma. The median income of the Study Area, at \$38,640 is significantly lower than that of Suffolk County at \$87,763. In 2013, Riverside had an unemployment rate of 14.6% which was much greater than the County (at 7.4% during that period). Riverside also has a very low labor force participation rate. Labor force participants are classified as individuals who are either working or looking for work. Those who are not participating in the labor force may be retired, or prevented from doing so by disability or school attendance, or they may have been out of work for so long that they have given up on seeking regular employment. In 2013, the labor force participation rate was 25.7% (as compared to 66.1% in Suffolk County). This speaks not only the need for jobs, but also a diversification of the area to revitalize existing commercial markets. All of these factors provide indicators of an economically distressed community, where availability of community benefits related to the revitalization of the area will provide significant tangible benefits to elevate the community as a whole.

3.2 Inventory and Analysis

All planning studies must begin with an inventory and analysis of existing resources and this is a key step that sets the stage for defining the challenges confronting the community. This includes both a physical inventory as well as an understanding of local issues, opportunities, and constraints. Goals and objectives are defined to address these challenges, all in accordance with an overall vision for future redevelopment that is expressed by the community. The Riverside hamlet is surrounded by significant natural resources including the Peconic River as well as the protected open space contained in the nearby Pine Barrens. Much of the lands surrounding the hamlet are protected open space recently acquired by the Town of Southampton and Suffolk County. These assets also present constraints for redevelopment, as strict regulations impose limitations to development within the Compatible Growth Area of the Central Pine Barrens Area, as well as regulations related to development in proximity to wetlands and surface waters. Development is also constrained by a number of overlay districts and general regulations related to wastewater treatment, aquifer protection and the Wild, Scenic & Recreational River Corridor. Each of these programs/districts and the related implications for future redevelopment are described herein.

The lack of sufficient infrastructure for treating wastewater in Riverside is one of the major obstacles to redevelopment. Currently, wastewater is disposed of through the use of on-site septic systems and cesspools. In order to prevent and reduce adverse effects of wastewater on the surrounding Peconic River Estuary and the underlying aquifer, limits have been placed on the amount of untreated wastewater that can be contributed by development. These limits imposed by the Suffolk County Sanitary Code are necessary to protect environmental resources. However, they also limit the development potential of the land. The creation of a wastewater treatment plant would benefit the Riverside community in numerous ways. The wastewater treatment plant would be able to process larger capacities of wastewater than septic systems so development would not be limited because of wastewater. The addition of a treatment plant is expected to have economic benefits by allowing more development and environmental benefits by reducing the amount of contaminants and nitrogen released into groundwater.

The Pine Barrens is the last remaining wilderness area on Long Island and is an important resource that recharges the sole source aquifer used for drinking water on Long Island. The Pine Barrens Comprehensive Plan outlines techniques to protect and preserve this important natural resource. Most of the Study Area is included in the Pine Barrens Compatible Growth Area which limits the amount of natural vegetation that can be removed from a site. However, the RRAP and zoning amendments have been designed to be consistent with the goals of the Comprehensive Plan for the Pine Barrens. The creation of a wastewater treatment plant would reduce possible sources of contamination and would benefit the Pine Barrens.

An additional zoning regulation that currently constrains development is the dimensional regulations that limit building mass, bulk, and height, and lot coverage. Parking regulations that require a minimum amount of on-site parking for particular uses can result in excess parking and limit the amount of land on a parcel available for residential and commercial development.

There has already been considerable investment in the area and a commitment to revitalization by the Town. This commitment has culminated in the partnership with RD, which led to the

preparation of the Riverside Revitalization Action Plan and zoning amendments to entice redevelopment of the area. Interagency coordination has been established to achieve the partnerships and buy-in that are required for a redevelopment of the scale that is envisioned.

3.2.1 Land Use and Zoning

There are several basic characteristics that define land use conditions in the Riverside community. These include the Hamlet's close association with downtown Riverhead; the clear and present need to eliminate poverty, building vacancies, and blight through local investment, economic development, job creation, and area revitalization; the area's abundant and critically important natural resources and preserved open spaces; existing haphazard development patterns, the overall poor condition of the man-made environment, and limited aesthetic character; the multitude of zoning districts and the mix of land uses and conditions they have fostered; and a general inability for the community to function as a cohesive, successful and sustainable community.

The Riverside hamlet (i.e., Riverside Census Designated Place) encompasses a total land area of 5.2 square miles of which 5.1 square miles is uplands and 0.1 square miles is underwater land. The Riverside Study Area consists of 467.6 acres or about 0.73 square miles. The communities of Riverside and downtown Riverhead are closely related by several factors that go beyond their obvious geographic proximity and sharing of the Peconic River and its associated resources. For example, Riverside is served by the Riverhead School District and Riverhead Fire District, it falls within the Riverhead postal district, and residents of the two communities commonly work, shop, and recreate at the same places. In fact, many facilities that are located within Riverside, such as the Suffolk County Jail, County office facility, and traffic circle are routinely mistaken as being within the Town of Riverhead. The effect of this relationship, therefore, is arguably, the absence of the Riverside hamlet's own unique identity and sense of place.

Development along SR 24 (Flanders Road) and portions of several other major roads that merge at the traffic circle includes mixed commercial, industrial, residential, institutional land uses, vacant/boarded-up buildings, and vacant land. Since development along the SR 24 corridor is spatially intermittent and not compact, is inconsistent in terms of use (e.g., commercial building next to a single-family home next to a vacant lot, next to a vacant building, etc.), buildings tend to be single-story rather than two or three story structures, there are no significant business anchors, etc., and the business district does not function as a compact, walkable and vibrant downtown or hamlet center.

Developed land outside the immediate corridor area consists primarily of an intermittent mix of medium to high density/small lot single-family residential neighborhoods and mobile home parks, vacant lots or buildings, light industrial development, and scattered institutional facilities. The general land use and development pattern in the Study Area is shown in **Figure 3-1** and is summarized as follows:

Single-family residential neighborhoods are present primarily south of SR 24 along the eastern and western boundaries of the study area as well as some areas adjacent to the southern boundary. Specifically, these areas include land along:

- Woodhull Avenue, Pegs Lane, Lake Avenue (CR 63), and Maynard Street to the west;
- Ludlam Avenue, Pebble Way, Phillips Avenue, White Brook Drive, Brown Street, and Goodridge Avenue, to the east.
- Old Quogue Road, Vail Avenue and Pine Street.
- Small pockets of single-family development or individual isolated residential lots are otherwise scattered throughout the Study Area.

Manufactured home parks are found at the south end of the Study Area off of Riverleigh Avenue (CR 104) and on the north side of SR 24 along the Peconic River, opposite Enterprise Zone Drive and the Peconic Mini Storage facility. In total, there are three mobile home parks in the Study Area. The largest is the Riverwoods/MacLeod community located at the south end of the study area on the west side of Riverleigh Avenue. The two smaller mobile home parks are located adjacent to one another along the River, one of which has been identified as the Parkview community.

Commercial development exists primarily around the traffic circle, along Riverleigh Avenue and Lake Avenue (near the traffic circle) and at intermittent sites along SR 24. Commercial uses include but are not limited to several gasoline filling stations, convenience stores, a beverage distributor, hotel, credit union, a fast food restaurant, deli, a graphics business, billiard table sales and service business, antique shop, hair salon, barber shop, scuba diving equipment retailer, auto sales, auto repair, and other small miscellaneous retail and personal services businesses. A few vacant commercial buildings were also noted.

Industrial land uses are very limited and are relatively dispersed in the Study Area. The three largest developed industrial sites in the Study Area are located within or adjacent to the Southampton Enterprise Zone subdivision, the largest of which is used as a mini storage facility, and the other two are undetermined industrial uses. Other industrial uses in the Study Area include a glass and mirror shop (south side of SR 24), an auto salvage yard and junk yard (along Old Quogue Road) and a few small sites that now contain vacant buildings. Several industrial lots remain undeveloped. Auto repair is also sometimes considered an industrial use.

Institutional land uses are widely dispersed throughout the Study Area and include: Phillips Avenue Elementary School (off of Phillips Avenue south of the Southampton Enterprise Zone subdivision) which is the largest institutional use in the Study Area; Southampton Head Start (off of SR 24, west of Suffolk Federal Credit Union); several places of worship (one on the west side of Riverleigh Avenue, one on the west side of Old Quogue Road, and another on the north side of SR 24); a social/fraternal lodge (Masonic Temple) (on the north side of SR 24 and west side of the State recharge basin), and a State Police barracks (Riverleigh Avenue, approximately 500 feet southeast of the traffic circle).

Vacant land is located primarily north of SR 24 and adjacent to the river, within the Southampton Enterprise Zone industrial subdivision, on a long wooded parcel (SCTM: 900-139-3-10.2) adjacent to the west of the subdivision which extends between SR 24 and Old Quogue Road, and within an undeveloped six-lot residential subdivision. In addition, there are a number of small vacant lots scattered throughout the single-family residential neighborhood at the center of the Study Area. Vacant lots are publicly- or privately-owned and several appear to be owned by the

same property owner of adjacent residential lots to make a larger usable lot. The current and future disposition of some of the vacant publicly-owned land in the Study Area is unknown or not currently available and therefore is not classified as parks or open space (see Public Ownership Map **Figure 3-2**). Vacant buildings are also present in the Study Area, including but not limited to, a former gasoline station, what appears to have been a warehouse, and miscellaneous former commercial uses.

Parks, open space, and wildlife preserves are prevalent throughout the Riverside community, especially outside and adjacent to the Study Area and serve to create well-defined boundaries for the hamlet. Several properties within the Study Area comprising an estimated 57.64 acres have been preserved for one or more of these purposes. Preserved land within the Study Area includes two large Town-owned parcels located north of SR 24 on the east side of the Study Area; Town-owned land at the northeast corner of the intersection of Ludlam Avenue and Old Quogue Road (Ludlam Avenue Park); County-owned land situated southeast of the intersection of Maynard Street and Lake Avenue (CR 63) which contains a freshwater pond and is contiguous to the David A. Sarnoff Pine Barrens Preserve; and Town-owned land located at the northeast corner of the traffic circle between Peconic Avenue and Nugent Drive (CR 94).

Transportation land uses include State and County arterial highways and Town streets as well as three lots containing or designated as stormwater recharge basins, including two Town-owned lots, one located on the west side of the Southampton Enterprise Zone Subdivision and one located off of Pebble Way, and a NYSDOT recharge basin on the north side of SR 24, adjacent to the Masonic Temple. The Riverside portion of SR 24 is an important multifunctional roadway. The road is a regional arterial serving the area's local commercial and residential uses and facilitates waterfront access. Development along this road has faced many challenges, particularly in light of the recent recession, which in turn has resulted in a high number of vacant and derelict buildings throughout the corridor and surrounding area.

Table 3-1 summarizes the total number of lots and total acreage for each general land use classification.

**Table 3-1
EXISTING LAND USE**

Land Use	Number of Parcels	Total Acres	Proportion of Study Area (%)
Residential	364	211.7	45.28
Commercial	40	37.3	7.98
Industrial	10	8.0	1.71
Institutional	15	28.8	6.16
Transportation	9	7.7	1.65
Streets and Rights-of-Way	---	49.0	10.48
Dedicated Parks and Recreation	7	38.7	8.28
Vacant Land	95	86.3	18.46
Surface Waters ⁽¹⁾	2	⁽¹⁾ 0.0028	⁽¹⁾ 0
Total	542	467.5	100%

Source: Town of Southampton Division of Geographic Information Systems and New York State Department of State

Notes:

1. These figures represent surface water features that are “parcelized.” Small ponds that are located on a larger parcel would be classified according to the primary use of the parcel (e.g., vacant). In total, there are 6.5 acres of open surface waters within the ROD boundaries. Any differences in total acreage due to rounding.

Development patterns in Riverside have remained relatively stagnant with the exception of the construction of the Suffolk Federal Credit Union at the corner of SR 24 and Enterprise Zone Drive approximately seven or eight years ago, a redevelopment that involved the construction of a convenience store, and more recent development on two lots within the Southampton Enterprise Zone industrial subdivision that are now developed with light industrial uses. Several other lots within this subdivision remain vacant, which may be due in part to the recent recession and a general decline in industrial development in the Town and throughout the northeastern United States. The State Police barracks at 234 Riverleigh Avenue is also a recent addition and provides a greater police presence in the community. Many lots in the Study Area remain vacant, some of which are publicly owned as described previously. The State acquired land on the north side of SR 24 approximately 10 years ago for use as a stormwater recharge basin and the County acquired other nearby land along the river for parkland or open space preservation. The more recent County land acquisitions along the river were once part of a proposal for a large hotel, catering facility and restaurant which never came to fruition.

3.2.2 Brownfield, Abandoned, and Vacant Sites

The following section provides the findings from an area-wide environmental assessment conducted in July and August of 2015.

A preliminary inventory and assessment of properties that may have been adversely affected by past land use activities or that may currently pose risks to the environment due to site uses or known handling, storage, or disposal of hazardous materials was conducted by NP&V’s Division of Phase I/II Assessments & Remediation. This investigation included a review of a

comprehensive 2015 environmental database report prepared by Toxics Targeting, Inc. for the Study Area, as well as a follow-up preliminary site identification and land use inventory performed by NP&V. The Toxics Targeting database includes information from 21 different environmental databases which identify past and present environmental issues and the current cleanup status of known materials releases. Issues considered by the report include but are not limited to hazardous materials spills, leaking above- and below-ground fuel storage tanks, known brownfield sites, waste disposal treatment sites, toxic materials storage and discharge areas, hazardous conditions cleanup locations, air pollutant dischargers, and past environmental violations. Based on a review of the Toxics Targeting database report and a subsequent field inventory, the first 17 of the following sites were identified as having past or present environmental issues. In addition, three (3) sites have been identified as potential brownfield sites based on observations or information provided by other agencies (including tax delinquent properties, condemned buildings and land uses with potential for contamination). **Figure 3-3** shows the locations of these sites based on the Map ID number provided with each description. **Appendix A** provides the full database of sites with history of environmental contamination and registered sites.

89 Peconic Avenue (Map ID EC-1)

The property located at 89 Peconic Avenue is listed as a Petroleum Bulk Storage (PBS) facility and as being the subject of a closed spill incident that affected groundwater. The property appears on the historical Sanborn Maps as a filling station with four tanks on-site. NP&V has assigned a **Moderate Risk** to this site based upon the spill incident and previous site use as a gas station and thus would recommend that a full Phase I ESA be prepared. Based upon the previous use, it is expected that soil and groundwater testing would be appropriate to ensure that there are no remaining impacts from prior use. This property is currently a business known as the Peconic Paddler that provides kayak and paddle board rentals and sales. The property is 0.7 acre in size and has frontage on Peconic Avenue; it faces Grangebél Park and the Peconic River to the north. The SC Tax Map number is District 0900 - Section 118.00 - Block 02.00 - Lot No. 02.000. This is a highly visible property at the roundabout and a high priority site for redevelopment.



Photo of 89 Peconic Avenue
Source: NP&V Photo (September 30, 2015)

7 Peconic Avenue (Map ID EC-2)

The property located at 7 Peconic Avenue (SCTM Number 900 - 118 - 2 - 4) is a half-acre active Valero Service Station today. The record search found that this site is listed as a PBS facility, a RCRA Generator and has been the subject of now closed spill incidents that previously impacted groundwater. The property appears on Sanborn Maps as a filling station with tanks present (1969). NP&V classifies this property as a **High Risk** due to its current and historical use and recorded spill incidents that impacted groundwater. The gas station is in a highly visible location at the gateway to Riverside, located on the traffic circle (in the northeast quadrant) and is a high priority for redevelopment in the future. Prior to redevelopment, a full Phase I ESA would need to be prepared and it is expected that Phase II Testing of groundwater and soils would be appropriate to determine whether soil and or groundwater contamination from petroleum products exist on the property.



Photo of 7 Peconic Avenue
Source: NP&V Photo (August 28, 2015)

8 Lake Avenue (Map ID EC-3)

The Shell Service Station located at 8 Lake Avenue faces the traffic circle in the southwest quadrant. The site consists of 3 SC Tax Map parcels: 900 – 138 – 1 - 104.1, 102, and 101. The property is currently used as a gas station with convenience market. The property is listed as a PBS facility and as being the subject of several closed spill incidents, some of which have impacted groundwater. The property appears on Sanborn Maps as a filling station with tanks present (1969). NP&V classifies this property as a **High Risk** due to its current and historical use and recorded spill incidents that impacted groundwater. Prior to redevelopment, a full Phase I ESA would need to be prepared and it is expected that Phase II Testing of groundwater and soils would be appropriate to determine whether soil and or groundwater contamination from petroleum products exist on the property.



Photo of 8 Lake Avenue
Source: NP&V Photo (September 30, 2015)

30 East Moriches Road (Map ID EC-4)

The almost 1 acre property located at 30 East Moriches Road (SCTM Number 900 - 138 - 2 - 30) is the former Riverboat Diner. The property is listed as having been the subject of a closed spill incident. The property appears on Sanborn Maps as a restaurant (1969). NP&V classifies this property as **Low to Moderate Risk** for redevelopment due to former property use as a food preparation establishment and discharges to the sanitary system could present an issue. The property is currently vacant and a highly visible property in the southern section of the traffic circle which makes it a high priority for redevelopment. It is believed that redevelopment of this site would act as a catalyst for other redevelopment in the area.



Photo of 30 East Moriches Road
Source: NP&V Photo (August 28, 2015)



Photo of 30 East Moriches Road
Source: NP&V Photo (September 30, 2015)

11 Flanders Road (Map ID EC-5)

The property located at 11 Flanders Road is 0.82 acres and situated on the south side of Flanders Road and east of the traffic circle. The SC Tax Map number is District 0900 - Section 138.00 - Block 02.00 - Lot No. 32.000. The site is listed as a Petroleum Bulk Storage (PBS) facility and a USEPA RCRA Generator as well as being the subject of several spill incidents reported on 05/15/2002, 01/14/2003, 09/04/2003, 10/15/2003, and 11/23/2004, as well as one major spill (05/27/2010 tank broke - equipment failure), for which the files have been closed. The site is a former Getty fuel station. An earlier cleanup from a 1990 site investigation by Tyree resulted in approximately 9.5 tons of soil being removed from the site. This property is listed in the 2006 Blight Study as 0.82 acres and used as a commercial Gas and Service Station in good condition. The Blight Study also concluded that the shape of the lot is satisfactory but the property was determined to be under-utilized and under sized. Data were found in the database that waste oil had been discovered in a monitoring well. There are no activities occurring on the site at present. At least 9 tanks have been documented to have been removed but one tank may remain. The property appears on Sanborn Maps as a filling station and auto repair with tanks present (1969). NP&V classifies this property as a **High Risk** due to its current and historical use and recorded spill incidents that impacted groundwater. Prior to redevelopment, a full Phase I ESA would need to be prepared and it is expected that Phase II Testing of groundwater and soils would be appropriate to determine whether soil and or groundwater contamination from petroleum products exist on the property. Since the property is located in a highly visible site close to the traffic circle, it has a high priority for redevelopment.



Photo of 11 Flanders Road
Source: NP&V Photo (August 28, 2015)



Photo of 11 Flanders Road
Source: NP&V Photo (September 30, 2015)

35 Flanders Road (Map ID EC-6)

The nearly 0.4 acre property located at 35 Flanders Road (SCTM Number 900 - 138 - 2 - 33) is known as the Slepboy Property and is located on the southern side of Flanders Road adjacent to EC-5. The property is the subject of a closed spill incident that occurred in 1990 that affected groundwater. The property is listed as a PBS facility and a RCRA Generator. The property appears on Sanborn Maps as a dwelling unit (1969). NP&V has classified the property as having **Moderate Risk** with respect to development even though spill was closed due to issues related to the adjacent vacant Getty gas station which may present other issues including soil vapor intrusion. Prior to redevelopment, a limited Phase II with testing of groundwater and soils would be

appropriate to determine whether soil and or groundwater contamination from petroleum products still exist on the property.



Photo of 35 Flanders Road (note, see 11 Flanders Road to west)
Source: NP&V Photo (August 28, 2015)

104 Flanders Road (Map ID EC-7)

The 0.11 acre property located at 104 Flanders Road is still an active spill according to DEC records, though the incident occurred in 2006. The spill was of unknown quantity. The property appears as a dwelling on Sanborn Maps. NP&V has classified the property as having **Moderate Risk** since it is still an active spill site. The property is located on the north side of Flanders Road, south of the Peconic River, and east of the traffic circle. The SC Tax Map number is District 0900 - Section 118.00 - Block 02.00 - Lot No. 10.000.

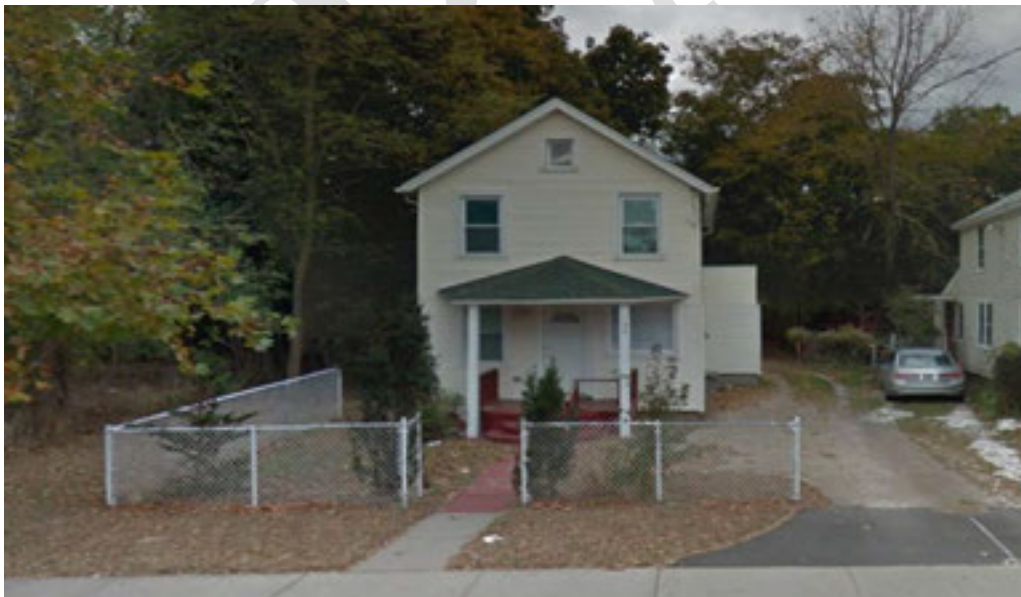


Photo of 104 Flanders Road
Source: Google Street view (accessed August 10, 2015)

113 Flanders Road (Map ID EC-8)

The 0.24 acre property located at 113 Flanders Road (SCTM Number 900 - 139 - 1 - 72) is developed with Riverhead Precision Auto Collision. The site is on the southern side of Flanders Road and east of the traffic circle. The property is listed as a PBS facility and a RCRA Generator. The property appears on Sanborn Maps and historically appears as an auto repair facility. NP&V has classified the property as having **Moderate Risk** for redevelopment due to the property use and would recommend the preparation of a Phase I ESA.



Photo of 113 Flanders Road
Source: NP&V Photo (September 30, 2015)

308/310 Riverleigh Avenue (Map ID EC-9)

This ½ acre property is located on the east side of Riverleigh Avenue (#308/310) and was known formerly as Riverhead Auto Supply & Universal Service of America. The SC Tax Map number is District 0900 - Section 139.00 - Block 01.00 - Lot No. 048.001. In the 2006 Blight Study, this 0.58 acre property was listed as a vacant property in poor condition. The property is now owned by the Town of Southampton and is one of the properties that will be available for redevelopment by the Master Developer. The property is now vacant with only a concrete slab foundation of the prior building present towards the roadway (building was demolished between 2004 and 2006) and asphalt in the rear. During site inspections, it was observed that this property is used for dumping of trash. Regardless of its vacant status, the site is listed as a RCRA Generator. The property appears to have been developed since at least 1903, based upon historical mapping. The property appears on Sanborn Maps and historically appears as an auto sales and service facility. A Phase II ESA was prepared for the Southampton Community Housing and Development Corporation/Southampton Housing Authority which included a geophysical survey, cesspool bottom sediment sampling, underground storage tank (UST)/suspect underground storage tank soil sampling, and groundwater sampling. The results of the cesspool evaluation did not indicate the presence of impacted sediment; however it was recommended that the cesspool be backfilled with clean fill during any development of the site. Soil samples were collected near a confirmed underground storage tank near the northern property line and two suspect underground storage tanks. The analysis of the soil samples did not indicate petroleum-related compounds. Recommendations included further analysis of suspect USTs and the abandonment and removal of all confirmed tanks. The groundwater evaluation revealed concentrations of two TCL VOCs

and total PCBs above the NYSDEC TOGS standard. The two VOCs were chlorobenzene, commonly found in pesticides, and MTBE, a gasoline-related compound. The elevated concentrations of the VOCs and PCBs was not found in the soil samples or all of the groundwater tests, therefore the contamination was deemed likely from an off-site source and no recommendations were given. In order for redevelopment to occur, it was recommended that a sub-slab vapor barrier be installed beneath any future building foundation in order to ensure satisfactory indoor air quality. NP&V has classified the property as having **Moderate Risk** due to former property use. Development may be hindered due to soil vapor resulting from off-gassing in a shallow water table so mitigation measures for future development may be warranted.



Photo of former building at 308 Riverleigh Avenue
Source: Southampton Town building records

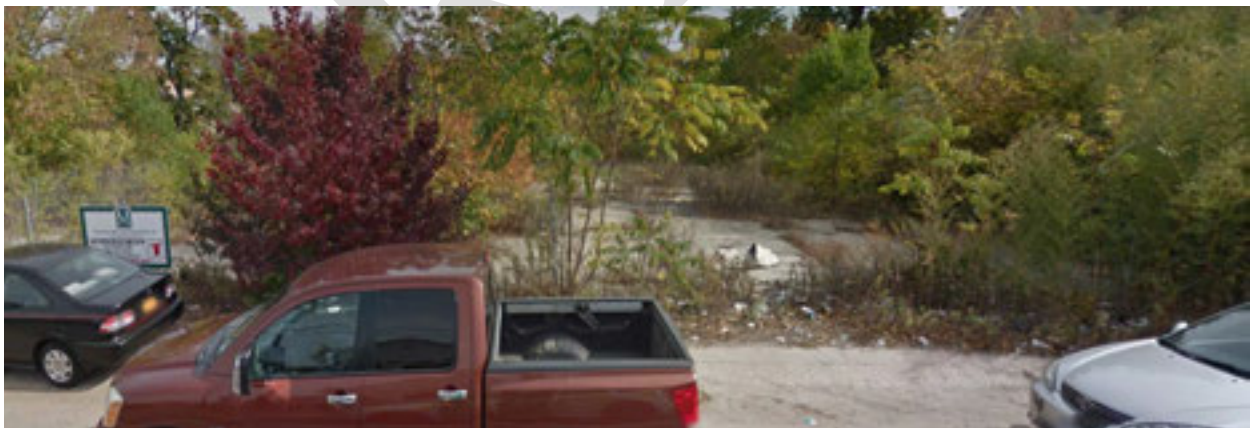


Photo of 308 Riverleigh Avenue
Source: Google Street view (accessed August 10, 2015)

454 Riverleigh Avenue (Map ID EC-10)

The property located at 454 Riverleigh Avenue (SCTM Number 900 - 139 - 2 - 54.1) is approximately 1.9 acres in size. According to the 2006 Blight Study, this property was listed as an auto body/tire shop with three buildings in good condition and a regularly shaped lot. The property is currently used as an automobile repair facility (Best Price Auto Repair and Tires) and is listed as a PBS facility and a RCRA Generator. The property appears on Sanborn Maps and historically appears as being occupied by dwellings. NP&V has classified the property as having **Moderate to High Risk** due to property use. Prior to redevelopment, a Phase I ESA would be appropriate to determine whether testing is required.



Photo of 454 Riverleigh Avenue
Source: NP&V Photo (September 30, 2015)

500 Riverleigh Avenue (Map ID EC-11)

The property located at 500 Riverleigh Avenue is now used by Riverhead Trailer. The SC Tax Map number is District 0900 - Section 139.00 - Block 02.00 - Lot No. 50.002. This 2.00 acre property is listed in the 2006 Blight Study as a vacant property formerly used as auto dealer. The Blight Study additionally concluded that the property is in fair condition with a regularly shaped lot. Formerly the property was occupied by Dyer Motors. The site is listed as a PBS facility and RCRA Generator. The property appears on Sanborn Maps and historically appears as being occupied by dwellings. NP&V has classified the property as having **Moderate Risk** due to former site use.



Photo of 500 Riverleigh Avenue
Source: Google Street view (accessed August 10, 2015)



Photo of 500 Riverleigh Avenue
Source: NP&V Photo (September 30, 2015)

568 Riverleigh Avenue (Map ID EC-12)

The property located at 568 Riverleigh Avenue is listed as an active spill incident that occurred in 1999. The property has a size of 0.35 acres and the SC Tax Map number is District 0900 - Section 140.00 - Block 01.00 - Lot No. 10.000. According to database records the spill resulted in the release of 250 gallons of fuel oil that impacted soil. The property appears on Sanborn Maps and historically appears as occupied by dwellings. NP&V classified the property as **Moderate Risk** due to the active spill incident and quantity of product released. However, since it is an older spill the contamination may now be limited.



Photo of 568 Riverleigh Avenue
Source: NP&V Photo (September 30, 2015)

182 Old Quogue Road (Map ID EC-13)

The property located at 182 Old Quogue Road is now occupied by Juniors Auto Salvage. The property has a size of 0.62 acres and a SC Tax Map number of 900 – 140 - 2 -71.1. The property is an active junk yard that was previously the subject of a closed spill incident. No Sanborn Map provided. NP&V has classified the property as having **High Risk** due to property use and poor housekeeping practices. Prior to redevelopment, a full Phase I ESA would need to be prepared and it is expected that Phase II Testing of soils would be appropriate to determine whether soil and or groundwater contamination from petroleum products exist on the property.



Photo of 182 Old Quogue Road
Source: Google Street view (accessed August 10, 2015)

219-223 Flanders Road (Map ID EC-14)

The property located at 219-223 Flanders Road is developed with multifamily housing. The 0.88 acre property is situated on the southern side of Flanders Road and has a SC Tax Map number of District 0900 - Section 139.00 - Block 03.00 - Lot No. 54.003. The site is reported to have an Active Spill on file for an incident that occurred in 2007 of unknown quantity. The property was classified as having **Moderate to High Risk** since spill still active but seems to be limited to soil. However, the soil was excavated to 12 feet and strong odor is reported to still be present.



Photo of 219-223 Flanders Road
Source: Google Street view (accessed August 10, 2015)

301 Flanders Road (Map ID EC-15)

The 0.53 acre property located at 301 Flanders Road (SCTM Number 900 - 141 - 2 - 2) is the Shamrock Gas Station. The site is situated on the southwest corner of Flanders Road and Ludlam Avenue. The site is listed as a PBS facility and having been the subject of a closed spill incident. While no active spills, NP&V has classified the property as having a **High Risk** due to its use as a gas station.



Photo of 301 Flanders Road
Source: NP&V Photo (August 28, 2015)



Photo of 301 Flanders Road
Source: Google Street view (accessed August 10, 2015)

Intersection of Ludlam Avenue and Flanders Road (Map ID EC-16)

The 0.63 acre property located at the southeast corner of Ludlam Avenue and Flanders Road (SCTM Number 900 - 141 - 2 - 3) was previously an Ocean Gas Station and is now a Valero Gas Station. An active spill that occurred in 1998 is listed. In addition, the site was the subject of several closed spills and is listed as a RCRA Generator as well as a PBS facility. Groundwater has been reported to have been affected and elevated levels of MTBE in groundwater was extracted from on-site monitoring wells. The site is also a risk site due to property use. The use and spills may have resulted in a soil vapor intrusion issue at the home located at 404 Flanders Road. NP&V has classified the property as having **High Risk** due to use as a fuel station as well as active incidents that affected groundwater and possibly air quality at a nearby home.



Photo of southeast corner of Flanders Road and Ludlam Avenue
Source: NP&V Photo (August 28, 2015)



Photo of southeast corner of Flanders Road and Ludlam Avenue
Source: Google Street view (accessed August 10, 2015)

117 Ludlam Avenue (Map ID EC-17)

The 1.43 acre property located at 117 Ludlam Avenue (SCTM Number 900 - 141 - 2 - 36.3) was formerly occupied by Cedar Graphics, Inc. The site fronts Ludlam Avenue to the east, Van Houten Street to the north, and Phillips Avenue to the west. The property is listed as a PBS facility and as a RCRA Generator. The building has been abandoned, but appears to have been recently used as a church. NP&V has classified the property as having **Moderate to High Risk** due to former use as a printing facility and regulatory listings.



Photos of 117 Ludlam Avenue
Source: NP&V Photos (August 28, 2015)

97 Old Quogue Road (Map ID EC-18)

This 0.3 acre property is developed with a single family home that faces the street, and a fence which partially obstructs views into the yard. The SC Tax Map number is District 0900 - Section 139.00 - Block 02.00 - Lot No. 45.000. The 2006 Blight Study identified this property as a one family residence in poor condition that appears to be utilized as a dumping site. The study also determined that the lot has a regular shape but it is under the minimum size and may not have the proper Certificates of Occupancy. The front of the lot is paved and during inspections was used by

several cars. In the rear yard area multiple vehicles are stored. Redevelopment of this site may be delayed due to a need for environmental remediation from past land uses.



Sources: Bing map birds-eye view and Google Street View accessed September 25, 2015.

48 Old Quogue Road (Map ID EC-19)

This 0.2 acre property is developed with a two and a half story building that was reportedly used for auto repair with double garage doors on the ground level and reported to have multifamily housing above. There is a small boarded up building towards the street as well. The large building is currently boarded up and according to SC Department of Economic Development and Planning has been condemned by the Town of Southampton and is tax delinquent and being considered under their TDR program. The program seeks to transfer properties that have become tax delinquent for redevelopment and has Phase I ESA and if necessary Phase II Testing completed in order to make properties more palatable for the development community to purchase, clean up and redevelop. However, funds have yet to be made available for a Phase I ESA for this particular site. The 2006 Blight Study identified this property as containing two buildings used for residential apartments in poor condition on an under sized but regularly shaped lot. The SC Tax Map number is District 0900 - Section 139.00 - Block 03.00 - Lot No. 02.002.



Photo of 48 Old Quogue Road
Source: NP&V Photo (September 30, 2015)

98 Old Quogue Road (Map ID EC-20)

This ½ acre property is developed with three one story buildings and the remainder of the site is generally paved for outdoor storage of vehicles and equipment. The property is currently used as an automobile towing facility. NP&V has classified the property as having **Moderate to High Risk** due to property use. Prior to redevelopment, a Phase I ESA would be appropriate to determine whether testing is required. The SC Tax Map number is 900 - 139 - 3-37.



Photo of 98 Old Quogue Road
Source: NP&V Photo (September 30, 2015)

Summary profile sheets have been prepared for a number of the properties identified herein as having greatest potential to act as catalysts for revitalization of the area as a whole, referred to as “strategic sites”. These sites are generally those within areas programmed for redevelopment, highly visible along the corridor and whose current state is impacting the community.

The information provided on the summary sheets include the following details and are found in **Appendix A** of this document:

- Location, SCTM Number
- Ownership
- Size and improvements/condition of improvements
- Potential contamination issues
- Known or suspected contaminants, and the media which are known or suspected to have been affected (soil groundwater, surface water, sediment, soil gas)
- Notes regarding redevelopment potential
- Walkscore, access to transit and sidewalk accessibility

The potential reuse of the properties identified herein are discussed in **Section 4.0** of this BOA Nomination Study.

3.2.3 Zoning Districts

Figure 3-4 presents the existing zoning districts that regulate land use in the Riverside Study Area. Currently, there are 13 zoning districts, including five single-family residence districts, six commercial, one light industry, and one open space conservation district. **Table 3-2** lists the existing zoning districts, the total number of lots in each zone and total acreage by zone.

**Table 3-2
EXISTING ZONING**

Zoning	Number of Parcels	Total Acres ¹
<i>Residential Districts</i>		
Residence-15 (R-15)	365	203.8
Residence-20 (R-20)	43	24.9
Country Residence 40 (CR-40)	1	11.2
Mobile Home Subdivision (MHS-40)	2	57.3
Residence-80 (R-80)	18	30.6
<i>Business Districts</i>		
Highway Business (HB)	47	30.1
Village Business (VB)	55	28.2
Shopping Center Business (SCB)	6	6.2
Resort Waterfront Business (RWB)	7	19
Office Business (OD)	1	1.5
Motel Business (MTL)	1	4.9
<i>Industrial Districts</i>		
Light Industry (LI-40)	29	45
<i>Parks, Open Space and Conservation Districts</i>		
Open Space and Conservation (OSC)	4	4.8
Total	579 (542 tax lots, 37 of which are split zoned)⁽²⁾	467.5

Source: Town of Southampton Division of Geographic Information Systems and New York State Department of State

Notes: 1 - Includes abutting streets and ROWs

2 - The total number of tax lots in the Study Area is 542; however, 37 of these lots are split zoned and are double counted, thereby making the total lots by zoning district artificially high. Differences in total acreage due to rounding.

3.2.4 Strategic Sites

Strategic Sites in the Riverside community have been identified based upon their readiness for redevelopment and in the context of their relative impact on overall revitalization. Those sites owned by the Town of Southampton which were selected for inclusion in the Master Development agreement are all strategic sites since they have the greatest potential for redevelopment once the Zoning Amendment is adopted. In addition, other sites have been identified whose redevelopment is critical due to the impact that the current site use/disuse is having on the community. **Figure 3-**

5 illustrates the Sites of Environmental Concern and the Theoretical Development Plan prepared by the Master Developer. Sites that have been identified as strategic which also have potential environmental contamination are identified in **Table 3-3** and total approximately 10.3 acres. These sites may require additional testing and or remediation, depending upon past use and presence of recognized environmental conditions. In addition to the development properties which will be made available for purchase by the Master Developer, the following are considered strategic sites which may be brownfields:

**Table 3-3
STRATEGIC SITES**

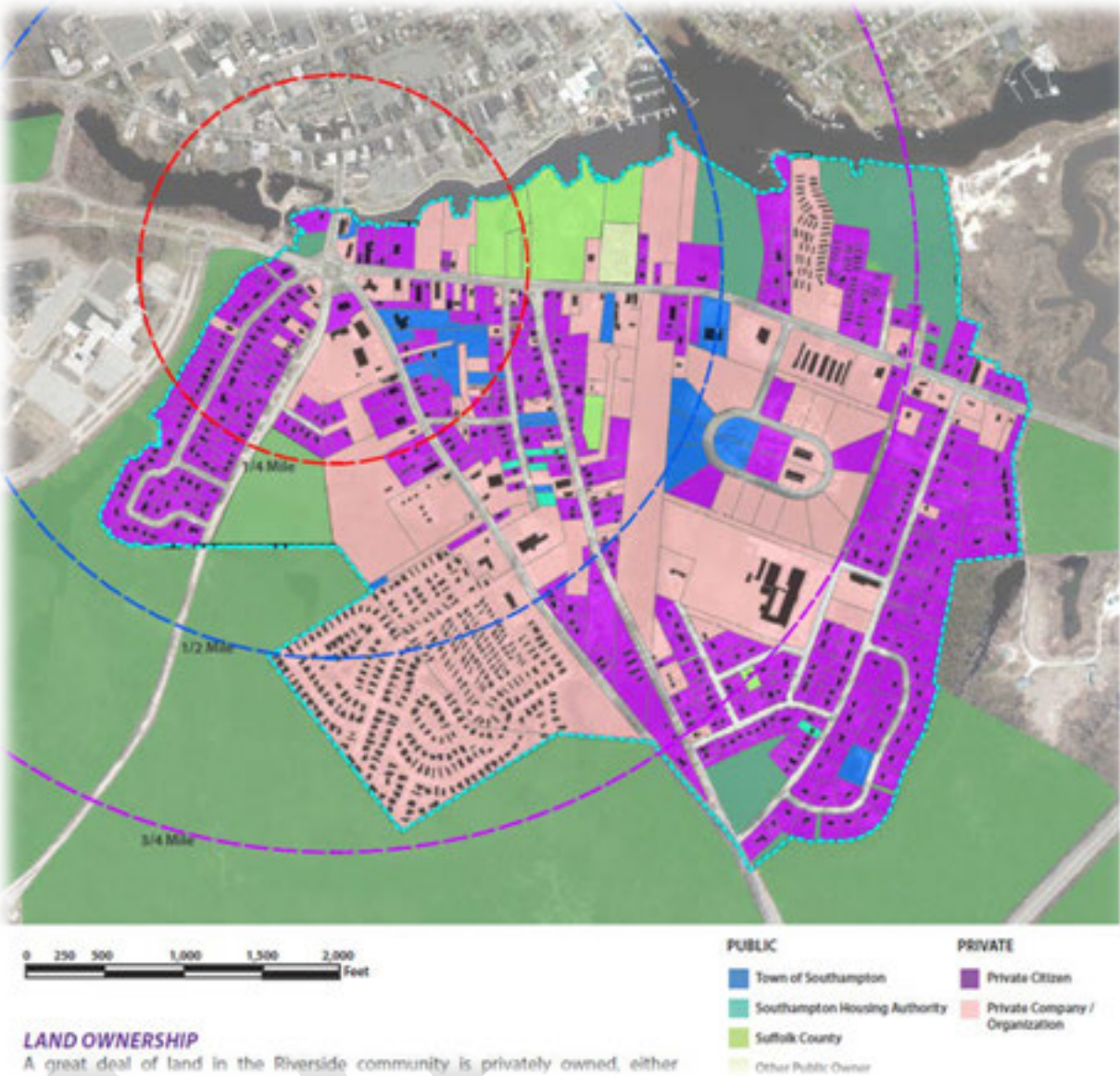
Site ID	Address	Acres	Risk	Strategic Site Characteristics
EC-1	89 Peconic Ave	0.7	M	(Peconic Paddler). This property is located at the entry to the hamlet from downtown Riverhead and would accommodate the waterfront promenade as well as redevelopment. It adjoins and could be interconnected with a town-owned parcel to the south which is programmed as parkland. Located in Block 1, this area is programmed for residential and retail use.
EC-2	7 Peconic Ave	0.4	H	(Valero Service Station). This property should be evaluated as it may accommodate not only development but a portion of the frontage may be required to accommodate a reconfigured traffic oval. Located in Block 3, this block is programmed for residential and retail uses, and a children's museum.
EC-3	8 Lake Ave	0.3	H	(Shell Service Station). Although not specifically programmed for development, a portion of the frontage may be required to accommodate a reconfigured traffic oval and a gateway feature. It is located in Block 9.
EC-4	30 East Moriches Rd	0.9	L-M	(Former Riverboat Diner). This property should be evaluated as it may accommodate not only development but a portion of the frontage may be required to accommodate a reconfigured traffic oval. Located in Block 8, this area is programmed for retail, residential and hotel use.
EC-5	11 Flanders Rd	0.8	H	(Vacant Getty Station). This property should be evaluated as it may accommodate not only development but a portion of the frontage may be required to accommodate a reconfigured traffic oval. Located in Block 6, the area is programmed for retail and residential uses.
EC-6	35 Flanders Rd	0.3	M	(Slepboy Property). This property should be evaluated as it programmed for redevelopment. Located in Block 6, the area is programmed for retail and residential uses.
EC-7	104 Flanders Rd	0.1	M	(Mildred Thomas Residence). This property should be evaluated as it programmed for redevelopment. Located in Block 4, this area is programmed for residential and retail uses.
EC-8	113 Flanders Rd	0.2	M	(Riverhead Precision Auto Collision). This property should be evaluated as it programmed for redevelopment. Located

				in Block 6, this area is programmed for residential and retail uses.
EC-9	308 Riverleigh Ave	0.5	M	(Riverhead Auto Supply & Universal Service of America). This property has priority as it is programmed to accommodate development and is owned by the Town of Southampton – it can be developed by the Master Developer. Located in Block 28, this area is programmed for residential and retail uses.
EC-10	454 Riverleigh Ave	1.9	M-H	(Best Price Auto Repair and Tires). This property should be evaluated as it programmed for redevelopment. It is a potential location for a food market or grocery store. Located in Block 26, this area is programmed for residential uses.
EC-11	500 Riverleigh Ave	2.5	M	(Riverhead Trailer). Formerly Dyer Motors. This property should be evaluated as it programmed for redevelopment. Located in Block 25, this area is programmed for residential and retail uses.
EC-17	117 Ludlam Ave	1.4	M-H	(Cedar Graphics, Inc.). This property is programmed for an education center, community center, indoor recreation, or other potential amenity for the hamlet. This parcel is located in Block 59.
EC-18	97 Old Quogue Rd	0.3	---	This property should be evaluated as it programmed for redevelopment. Located in Block 32, this area is programmed for residential uses.

3.2.5 Land Ownership Pattern

Land ownership is an important consideration when contemplating potential redevelopment in a community, as there can be individuals who own numerous sites and can be partners in the implementation of redevelopment plans. In the case of the Riverside community, the Town of Southampton has entered into an agreement with RD as Master Developer. Once the RRAP and Zoning Amendments to support development are adopted by the Town, the Master Developer will have the right to redevelop certain parcels of land owned by the Town of Southampton.

A map of publicly-owned lands is provided as **Figure 3-2**. Shown on this map are the Town-owned lands set aside for development under the Master Developer Agreement. When compared with **Figure 3-5**, it becomes evident that the Master Developer will need to work collaboratively with numerous private property owners to accomplish the redevelopment objectives. In addition, as the proposed zoning amendments will apply to the entire Study Area, private property owners can pursue development and redevelopment at their own option, consistent with the regulations. This provides an opportunity for private property owners to work with the Master Developer (or other developers, or independently) to aggregate parcels to create a large enough property to create a valuable redevelopment. The image below identifies the land ownership patterns illustrated in the RRAP.



Source: RRAP, July 2015, Page 46

Table 3-4 provides the acreage of the properties identified in Figure 3-2 by ownership category.

**Table 3-4
LANDS IN PUBLIC OWNERSHIP**

Owner	Number of Parcels	Total Acres
New York State Department of Transportation	1	2.4
Suffolk County Treasurer	1	10.4
Suffolk County Division of Real Property Acquisition & Management	3	8.4
Suffolk County	7	7.2
Town of Southampton	27	40.3
Southampton Housing Authority	6	0.9
Total	45	69.6

Source: Town of Southampton Division of Geographic Information Systems.

Notes: Number of parcels includes those which are also partly in the Study Area. Acreage reflects land within the Study Area only.

The Riverhead Central School District controls approximately 16.5 acres of land associated with the elementary school complex in Riverside.

3.2.6 Parks and Open Space

Parks and open space provide an opportunity in planning new redevelopment for continuous open space and public amenities, connections to the river and pocket parks that play a large role in quality of life of a community. Parks with active recreational opportunities include the Ludlam Avenue Park which is a 4.5 acre parcel located at Ludlam Avenue and Old Quogue Road where there is new playground equipment, gazebo and restrooms, a ballfield and sports courts. Playground equipment and ballfields are available for use at the Phillips Avenue Elementary School complex along Ludlam Avenue.

As mentioned previously, parks, open space, and wildlife preserves are available throughout the Riverside community, especially outside and adjacent to the Study Area and serve to create well-defined boundaries for the hamlet. Preserved open space land within the Study Area includes two large Town-owned parcels located north of SR 24 on the east side of the Study Area; County-owned land situated southeast of the intersection of Maynard Street and Lake Avenue (CR 63) which contains a freshwater pond and is contiguous to the David A. Sarnoff Pine Barrens Preserve.



View looking in a northerly direction of Ludlum Avenue Town Park.
Source: Bing maps birds-eye view, accessed September 26, 2015

A major aspiration for the future of the Riverside community is to develop additional parkland and access adjacent to the Peconic River waterfront. Town and County owned properties already exist along the Peconic River which provide opportunities for recreational use.

Peconic River Park is an approximately 0.2 acre parcel which provides access to the river for paddlers. The only other access to the river is via dead end roads and from private property - including the McDonalds parking lot.



Views of the Peconic River from McDonald's parking lot (left) and from the end of River Drive in a mobile home park (right). NP&V photos taken in August 2015.

The Town of Southampton has made recent efforts to clean up the parkland located to the west of the traffic circle leading to the freshwater portion of the Peconic River and connecting to

Riverhead’s Grangebél Park. In addition, the Town is introducing legislation which would allow the Town to work with other agencies to clean up parklands that are not under its ownership.

3.2.7 Building Inventory

An evaluation of the property data available from property cards and field surveys allowed for the documentation of buildings (described below and in the historic resources section) and an inventory of existing residences and commercial floor area. The data will be used in the comparisons of existing to build-out conditions for the GEIS that evaluate the effects of the designation of the BOA, and adoption of the RRAP and associated zoning amendments. **Table 3-5** provides a summary of the inventory. Within the Study Area, there are 395 single-family dwellings and 449 mobile homes. In addition, it is estimated that there are approximately 188,680 square feet of commercial space and 14,025 square feet of restaurant space. Hotel space totals 30,226 square feet. The elementary school is approximately 71,632 square feet and other cultural/institutional uses total 27,081 square feet of floor area. Notably, office space is not present within the Study Area.

**Table 3-5
EXISTING BUILDING AND PROPERTY INVENTORY**

Parameter	Existing Condition
Coverages	Acres
Impervious	116.13
Landscaped	167.31
Unvegetated/bare ground	22.67
Wooded	141.85
Wetlands	19.60
Total Study Area	467.56
Land Uses	
Residential	Dwelling Units
Mobile Homes	449
Single Family Homes	395
Business	SF
Commercial (including industrial)	188,680
Restaurant	14,025
Wet Retail	6,588
Professional Office	0
Medical Office	0
Hotel	30,226 (81 rooms)
Total Study Area	239,519
Other	SF
Cultural/Institutional (excluding school)	27,081
School	71,632
Total	98,713

The Study Area was inventoried to identify significant buildings. Development in the area consists presently of one- and two-story buildings and structures that are spread out along SR 24 but mostly concentrated in the vicinity of the traffic circle. This development pattern has been largely influenced, for better or worse, by the presence of the traffic circle itself and the five State or County highways that merge at this location. Vacant lots in Riverside, in addition to buildings and structures that are vacant, boarded-up, poorly maintained and in disrepair, have degraded the overall appearance and character of the built environment in the Study Area, leading to what has been characterized as blight. A need has existed for some time for a viable well-coordinated plan for redevelopment, economic revitalization and community investment to be implemented to reverse blight conditions. A few of the many examples of residential and commercial blight in Riverside are depicted in the photographs below.



There are several locally significant/important buildings in the community which are identified below in **Section 3.2.8**.

3.2.8 Historic and Archeologically Significant Areas

Historic Resources


NP&V reviewed the New York State Office of Parks, Recreation and Historic Preservation’s (OPRHP) Cultural Resource Information System (CRIS) database to determine the presence of any Federal and/or State listed historic landmarks, districts or areas of archaeological sensitivity in or adjacent to the boundaries of the Study Area. Based on this review, it was determined that there are no National or State listed historic buildings, structures or historic districts in the Study Area. The closest listed landmark is Vail-Leavitt Music Hall which is located at 18-24 Peconic Avenue in the Town of Riverhead and the closest historic district is the Riverhead Main Street Historic District in downtown Riverhead; the historic buildings front to Main Street, and the rear facades are directed toward adjoining parking lots, Heidi Behr Way (i.e., the Riverhead municipal parking lot access road), and the Peconic riverfront. A Town of Southampton historic marker is located on Peconic Avenue at the entrance to the Town (see inset photograph).







Town of Southampton Historic Resources Survey

The Town of Southampton completed a Historic Resources Survey in April of 2014 which identified 14 properties in Riverside with the potential to be historically significant, all which are located within the Study Area (see **Figure 3-6**). At this time, the Town has not designated any of the 14 properties as local landmarks. Note that of the 14 surveyed properties, six are located within areas of potential redevelopment envisioned under the RRAP development program (see **Figure 3-5** for illustration of the development program). Descriptions of the properties within the Study Area are described in **Table 3-6**, as summarized from the Town’s Historic Resources Survey. Of these, RV-2, RV-3, RV-4, RV-5, RV-7, and RV-14 would be within the areas identified for redevelopment in the RRAP.

**Table 3-6
POTENTIAL HISTORIC BUILDINGS**

Photo of Historic Property	Description
 <p data-bbox="203 1785 633 1848">Source: Town of Southampton Historic Resources Survey, 2014</p>	<p data-bbox="690 1512 1412 1869">RV-1, located at 437 Flanders Road, is a late 18th or early 19th century residence, two stories in height, with a front-gable roof, and is four bays wide with an off-center entrance. It is clad in wood clapboard. Its original entrance door has been replaced with a multi-light wood and glass door. A gable-roofed porch is located at the entrance. The fenestration of the house is asymmetrical and features two-over-two-light double-hung sash windows, and four-light fixed-sash windows, which may date to the late 19th century. Its broad roof is sheathed in rubberized slate shingle, and is punctuated by one center chimney. It has later additions at the rear,</p>

	<p>including a projecting bay at the ground floor. Despite its alterations, it is a largely intact example of early settlement houses on Long Island. The 1916 Belcher Hyde map shows a house in this location belonged to L. Fanning.</p>
 <p>Source: NP&V Photos (September 30, 2015)</p>	<p>RV-2 is located at 43 Flanders Road (SCTM # 900-139-1-67) is adjacent to EC-6 and east of the traffic circle. The property contains a one and one half story, three-bay frame house with a shed-roofed porch supported by turned posts. The house appears to date to the late 19th Century and appears to be one of the buildings on the 1916 Belcher Hyde map as a building on the N. Downs Estate. Currently the building is abandoned and appears to have been boarded for some time.</p>
 <p>Source: NP&V Photo (September 30, 2015)</p>	<p>RV-3 is located at 10 Flanders Road (SCTM # 900-118-2-5) and is a two-story gable-roof house with wood shingle siding located on the north side of Flanders Road, adjacent to EC-2, and in the northeast quadrant of the traffic circle. The house was likely constructed in the early 20th Century and appears on the 1916 E. Belcher Hyde map with the name R. Jennings. Alterations made to the house include the replacement of a door, roof cladding, and some windows, as well as the removal of the chimney. This property is included in an area that is envisioned for redevelopment; however, as envisioned, the front portion of the house would be restored (and the rear of the building, which does not have the historic and architectural quality of the main house) would be removed under the Theoretical Development Plan.</p>
 <p>Source: Google Street Map View (accessed October 5, 2015)</p>	<p>RV-4 is located at 119 Flanders Road (SCTM # 900-139-1-11.2) on the south side of the street. The property is developed with a two-story front-gable house with wood clapboard siding, two-over-two-light windows, brick chimney, and a small rear wing. The house appears on the 1916 map and is expected to have been constructed in the first decade of the 20th Century. The historic integrity of the property has been partially compromised and the front porch appears to have been altered with replacement posts and railings.</p>
 <p>Source: Town of Southampton Historic Resources Survey, 2014</p>	<p>RV-5 is located at 131 Flanders Road (SCTM # 900 - 139 - 1 - 13.2) and is setback from the south side of Flanders Road. The property contains a 1.5 story side-gable home and a central brick chimney. Town information dates the house to 1910, where significant alterations may have occurred. The house appears on the 1916 map and additional alterations appear to have occurred in the late 20th Century, including additions and a porch.</p>

	<p>RV-6, at 157 Woodhull Avenue, is a ca. 1920 single-story brick house, the design of which draws from the Tudor Revival and Colonial Revival styles. The house has a relatively steeply pitched roof, irregular stones interspersed with its brick facing to create a rusticated effect, and small paired two-over-two-light would windows, the arrangement of which appears to evoke casement sash. The house has hipped dormers and a Colonial Revival-style entry with sidelights. The house does not appear to be shown on the 1916 map. Although the house appears to have some more modern alterations, overall (based on limited views), its integrity appears high. Although it may not possess individual significance, it may be eligible as part of a grouping.</p>
<p>Source: Town of Southampton Historic Resources Survey, 2014</p>	<p>RV-7 is located at 320 Riverleigh Avenue (SCTM # 900–139–1-50) and is a two-story gable house with wood shingle cladding and windows expected to have been built in the early 20th Century, however; it is not clear if the home appears on the 1916 E. Belcher Hyde map. It is unknown if the single story addition was original or added later and it is noted that the house may lack individual significance, but could be eligible as part of a grouping.</p>
	<p>Source: Town of Southampton Historic Resources Survey, 2014</p>
	<p>RV-8, located at 33 Old Quogue Road, is a two-story front-gable house that appears to date to the early 20th century. 33 Old Quogue Road has wood shingle cladding and windows, some paired, with two-over-two-light double-hung sash. The eaves overhang slightly. A shed-roofed porch with turned posts appears original. A Queen Anne window is located on the side elevation. The house has a small brick chimney. A small two-story side wing may be original or a slightly later addition. It is not clear if this house appears on the 1916 map; a house with the name W. Wright appears to be in the approximate location of this building. While this house may lack individual significance, it may be eligible as part of a grouping.</p>
<p>Source: Town of Southampton Historic Resources Survey, 2014</p>	<p>RV-9, located at 373 Flanders Road, is a small front-gable brick house with a central entry flanked by paired windows containing six-over-one-light double-hung sash. The house has a diamond-shaped gable window and an entry porch with exposed rafter ends. The use of clinker bricks was designed to create a rustic effect. The house likely dates to the 1930s. While the house does not appear to possess individual significance, it may be eligible as part of a grouping.</p>
	<p>Source: Town of Southampton Historic Resources Survey, 2014</p>

	<p>RV-10, located at 43 Woodhull Avenue, is a ca. 1920 two-story wood-frame house, this house draws from the Prairie and Colonial Revival styles and has a square-plan four-square form with a hipped roof and central hipped dormer. It has a Colonial Revival-style entry with sidelights and a pedimented entry porch. It retains six-over-one-light windows, but the siding appears to be vinyl, which detracts from the historic appearance of the building. The house does not appear to be shown on the 1916 map. Although it does not appear to possess individual significance, it may be eligible as part of a grouping.</p>
<p>Source: Town of Southampton Historic Resources Survey, 2014</p>	
	<p>RV-11, located at 44 Old Quogue Road, is a single-story side-gable wood-frame house with a shed-roofed entry porch and an asymmetrical façade, this very small-scale vernacular house probably dates to the 1910s or 1920s. It has four-over-four-light window sash and is clad in wood shingles. Further research may yield further insight into the settlement patterns that formed the context for the construction of this small residence. While the house does not appear to possess individual significance, it may be eligible as part of a grouping.</p>
<p>Source: Town of Southampton Historic Resources Survey, 2014</p>	
	<p>RV-12, located at 48 Old Quogue Road, is a large front-gable structure bearing a sign that reads “Nelbro Trucking,” this trucking company building is believed to date to ca. 1930. It is two stories in height with four large truck bays on the front façade with garage doors. Pedestrian entries are located on the ends. Asymmetrically placed windows in a variety of sizes are located at upper story level; they contain six-over-one-light wood sash. Four windows are located above this level. The building appears to be sided in wood shingles. Some recent alterations are evident, including replacement doors, however, overall the building appears to retain historic integrity. According to an online obituary for Frank Wilhelm Nelson (1914-1999), the trucking company was run by Nelson and his brothers for over 50 years. The Nelsons were natives of Riverhead and members of the Montaukett Indian Nation.</p>
<p>Source: Town of Southampton Historic Resources Survey, 2014</p>	
	<p>RV-13, located at 568 Riverleigh Avenue, is a very small single-story square-plan building with a pyramidal roof and a brick chimney, likely built in the 1920s or 1930s. The four-bay façade includes a door in the end bay and three windows containing two-over-two-light double-hung sash. The building is sided in wood shingles. Further research may yield further insight into the settlement patterns that formed the context for the construction of this small-scale residence. While the house does not appear to possess individual significance, it may be eligible as part of a grouping.</p>
<p>Source: Town of Southampton Historic Resources Survey, 2014</p>	



Source: Town of Southampton Historic Resources Survey, 2014

RV-14 is located on 411 Riverleigh Avenue (SCTM # 900–139–2–75) and contains a small single story building with a brick chimney and wood shingles. The building was likely constructed in the 1920s or 1930s and although it does not appear to be significant individually, it may be an eligible landmark as part of a group.

Archaeological Resources

Parts of the Study Area are located within areas identified by the NYS OPRHP as archaeologically sensitive, which in this instance is any area within a half-mile of a known resource location (see **Figure 3-6**). The areas identified as archaeologically sensitive include land in the northwestern quadrant of the Study Area, including land around the traffic circle and along most of that area north of SR 24 along the Peconic River, the existing single-family residential neighborhood along the western boundary of the Study Area, and land that is situated north of the Riverwoods/MacLeod Community. The other archaeologically sensitive location is a small area in the northeastern corner of the Study Area which contains land that has been acquired and preserved by the Town, wetlands that cannot be developed, an area of dredge spoil deposits, a commercial property and some developed single-family residential properties.

3.2.9 Transportation Systems

Riverside is often referred to as “the gateway to the Hamptons”, as it lies between the terminus of the Long Island Expressway (I-495) and the more affluent communities on Long Island’s south fork. The proposed Brownfields Opportunity Area is bound by a state road (SR 24) and two County Roads (104 and 105). Although served by major State and County roads, the internal street circulation in the Riverside neighborhood is poor, with some streets little more than dirt paths. Riverside is served by Suffolk County Transit’s most heavily used bus route, and is within half of a mile of the terminus of the Long Island Rail Road’s Riverhead line. The Sustainable East End Development Strategies plan (SEEDs) recommends this station be developed into a regional hub for multimodal transportation.

A Traffic Impact Study (TIS) was prepared by Nelson & Pope to assess existing traffic conditions in and around the Study Area. The TIS specifically included a detailed examination of existing roadway characteristics, circulation patterns and traffic conditions; availability of transit and pedestrian facilities; and accident histories at key intersections.

Roadway Conditions

The following is a brief description of the road network in the area. The image below shows the locations of the Study Area primary intersections which have been evaluated.

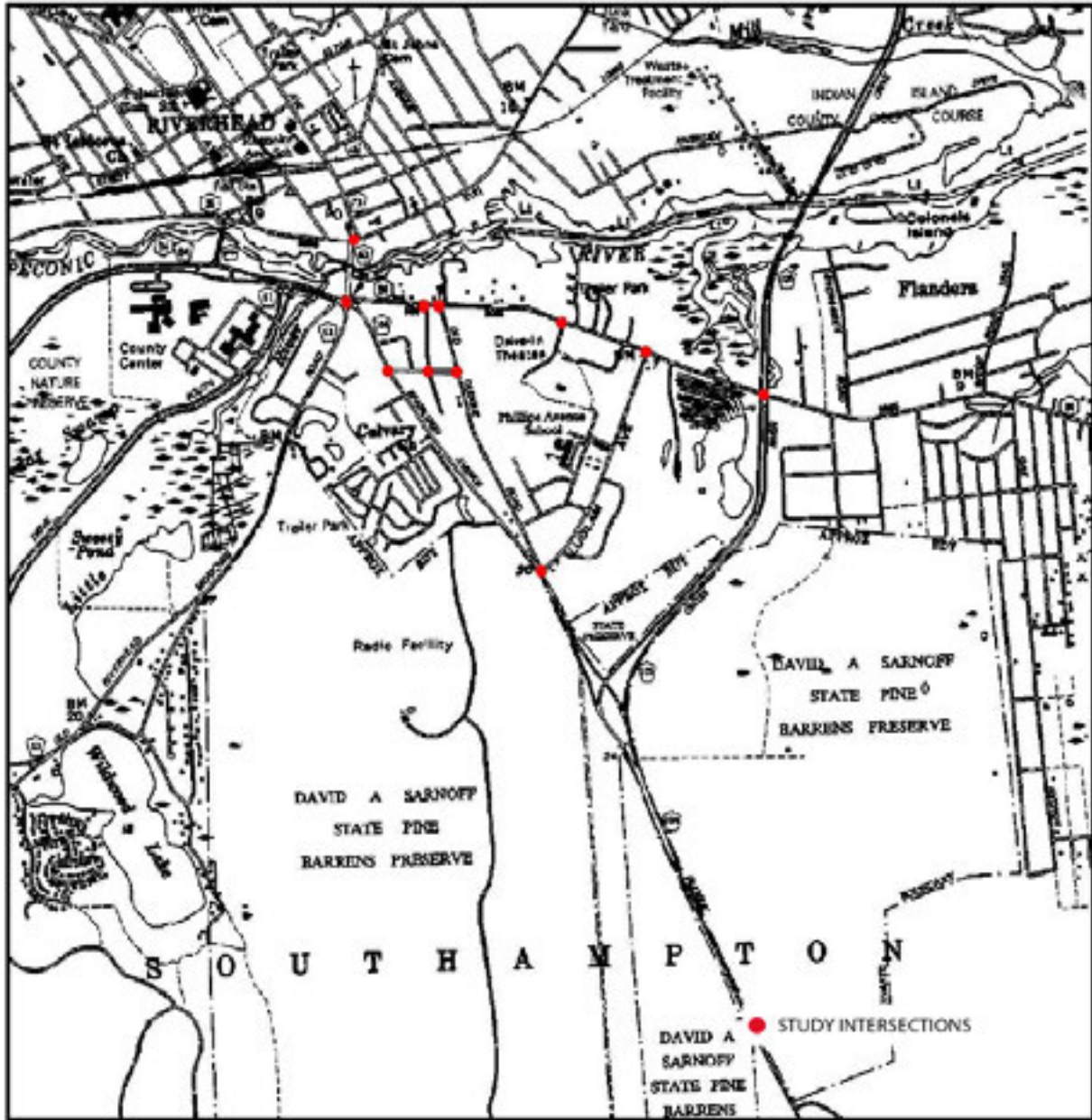


Image above illustrates location of Study Area intersections. Source: NYS GIS Clearinghouse.

Flanders Road (NYS 24) is an east/west NYSDOT roadway within the study area and extends from the five-leg roundabout in Southampton to Montauk Highway in Hampton Bays. Within the Study area, Flanders Road provides one lane per travel direction with a center two-way left turn lane. The posted speed limit on Flanders Road is 40 MPH within the Riverside area. The section of Flanders Road in Riverside has an average annual daily traffic (AADT) volume of approximately 17,444 vehicles per day. Sidewalks are provided on both sides of Flanders Road within the study area.

Nugent Drive (CR 94) is an east/west Suffolk County roadway within the study area and extends from the five-leg roundabout in Southampton to the Long Island Expressway. CR 94 provides two

lanes per travel direction with turn lanes at major intersections. The posted speed limit on CR 94 is 40 MPH.

Lake Avenue (CR 63) is a north/south Suffolk County roadway within the study area and extends from the five-leg roundabout to CR 51. CR 63 provides one lane per travel direction. The posted speed limit on CR 63 is 55 MPH. CR 63 has an AADT volume of approximately 6,692 vehicles per day.

CR 104 is a north/south Suffolk County roadway within the study area and extends from the five-leg roundabout to CR 80. CR 104 within the study area provides one lane per travel direction. The posted speed limit on CR 104 is 40 MPH. CR 104 has an AADT volume of approximately 8,443 vehicles per day.

Old Quogue Road is a north/south local roadway within the study area and extends from Flanders Road (NYS Route 24) to CR 104. Old Quogue Road provides one lane per travel direction. The posted speed limit on Old Quogue Road is 30 MPH. Old Quogue Road has an AADT volume of approximately 813 vehicles per day.

Ludlam Avenue is a north/south local roadway within the study area and extends from the Flanders Road (NYS Route 24) to CR 104. Ludlam Avenue provides one lane per travel direction. The posted speed limit on Ludlam Avenue is 30 MPH. Ludlam Avenue has an AADT volume of approximately 802 vehicles per day.

Transit and Pedestrian Facilities

Transit services within the study area include commuter rail and public bus. Also in the Study Area are pedestrian facilities i.e. sidewalks, crosswalks, pedestrian signals and push buttons at traffic lights.

Commuter Rail - The Riverhead Long Island Railroad (LIRR) station is located in downtown Riverhead. The station is situated on the north side of Railroad Street between Osborn Avenue and Griffing Avenue and is estimated to be a 0.48-mile (10-15 minute) walk by sidewalk from the traffic circle. There are five trains per day, per direction at this station. This station is a stop for Suffolk County Transit (SCT) Bus routes S58, S62, S90, S92 and 8A and serves as a transfer location. Train arrivals and departures are not coordinated with the SCT bus schedule and vice versa. Several bicycle racks are also provided at this location. The ridership on this eastern section of the LIRR is low. The infrequent train service leaves commuters with few options when travelling to/from work. The current weekday schedule provides five trains daily for both eastbound and westbound travel. Weekend and holiday service is even more limited with just two trains per direction, per day. According to the most recent ridership data available from the LIRR, at the Riverhead station, during the weekday AM peak, 16 patrons boarded the westbound train and no one boarded the eastbound train. During the weekday midday peak, 16 patrons boarded the westbound train and 14 patrons exited the eastbound train. During the weekday PM peak no one boarded the westbound train and six patrons exited the eastbound train. The overall ridership for an entire day is 52 patrons entering/exiting the train at the Riverhead station. For comparison purposes, the Ronkonkoma train station services 17,278 patrons, in one day. The infrequent service, arrival/departure times and distance from other stations does not appeal to long distance commuters.

Bus Routes - SCT bus line S92 has stops on Flanders Road (NYS Route 24) in Riverside. This route runs between the Orient Point Ferry through Riverhead and then to the East Hampton Railroad. This route makes several stops along the north and south fork of Long Island as well as one stop in Riverside. The bus operates approximately every half hour or hour depending on the time of day and runs from 5:15 am to 8:45 pm. Full service is available on Saturdays and Sunday service is provided from May to October.

Pedestrian Facilities - Sidewalks are provided on Flanders Road. The northbound approach at the signalized intersection of CR 105 and Flanders Road (NYS Route 24) is equipped with pedestrian push buttons and/or pedestrian signals and crosswalks to provide adequate crossing time and guidance to pedestrians. Sidewalks have also been installed on both sides of the road along Riverleigh Avenue and Lake Avenue for some distance extending south from Flanders Road. Sidewalks on the east side of Riverleigh Avenue end just before Pine Street, and on the west side at the entry to the Riverwoods community. Along Lake Avenue, the sidewalks extend until the vicinity of the southerly property line of the hotel along this road. Sidewalks are also present within the Woodhull Avenue neighborhood and are also present along the Ludlam Avenue frontage at the elementary school property. However, it is evident that there is not an interconnected system of sidewalks linking the Riverside neighborhoods.

Accident History

Accident data for the intersections in the study area were obtained from the NYSDOT. The most recent data available was from January 1, 2012 to December 31, 2014 (3-year period). The data were reviewed and summarized in **Tables 3-7 and 3-8**.

Table 3-7 indicates that a total of 184 accidents occurred around the study area during the analysis period. There were three fatal accidents and the majority of accidents resulted in property damage only (110 accidents; 60%). One of the fatal accidents involved the driver colliding with a sign post and the remaining two involved pedestrians. The location with the greatest number of accidents is the roundabout of CR 94, CR63, CR 104, NYS 24 and Peconic Avenue with a total of 68 accidents (37% of the total accidents).

A review of **Table 3-8** indicates that rear-end accidents were the most prevalent (33%). The second most frequent type of accident was right turn accidents (16%) followed by Right Angle accidents at 15%.

Table 3-7
ACCIDENT SUMMARY
by Accident Severity

Location	Accident Severity			
	Fatality	Injury	Property Damage	TOTAL
NYS 25 (Main St) at Roanoke Ave	-	12	15	27
NYS 25 (Main St) at Peconic Ave	-	3	9	12
Roundabout (CR94, CR 63, CR 104, NY 24, & Peconic Ave)	2	20	46	68
NYS 24 from the Roundabout to Old Quogue Ave (including segments)	1	4	10	15

Location	Accident Severity			
	Fatality	Injury	Property Damage	TOTAL
NYS 24 at Enterprise Zone Dr/Rd H	-	2	1	3
NYS 24 at Ludlam Ave	-	3	5	8
NYS 24 at CR 105	-	24	22	46
CR 104 at Pine St	-	1	1	2
CR 104 at Old Quogue Rd & Ludlam Ave	-	2	1	3
Pine St at Vail Ave	-	-	-	-
Pine St at Old Quogue Rd	-	-	-	-

**Table 3-8
ACCIDENT SUMMARY
by Accident Type**

Location	Accident Type										Total
	Right Angle	Rear End	Head On	Left Turn	Right Turn	Fixed Object	Ped/Bicycle	Side-Swipe	Over-Taking	Other/Unknown	
NYS 25 (Main St) at Roanoke Ave	10	3	-	8	3	-	-	-	-	3	27
NYS 25 (Main St) at Peconic Ave	3	5	-	1	1	-	1	-	1	-	12
Roundabout (CR94, CR 63, CR 104, NY 24, & Peconic Ave)	7	20	-	-	24	4	1	-	6	6	68
NYS 24 from the Roundabout to Old Quogue Ave (including segments)	1	10	1	-	-	-	1	-	-	2	15
NYS 24 at Enterprise Zone Dr/Rd H	-	3	-	-	-	-	-	-	-	-	3
NYS 24 at Ludlam Ave	1	1	1	-	1	3	-	-	-	1	8
NYS 24 at CR 105	5	29	-	3	1	1	-	-	3	4	46
CR 104 at Pine St	-	-	-	-	-	-	-	-	1	1	2
CR 104 at Old Quogue Rd & Ludlam Ave	-	-	-	1	-	1	-	-	-	1	3
Pine St at Vail Ave	-	-	-	-	-	-	-	-	-	-	-
Pine St at Old Quogue Rd	-	-	-	-	-	-	-	-	-	-	-
Total	27 <i>15%</i>	71 <i>39%</i>	2 <i>1%</i>	13 <i>7%</i>	30 <i>16%</i>	9 <i>5%</i>	3 <i>1%</i>	0 <i>0%</i>	11 <i>6%</i>	18 <i>10%</i>	184 <i>100%</i>

Existing Conditions at Study Area Intersections

The 2015 existing peak hour traffic volumes were used to determine the existing capacity and LOS of the Study Area intersections. The following is a summary of the results; the results will be summarized in detail in the Draft GEIS that will accompany this Step II BOA Study.

Main Street at Peconic Avenue/Roanoke Avenue - The intersections of West Main Street at Peconic Avenue and East Main Street at Roanoke Avenue are approximately 55 feet apart as measured between stop lines. The distance between the two intersections provides one westbound through lane, one westbound left turn lane and a 22-foot wide eastbound lane that currently operates as a separate eastbound left turn lane and an eastbound through lane. These two left turn lanes provide storage for two cars each. These two intersections are controlled by two traffic signals operating under the same controller.

Currently, the eastbound West Main Street through movement at Peconic Avenue operate at LOS C, D and D during the weekday AM, PM and Saturday midday peak hours respectively and the northbound Peconic Avenue left turn movement operate at LOS F during the weekday AM, PM and Saturday midday peak hours. The westbound East Main Street left turn movement at Peconic Avenue operates at LOS B, F and C during the weekday AM, PM and Saturday midday peak hours respectively. The westbound West Main Street approach at Roanoke Avenue operates at LOS C, D and C during the weekday AM, PM and Saturday midday peak hours respectively, the rest of the traffic movements operate at LOS B or better during the weekday AM, PM and Saturday midday peak hours. Overall, the intersection of West Main Street at Peconic Avenue operates at LOS C, D and C during the weekday AM, PM and Saturday midday peak hours and the intersection of East Main Street at Roanoke Avenue operates at overall LOS B, C and A during the weekday PM and Saturday midday peak hours.

Flanders Road (NYS Route 24) at Cross River Drive (CR 105) - The intersection of Flanders Road (NYS Route 24) and CR 105 is a four leg intersection controlled by a traffic signal. The eastbound and westbound Flanders Road (NYS Route 24) approaches provide one left turn lane, one through lane and one right turn lane. The westbound right turn lane is channelized and under yield control. The northbound Cross River Drive (CR 105) approach provides one left turn lane, two through lanes and one right turn lane. The southbound Cross River Drive (CR 105) approach provides two exclusive left turn lanes, two through lanes and one right turn lane.

Currently, the eastbound left turn movement operates at LOS E during the weekday AM peak hour and at LOS F during the weekday PM and Saturday midday peak hours and eastbound through movement operates at LOS E during the weekday AM peak hour and at LOS D during the weekday PM and Saturday midday peak hours. The eastbound right turn movement operates at LOS A.

The westbound left turn movement operates at LOS E during the weekday AM peak hour and at LOS D during the weekday PM and Saturday midday peak hours. The westbound through movement operates at LOS F during the analyzed peak hours and the westbound right turn movement operates at LOS C or better.

The northbound left turn movement operates at LOS F. The northbound through movement operates at LOS D during the weekday AM and Saturday midday peak hours and at LOS E during the weekday PM peak hour and the northbound right turn movement operates at LOS A during the analyzed peak hours.

The southbound approach operates at LOS E during the analyzed peak hours with the northbound left turn movement operating at LOS F. The rest of the southbound traffic movements operate at LOS C or better.

Flanders Road (NYS Route 24) at Ludlam Avenue - Ludlam Avenue intersects Flanders Road (NYS Route 24) to form the Stop controlled leg of a T-intersection. Each approach to this intersection provides one lane for all turning movements with a two-way left turn lane on Flanders Road. Currently, the westbound Flanders Road approach operates at LOS A and the northbound Ludlam Avenue approach operates at LOS C during the analyzed peak hours.

Flanders Road (NYS Route 24) at Enterprise Zone Drive -Enterprise Zone Drive intersects Flanders Road (NYS Route 24) to form the Stop controlled leg of a T-intersection. The northbound Enterprise Zone Drive approach provides one lane for left turn movements and one lane for right turn movements. Flanders Road provides one lane per travel direction with a two-way left turn lane. Currently, the westbound Flanders Road approach operates at LOS A and the northbound Enterprise Zone Drive northbound left turn and right movement operate at LOS B during the weekday AM and PM peak hours and at LOS C or better during the Saturday midday peak hours.

Flanders Road (NYS Route 24) at Old Quogue Road - Old Quogue Road intersects Flanders Road (NYS Route 24) to form the Stop controlled leg of a T-intersection. The northbound Old Quogue Road approach provides one lane for all travel movements. The eastbound Flanders Road approach provides one through lane and a channelized right turn lane and the westbound Flanders Road approach provides one through lane and one left turn lane. Currently, the westbound Flanders Road approach operates at LOS A and the northbound Old Quogue Road approach operates at LOS B during the weekday AM and PM peak hours and at LOS C during the Saturday midday peak hour.

Flanders Road (NYS Route 24) at Vail Avenue - Vail Avenue intersects Flanders Road (NYS Route 24) to form the Stop controlled leg of a T-intersection. The northbound Vail Avenue approach provides one lane for all travel movements. The eastbound Flanders Road approach provides one lane for through/right turn movements and the westbound Flanders Road approach provides one through lane and one left turn lane. Currently, the westbound Flanders Road approach operates at LOS A and the northbound Vail Avenue approach operates at LOS C during the analyzed peak hours.

CR 104 at Pine Street - Pine Street intersects CR 104 to form the Stop controlled leg of a T-intersection. Each approach to this intersection provides one lane for all turning movements. Currently, the southbound CR 104 approach operates at LOS A and the westbound Pine Street approach operate at LOS B during the analyzed peak hours.

CR 104 at Ludlam Avenue/Old Quogue Road - The intersection of CR 104 at Ludlam Avenue is a non-standard four leg intersection. CR 104 runs northwest and southeast and has no traffic control. Ludlam Avenue runs east/west and intersects CR 104 at a right angle with a westbound stop control. Old Quogue Road runs southeast and intersects CR 104 at an acute angle with a stop control at the intersection for through and left turn movements and a yield control for right turn movements. The traffic analyses for this non-standard four leg intersection were conducted using the synchro simulation rather than the synchro stop-control analyses. Currently, the southeastbound CR 104 approach, the southbound Old Quogue Road approach and the westbound Ludlam Avenue approach operates at LOS A during the analyzed peak hours.

Vail Avenue at Pine Street - Pine Street intersects Vail Avenue to form a four leg intersection with the eastbound and westbound Pine Street approaches under stop control. Each approach to this intersection provides one lane for all turning movements. Currently, all the approaches to the intersection operate at LOS A during all the analyzed peak hours.

Old Quogue Road at Pine Street - Pine Street intersects Old Quogue Road to form the Stop controlled leg of a T-intersection. Each approach to this intersection provides one lane for all turning movements. Currently, all the approaches to the intersection operate at LOS A during all the analyzed peak hours.

Roundabout - Peconic Avenue/CR 94/CR 63/CR104/NYS 24 - Peconic Ave, CR 94, CR 63, CR 104 and NYS 24 intersect to form a five leg one lane roundabout. Nelson and Pope conducted an extensive study of this roundabout for Suffolk County Department of Public Works. The roundabout was analyzed using the Rodel Software. Under the Existing Conditions, all the approaches to the roundabout operate at LOS B or better during the AM peak hour, at LOS D or better during the PM peak hour and at LOS C or better during the Saturday midday peak hour. Nelson and Pope developed several improvement measures for this roundabout and provided Suffolk County with the most viable and preferred improvement measures (The construction of a two lane five-leg roundabout).

3.2.10 Natural Resources and Environmental Features

This section includes an inventory and assessment of the type, condition, and quality of natural resources and environmental features in and around the Study Area. It focuses on the identification of existing physical and environmental conditions as they relate to:

- surface waters (i.e., lakes, ponds, creeks, streams, and rivers),
- tidal and freshwater wetlands,
- Federal Emergency Management Agency (FEMA) floodplains, including “Special Flood Hazard Areas”,
- groundwater resources, and
- ecological habitat.

Surface Waters

There are several surface waterbodies in the area; the most significant is the Peconic River which is located along the northern boundary of the Study Area and separates the Towns of Southampton and Riverhead. The Study Area is located within the Peconic River/Flanders Bay watershed/drainage basin.

The Peconic River headwaters are in the Town of Brookhaven, just west of Brookhaven National Laboratory (BNL), approximately 16 miles distance from the Study Area. The Peconic River meanders in a generally eastern direction from its intermittent/seasonal headwaters location until discharging into Flanders Bay and the Peconic Estuary, in the communities of Riverside (Town of Southampton) and downtown Riverhead (Town of Riverhead). The Peconic River is considered a shallow, slow-flowing, warm-water, naturally acidic, and nutrient-poor freshwater stream and ecosystem throughout most of its length. The river becomes tidally influenced and brackish east of Grangebél Park and Peconic Avenue which are north of the “Riverside” traffic circle, and the ecological communities the river supports changes from a freshwater system to a brackish tidally

influenced system. Over its length, the riverbed descends from an elevation of approximately 52 feet above mean sea level (msl) at BNL to sea level at the Peconic Estuary. The average daily flow at the Riverhead USGS gaging station located on the east bank of the river, south of Upper Mills Pond, was 24 million gallons per day (gpd) during the 50-year period between 1942 and 1992 with a low daily flow of 10.4 million gpd occurring during 1966 and a high of 43.9 million gpd in 1984 (**Spinello et al., 1993**) making it a major drainage and riverine system. The tidally-influenced portion of the Peconic River (lower/tidal Peconic, its tributaries and western Flanders Bay) which borders the north part of the Study Area, has a New York State saline surface water classification of “SC” indicating its best usage is for fishing. These areas must be maintained as suitable for fish propagation and survival and primary and secondary contact recreation, although other factors may limit their use for these purposes. Currently, the NYSDEC classifies the lower/tidal Peconic, its tributaries and western Flanders Bay as “impaired” due to the presence of pathogens, nutrients and low dissolved oxygen (**NYSDEC, 2014**). The impacts to water quality may be related to the presence of numerous septic systems and cesspools on small lots where groundwater levels are high, stormwater runoff (especially any point discharges, particularly from downtown Riverhead), the Riverhead sewage treatment plant (STP) that discharges directly to the Estuary, farming activities within the watershed (there are no farming activities in the Study Area), wildlife contributions, atmospheric deposition, and possibly domestic fertilization on both sides of the river. The river is noteworthy in many respects and has the following important distinctions:

- It is designated as a State Wild, Scenic and Recreational River and a candidate for a Federal Wild, Scenic, and Recreational River (WSRR) designation. The State “Recreation” designation extends along a section of the freshwater portion of the river, east to the Grangebel Park dam, south to SR 24, east to the traffic circle, south along Lake Avenue (CR 63), east along Maynard Street and south to encompass the property containing a small undisturbed forest and pond to the south of the Maynard Street within the Study Area (see **Figure 3-7**).
- The Peconic River is a major tributary of the Peconic Estuary which is considered by the NYSDEC to be a “Significant Coastal Fish and Wildlife Habitat” (SCFWH). Portions of the Study Area identified as SCFWH include the freshwater portion of the river corridor, west of the Grangebel Park dam which is upstream and outside of the Study Area and another SCFWH in the estuary that is east of and far removed from the Study Area. Based on this description, there are no designated SCFWH areas within or adjacent to the Study Area.
- The U.S. Fish and Wildlife Service considers the Peconic River to be a “priority” wetland under the Federal Emergency Wetlands Resources Act.
- The Nature Conservancy and the NYSDEC Natural Heritage Program have identified several locations in the Peconic River/Central Pine Barrens Complex as “Sites for Diversity.”
- The larger Peconic system is considered by the Nature Conservancy to be one of the “Last Great Places.”
- It is the longest river on Long Island and has the distinction of being the longest, groundwater-fed river in the State of New York (**Cashin Associates, 2004**).

There are several small freshwater ponds in the Study Area which have a total combined area of 6.5 acres. One is located east of Lake Avenue and south of Maynard Street within a publicly owned property. Two additional very small surface water features (likely used for drainage recharge or as a wet/detention pond) are located near the Riverwoods/MacLeod mobile home park in the southwest corner of the Study Area, and one is located just east of the Riverwoods community on the west side of Riverleigh Avenue. These features, along with the Peconic River

and several other surface waterbodies in the surrounding area, provide insight into the drainage patterns, surface hydrology, and relationship between groundwater and surface water in the area.

Several small ponds and groundwater-fed topographic depressions, as well as a large perennial 66-acre surface water body known as Wildwood Lake (which is located approximately 0.83 miles to the southwest and upstream of the Study Area), are nearby waterbodies that also define the area's drainage patterns and hydrology. Wildwood Lake serves as the headwaters of the northeasterly-flowing Little Peconic River which flows through Cranberry Bog Preserve located outside but along the outer edge of the western boundary of the Study Area to its confluence at the Peconic River at Grangebél Park, just west of the Study Area. Also, outside and to the east of the Study Area are 90 acres of land containing two ponds collectively referred to as "Flanders Ponds" by the Central Pine Barrens Joint Planning and Policy Commission (CPBJPPC). These two ponds are considered by the CPBJPPC to be within a Central Pine Barrens Critical Resource Area and drain into a tidal creek that discharges into the tidal portion of the Peconic River just west of Cross River Drive (CR 105). These natural features are located several hundred feet east of Ludlam Avenue, over 1,000 feet east of any potential development identified by the RRAP, and are within a large tract of protected land.

The tidal portion of the lower Peconic River, along the edge of the northerly boundary of the Study Area, discharges into Flanders Bay which is the westernmost reach of the greater Peconic Estuary. The Peconic Estuary is identified as one of 28 estuaries within U.S. territory that are included in the National Estuary Program (Section 320 of the Clean Water Act). In 2001, the United States Environmental Protection Agency (EPA) sponsored the Suffolk County Department of Health Services (SCDHS) Peconic Estuary Comprehensive Conservation and Management Plan (CCMP) in order to establish a master planning strategy to protect and manage the Estuary and its many resources (**Peconic Estuary Program, 2001**). The CCMP includes substantial information on the Estuary's water quality and identifies agreed upon goals, objectives, and strategies for preserving and protecting this critical natural resource. The 2001 CCMP indicates that the western portion of the Peconic Estuary, including the tidally influenced segment of the Peconic River, have degraded water quality due to anthropogenic land uses and activities. Of particular concern in this area are high nitrogen concentrations, low levels of dissolved oxygen (hypoxia), and the presence of pathogenic organisms at levels that forced the closure of the Peconic River and Flanders Bay to shellfishing.

In order to address the eutrophication and dissolved oxygen issues caused by nutrient enrichment in the lower Peconic River and western Flanders Bay, the NYSDEC established a total maximum daily load (TMDL) standard for nitrogen pursuant to Section 303(d) of the Clean Water Act. The analyses, conclusions and recommendations that preceded the TMDL are available in a multiagency report entitled "Total Maximum Daily Load for Nitrogen in the Peconic Estuary Program Study Area, Including Waterbodies Currently Impaired Due to Low Dissolved Oxygen: the Lower Peconic River and Tidal Tributaries; Western Flanders Bay and Lower Sawmill Creek; and Meetinghouse Creek, Terrys Creek and Tributaries" (**Tetra Tech, Inc. et al, 2007**). A summary of nutrient loading and impact reduction strategies for the Peconic/Flanders Bay nitrogen TMDL is as follows:

- Better regional controls of atmospheric deposition (lower emission standards for NO_x and CO₂, adoption of regional greenhouse gas initiatives, establishing a collaborative renewable energy strategy);
- Preserve open space;
- Enhance agricultural fertilizer management;
- Maintain (periodically pump) existing septic systems;
- Provide centralized sewers with enhanced treatment capabilities;
- Upgrade treatment capabilities at the Riverhead, Sag Harbor and BNL STPs;
- Cluster development to limit the establishment of lawns;
- Control development density;
- Reduce vehicle miles driven by allowing mixed use developments;
- Proper turf management including limiting fertilizer use and/or loss to groundwater;
- Ensure proper stormwater erosion and sedimentation controls; and
- Eliminate illegal or illicit discharges.

Wetlands

Topography along the south bank of the Peconic River can be characterized as flat-to-gently sloping with limited topographic relief. Due to the Study Area's proximity to the river and ground surface elevations, land adjacent to the south bank contains an assemblage of high marsh, intertidal marsh, and freshwater wetlands that are regulated by the NYSDEC. Some areas of freshwater wetlands extend south toward SR 24 along the west side of a small residential community and south from the river a short distance along the northeasterly boundary of the Study Area. The above described wetlands comprise the river's southern floodplain. Wetlands that once existed along the south side of the river in the northeast corner of the Study Area were apparently filled by dredge spoil removed during a long past river dredging project. Much of the shoreline along the river at the west end of the Study Area, closest to the traffic circle, is bulkheaded. (**Figure 3-8** provides an illustration of the NYSDEC designated wetlands.)

Other NYSDEC and National Wetlands Inventory (NWI) freshwater wetlands in the Study Area include (**Figure 3-9** depicts the locations of NWI Wetlands):

- A narrow fringing forested and shrub freshwater wetlands along the banks of the Little Peconic River adjacent to but outside of the western boundary of the Study Area;
- A small pond and associated pond shore and forested freshwater wetlands on a wooded lot south of Maynard Street and east of Lake Avenue (CR 63);
- Two very small ponds and fringing freshwater wetlands southeast of Pond Drive and west of Riverleigh Avenue (CR 104); and
- An area of forested and emergent freshwater wetlands adjacent to but outside the eastern boundary of the Study Area along White Brook Drive.

The Town also regulates freshwater and tidal wetlands within its jurisdiction that are not mapped by the NYSDEC or NWI. Two very small freshwater wetlands that are not mapped by the NYSDEC or NWI were identified in the Study Area during area field investigations. These features are regulated by the Town of Southampton as freshwater wetlands. One of these wetlands includes a very small red maple swamp located in the southwest corner of the Suffolk Federal Credit Union property and the other is a small wetland in a shallow topographic depression or

swale located at the north end of Suffolk County Tax Map (SCTM) number: 900-139-3-10.2. These wetlands are generally located south of SR 24 around the center of the Study Area.

Study Area Drainage

Natural drainage, including overland runoff and underflow from natural infiltration or by direct recharge of water through dry wells and leaching pools, is expected to flow in a north to north-northeasterly direction toward the Peconic River. Subwatersheds are shown in **Figure 3-10**.

Watersheds and Pollutant Loading

As previously described, it is recognized that the Peconic River is currently impaired due to high levels of nitrogen and pathogens within the river which ultimately cause eutrophication and harmful algal blooms. Stormwater runoff from surrounding land uses is a key cause of the impairment of the Peconic River. In order to evaluate the pollution contribution of the Riverside hamlet to the river and to further define areas of stormwater runoff, sub watersheds were delineated utilizing the Suffolk County Light Detecting and Ranging (LiDAR) data collected in 2006. A total of 23 subwatershed areas were defined that intersect the Study Area.

Pollutant contribution of the Study Area was modeled utilizing the Center for Watershed Protection's Watershed Treatment Model (WTM). The model considers land use, septic input, livestock (if any), soil type, rainfall and current management practices, and utilizes referenced values for pollutant runoff for nitrogen, phosphorus, sediment and coliforms. Utilizing land use values for 2015, the model was run for each subwatershed. As illustrated in the model results, subwatershed 3 is the largest contributor of pollutants to the river (701 lbs/year of nitrogen and 20,698 billion/year of fecal coliforms). This watershed represents the core area of commercial development in proximity to the traffic roundabout. Subwatershed 21 provides the smallest pollutant contribution to the river (4 lbs/year of nitrogen and 21 billion/year of fecal coliform), however, this watershed is located directly along the shoreline and is comprised of natural areas. In total, based on surface water modeling using the WTM, the Study Area currently contributes 5,975 lbs/year of nitrogen, and 158,387 billion/year fecal coliform counts.

FEMA Flood Zones

Based on a review of Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs), approximately 44 acres located along the south bank of the Peconic River, north of SR 24, are within a FEMA-designated AE (100-year) Special Flood Hazard Area (SFHA).⁴ A narrow band of X500⁵ (500-year flood zone) is also present adjacent and to the south and inland of the AE zone including near the traffic circle, around the Suffolk Federal Credit Union and in the area containing old dredge spoil deposits (FEMA flood zones are depicted in **Figure 3-11**). The X500 zones comprise areas that are at minimal risk due to flooding from a principal water body in the area (i.e., the Peconic River). Nevertheless, land and structures at these locations can be affected by extremely severe storms, particularly if the area is poorly drained and stormwater controls, building siting, and other factors are inadequate. All other land within the Study Area is within FEMA's X (upland or non-flood zones) and is therefore very unlikely to ever be affected

⁴ A 100-year storm is defined as a storm with a magnitude having a one percent chance of occurring during the course of any given year.

⁵ The X500 zone is defined as the area located between the 100-year flood zone and the 500-year flood zone. The DGEIS FEMA map identifies this as the X-0.2% annual chance of flood hazard.

by flooding. A narrow “A” Flood Zone exists along the Little Peconic River. This zone generally follows the western boundary of the Study Area and affects only a very small portion of the Study Area within the rear setback of a few of the existing developed single-family lots and poses no significant issues or concerns.

Groundwater

Groundwater on Long Island is entirely derived from precipitation. Precipitation entering the soils in the form of recharge passes through the unsaturated zone to a level below which all strata are saturated, known as the water table. The groundwater table is equal to sea level on the north and south shores of Long Island and is at or near sea level along the banks of the tidal Peconic River and Estuary, and rises in elevation toward the center of the Island. The high point of the parabola is referred to as the groundwater divide. Near the Peconic River, groundwater flow is generally north toward the river; therefore, on the south side of the river within the Study Area, flow is generally to the north or north-northeast and the time of travel of groundwater to the Peconic River ranges between days in areas immediately proximate to the river to as much as 10 to 25 years at the south end of the Study Area near the intersection of Ludlam Avenue and Pebble Way (**Figure 3-12**). Depth to groundwater from the ground surface is variable within the Study Area depending on surface elevations and how near or far from the river depth to water is measured due to increasing water elevations to the south with distance from the river. Based on available water table data compiled by the County, depth to groundwater in the Study Area ranges from near zero at a few locations near the river to approximately 35 feet at the south end of the Study Area between Oak Court and Elm Court in the Riverwoods Community. General depth to groundwater zones are shown in **Figure 3-13**.

Groundwater beneath the Central Pine Barrens of Suffolk County is contained in three water bearing geologic units called aquifers. These units include, in descending order, the Upper Glacial Aquifer formed during the Pleistocene Epoch of the Quaternary Period, and the Magothy and Lloyd Aquifers of the Cretaceous Period all of which overlie Precambrian-aged metamorphosed bedrock (gneiss and schist) (**Nemickas and Koszalka, 1982**).

The Lloyd aquifer is very deep and contains primarily saline water in areas below the east end of Long Island; this aquifer is not used for water supply on the east end. Otherwise, groundwater in the two shallower aquifers is considered to be easily extractable and of generally good quality; although localized areas of degradation do exist, especially in the Upper Glacial Aquifer which is closer to the surface. Sources of known or suspected contamination in the Peconic River and Peconic Estuary watersheds include but are not limited to agricultural fields (agricultural activities) and lawn and garden maintenance (i.e., fertilizers and pesticides), leaking underground fuel storage tanks (e.g., gasoline from filling stations), certain industrial operations (industrial chemicals, solvents, fuels, metals, etc.), hazardous materials spills, and septic systems and cesspools (pathogens and nutrients). Stormwater is also noted as a major source of surface water and groundwater contamination; however, runoff is more of a pollutant conveyance and delivery mechanism than an actual source of contamination. That is, stormwater runoff does not inherently contain significant concentrations of contaminants but is very effective at detaching and “washing” them from streets, parking lots, outdoor materials storage areas, lawns, gardens, and other surfaces, mobilizing both soluble and non-soluble materials, and transporting them to areas of deposition via point or nonpoint discharges where they accumulate in groundwater and surface waters.

The quantity of groundwater available for use (assuming the supply is of good and potable quality) is largely a function of the thickness and areal extent of an aquifer and the texture, sorting and degree of consolidation or compaction of the geologic materials comprising the source media. Long Island's freshwater aquifers (primarily the Upper and Magothy Aquifers) are generally considered to contain a significant volume of potable water, especially within its deep recharge areas in the Central Pine Barrens, the Town's Aquifer Protection Overlay District (APOD) and the region's Special Groundwater Protection Area (SGPA), where the underlying groundwater reservoirs are very thick and contain considerable uncompacted coarse grained sand and gravel with significant storage capacity.

All of Nassau and Suffolk Counties' businesses and residents rely on groundwater for potable water. Since groundwater is the only source of potable water on Long Island, the EPA has designated the Island's groundwater supply as a "sole source aquifer" pursuant to the Federal Safe Drinking Water Act (SDWA). This designation, along with burgeoning population growth, increasing water demands, and threats of groundwater contamination from urbanization and suburbanization, all point to the obvious need to protect this vital resource for current and future generations. For these reasons, various state, regional, and county agencies have expended considerable effort in identifying the best ways to protect groundwater resources, and in so doing have commissioned numerous studies that have culminated in a variety of plans, policies, laws and standards for regulating activities that may jeopardize groundwater quality (including those promulgated by the CPBJPPC), 1995; Long Island Regional Planning Board (LIRPB), 1992; Nassau-Suffolk Regional Planning Board (NSRPB), 1978; and SCDHS, 2008, 2004 and 1987.). Substantial planning and regulatory efforts have also been undertaken by the Town of Southampton to ensure the protection of its groundwater resources.

Land located south of the SR 24 (with the exception of a small area of land located north of SR 24 and west of Peconic Avenue) in the Study Area is within several groundwater management areas:

- Central Pine Barrens Compatible Growth Area (CPBJPPC, 1996);
- Town of Southampton Aquifer Protection Overlay District (APOD);
- Town of Southampton Central Pine Barrens Overlay District (CPBOD) (which serves to implement the regional Central Pine Barrens Plan in the Town of Southampton);
- Central Suffolk Special Groundwater Protection Area (South) (LIRPB, 1992); and
- Suffolk County Groundwater Management Zone III (SCDHS, 2004).

Land located north of SR 24 is within Groundwater Management Zone IV and is not within any special groundwater protection areas.

Vegetation, Wildlife & Habitats

The Riverside Study Area is mostly comprised of suburban and commercial development; some vacant and undisturbed lands remain. Lands that are vacant fall into one of the following four categories: freshwater wetlands, tidal wetlands, preserved lands, or vacant lands surrounded by development. A general map of natural habitats located within the Study Area is provided in **Figure 3-14**.

Upland communities are generally comprised of Pitch Pine-Oak forest, Successional Southern Hardwood forest, Maritime Oak Forest, Successional Shrubland, Maritime Heathland and Successional Old Field (Edinger et al, 2014). Pitch Pine-Oak forests are defined by Edinger et al (2014) as mixed forests that occur on well-drained sandy soils, where pitch pine and one or more of the following oaks are dominant: scarlet oak, white oak, red oak or black oak. This community is found in areas south of Flanders Road where recent disturbance has not occurred. Successional habitats (areas that have revegetated following disturbance) represent areas that have been disturbed within the last 50 years, and are interspersed throughout the Study Area. The Sarnoff Preserve, located in the southwest portion of the Study Area is comprised of Pitch Pine-Oak forest, Successional Old Field, and freshwater wetlands habitats. The preserve adjoins a vacant parcel of land that is comprised of Pitch Pine-Oak forest. Two other large parcels of Pitch Pine-Oak forest remain which consist of a narrow parcel of vacant woodland located in the central portion of the study area and portions of the industrial subdivision that remain undeveloped.

Deciduous forest is the primary community located in the upland portion of the area north of Flanders Road. It is surmised that this forested area is a remnant of a Maritime Oak forest. Maritime Oak forests are defined as *“an oak-dominated forest that borders salt marshes or occurs on exposed bluffs and sand spits within about 200 meters of the seacoast”* (Edinger, et al., 2014). Areas where inspection was possible revealed highly disturbed woodland. The woodland was primarily comprised of invasive species (Norway maple, tree of heaven), however, remnant oaks were visible within the forested area. Due to access limitations, the area depicted as Maritime Heathland is surmised from aerial photography; field inspection of this area was not completed. All other upland habitats within the study area are either successional in nature or are landscaped and impervious areas associated with suburban development.

Freshwater wetlands are important ecological communities. These habitats are generally more productive than upland habitats, and are typically high in both plant and animal diversity. Wetlands are also vital in controlling floodwaters and filtering pollutants, and are valuable as recreation areas and as refugia for rare species. As the intrinsic value of wetlands has become recognized, they have received increasing protection from Federal, State, and local regulations and are often prioritized for public acquisition and preservation. Wetland boundaries are generally defined by the presence of significant numbers of indicator plant species which are typical of flooded or waterlogged soils. This approach may be somewhat arbitrary and is open to individual interpretation, particularly in areas with shallow slopes and broad transition zones.

The NYSDEC has identified five freshwater wetland complexes within or partially within the Riverside Study Area. These areas comprise approximately 2,413.40 acres of wetland systems, 15.60 acres of which are located within the Study Area: they are designated R-5, R-11, R-71, R-72, and R-81. These freshwater wetlands are all catalogued by the NYSDEC on the Riverhead United States Geological Survey (USGS) 7.5-minute quadrangle and are illustrated in **Figure 3-8**. NYSDEC classifies freshwater wetlands into four categories, which are described in §664.5 of the NYSDEC regulations. Class I wetlands are considered the most pristine and therefore the most valuable, while Class IV wetlands lack characteristics which would give the wetland a high value. With the exception of R-72 which is a Class II wetland, the other wetlands listed above are Class I wetlands.

NYSDEC tidal wetlands located along the shoreline of the Study Area east of the Peconic Avenue bridge, include High Marsh (HM), Intertidal Marsh (IM), Dredge Spoil (DS) and Littoral Zone (LZ). The tidal wetlands within the Study Area are located where the shoreline intersects and interfaces with tidal waters. These wetlands contain saline waters, which originate from the ocean-fed surface waters associated with Peconic Bay. These features are formed by coastal processes and, with the exception of formerly connected tidal wetlands, are subject to tidal influence. These areas are not only vital to the ecological systems to which they serve, but also function to control storm surges during flood and major storm events which may impact sensitive watershed areas. Tidal wetlands within the Study Area are illustrated in **Figure 3-8**. The NYSDEC classifies tidal wetlands into fourteen distinct categories. Definitions for those categories present within the Study Area are provided below.

LZ - Littoral Zone: The tidal wetland zone that includes all lands under tidal waters which are not included in any other category. There shall be no LZ under waters deeper than six feet at mean low water.

IM - Intertidal Marsh: The vegetated tidal wetland zone lying generally between average high and low tidal elevation in saline waters. The predominant vegetation in this zone is low marsh cord grass, *Spartina alterniflora*.

HM - High Marsh: The normal upper most tidal wetland zone usually dominated by salt meadow grass, *Spartina patens*; and spike grass, *Distichlis spicata*. This zone is periodically flooded by spring and storm tides and is often vegetated by low vigor, *Spartina alterniflora* and Seaside lavender, *Limonium carolinianum*. Upper limits of this zone often include black grass, *Juncus gerardi*; chairmaker's rush, *Scirpus sp.*; marsh elder, *Iva frutescens*; and groundsel bush, *Baccharis halimifolia*.

DS - Dredged Spoil All areas of fill material.

The majority of the tidal wetlands within the Study Area are comprised of Littoral Zone and High Marsh. A significant area of Dredged Spoil is located in the northeastern portion of the Study Area, north and east of Road B. Limited areas of intertidal marsh are found between areas of High Marsh and the Littoral Zone. It is noted that the Town also regulates tidal wetlands. As defined in §325-3 of Town Code, the vegetated definition of tidal wetlands is the same as that of the NYSDEC, therefore, the tidal wetland boundary is the same for each regulatory agency.

The National Wetlands Inventory categorizes wetlands regardless of their size and regulatory status. As illustrated on **Figure 3-9**, the wetlands with the Study Area are characterized as “Estuarine” north of CR 24, indicating that these wetlands are tidally influenced, while wetlands south of CR 24 are characterized as “Palustrine,” indicating these wetlands are freshwater in nature. Vegetation within Estuarine wetlands would consist of that adapted to tidal wetland environments, while freshwater wetland vegetation would generally be comprised of plants that have a lower salt tolerance.

Table 3-9 below provides an estimation of the habitats found within the study area. It should be noted that the habitat delineations depicted are general in nature and should be utilized as a general guide only. Site specific investigations would be necessary to determine the habitats present at a particular site.

Table 3-9
ESTIMATED EXISTING HABITAT COVERAGES

Habitat Type	Area (Acres)	Percent of Study Area (± 468 Acres)
Pitch Pine-Oak Forest	± 101.5	~22%
Maritime Oak Forest/ Successional Southern Hardwood Forest	± 32.4	~7%
Successional Shrubland	± 0.7	~0.1%
Maritime Heathland	± 3.7	~0.8%
Successional Old Field	± 5.9	~1%
Freshwater Wetlands	± 12.6	~3%
Tidal Wetlands	± 7.0	~1%
Subtotal	163.8	~34.9%
Suburban	303.7	~65.1%
TOTAL	467.5	100.0%

Wildlife within the majority of the Study Area is anticipated to consist of species that are adapted to suburban habitats, such as raccoons, squirrels, deer, rabbits, robins, mocking birds, grackles and starlings. The exception to this assumption is areas of forested upland, vegetated tidal wetlands, and freshwater wetlands, where a greater diversity of wildlife may inhabit, including interior forest birds, salamanders, shore birds, turtles, bivalves, and reptiles adapted for living in wetland habitats.

The New York Natural Heritage Program (NYNHP) was contacted to determine the presence/absence of rare, threatened endangered species or significant natural communities within the Study Area. Six significant natural communities are located within or adjacent to the study area and are:

- Red Maple-Blackgum Swamp
- Coastal Plain Atlantic White Cedar Swamp
- Coastal Plain Poor Fen
- Coastal Plain Pond Shore
- Pitch Pine-Oak-Heath Woodland
- Pitch Pine-Oak Forest

As illustrated in **Figure 3-14**, only Pitch Pine-Oak forest is located within the study area; the remaining communities are located adjacent to the Study Area. Pitch Pine-Oak forest is characterized by **Edinger, et. Al. (2014)** as “a mixed forest that typically occurs on well-drained, sandy soils of glacial outwash plains or moraines; it also occurs on thin, rocky soils of ridgetops. The dominant trees are pitch pine (*Pinus rigida*) mixed with one or more of the following oaks: scarlet oak (*Quercus coccinea*), white oak (*Q. alba*), red oak (*Q. rubra*), or black oak (*Q. velutina*). The relative proportions of pines and oaks are quite variable within this community type.” The Pitch Pine-Oak forest identified within the Study Area, known as the Riverhead Pine Barrens, is described by the NYNHP as being a high-quality occurrence of this community type due to its size, low presence of invasive species and its successful recovery from past disturbances. It is

noted that this community type is located in areas that are either preserved or precluded from further development due to CPBJPCC clearing restrictions.

The NYNHP has also identified a number of rare, threatened or endangered plants and wildlife within or in the vicinity of the Study Area. Species identified include one endangered amphibian, one endangered butterfly, one threatened damselfly, one threatened fish, two special concern damselflies, two special concern moths, two unlisted damselflies, six unlisted moths, fifteen endangered plants, and fifteen threatened plants. The following table indicates the species identified, its legal status, its identification status (i.e., is it a current identification or a historical identification) and the habitat the species is typically found in.

**Table 3-10
RARE, THREATENED OR ENDANGERED SPECIES IDENTIFIED BY THE NYNHP**

General Habitat Type		Species Type	NYS Legal Status (Endangered, Threatened, Rare, Special Concern)	Current or Historic
GRASSLAND/HEATH/OPEN AREAS			--	--
Species Common Name	Species Scientific Name		--	--
Stargrass	<i>Aletris farinose</i>	Plant	Threatened	Historic
Great Plains Flatsedge	<i>Cyperus lupulinus ssp. lupulinus</i>	Plant	Threatened	Historic
American ipecac	<i>Euphorbia ipecacuanhae</i>	Plant	Endangered	Historic
Virginia False Gromwell	<i>Onosmodium virginianum</i>	Plant	Endangered	Historic
Few-flowered Nutrush	<i>Scleria pauciflora var. caroliniana</i>	Plant	Endangered	Historic
Southern Arrowwood	<i>Viburnum dentatum var. venosum</i>	Plant	Threatened	Historic
Northern Blazing-star	<i>Liatris scariosa var. novae-angliae</i>	Plant	Threatened	Historic
FRESHWATER WETLAND			--	--
Species Common Name	Species Scientific Name		--	--
Doll's Merolonche	<i>Acrionicta dolli</i>	Moth	Unlisted	Historic
Pitcher Plan Borer Moth	<i>Papaipema appassionata</i>	Moth	Unlisted	Current
Dragon's Mouth Orchid	<i>Arethusa bulbosa</i>	Plant	Threatened	Historic
Atlantic White Cedar	<i>Chamaecyparis thyoides</i>	Plant	Threatened	Current
Weak Rush	<i>Juncus debilis</i>	Plant	Endangered	Historic
Swamp Oats	<i>Sphenopholis pensylvanica</i>	Plant	Endangered	Historic
Possum-haw	<i>Viburnum nudum var. nudum</i>	Plant	Endangered	Historic
Large Yellow-eyed-grass	<i>Xyris smalliana</i>	Plant	Threatened	Current

FRESHWATER WETLAND SHORELINE/OPEN AREAS		--	--	--
Species Common Name	Species Scientific Name	--	--	--
Hessel's Hairstreak	<i>Callophrys hesseli</i>	Butterfly	Endangered	Current
Short-fruit Rush	<i>Juncus brachycarpus</i>	Plant	Endangered	Historic
Swamp Smartweed	<i>Persicaria setacea</i>	Plant	Endangered	Historic
Drowned Beakrush	<i>Rhynchospora inundata</i>	Plant	Threatened	Current
Heart Sorrel	<i>Rumex hastatulus</i>	Plant	Endangered	Historic
Coastal Goldenrod	<i>Solidago latissimifolia</i>	Plant	Endangered	Historic
Rush Bladderwort	<i>Utricularia juncea</i>	Plant	Endangered	Current
Fibrous Bladderwort	<i>Utricularia striata</i>	Plant	Threatened	Current
FRESHWATER WATERBODY		--	--	--
Species Common Name	Species Scientific Name	--	--	--
New England Bluet	<i>Enallagma laterale</i>	Damselfly	Unlisted	Current
Scarlet Bluet	<i>Enallagma pictum</i>	Damselfly	Threatened	Current
Blackwater Bluet	<i>Enallagma weewa</i>	Damselfly	Unlisted	Current
Banded Sunfish	<i>Enneacanthus obesus</i>	Fish	Threatened	Current
Southern Sprite	<i>Nehalennia integricolli</i>	Damselfly	Special Concern	Current
Knotted Spikerush	<i>Eleocharis equisetoides</i>	Plant	Threatened	Current
Northern Dwarf Huckleberry	<i>Gaylussacia bigeloviana</i>	Plant	Endangered	Historic
Pale Duckweed	<i>Lemna valdiviana</i>	Plant	Endangered	Historic
Spotted Pondweed	<i>Potamogeton pulcher</i>	Plant	Threatened	Historic
FRESHWATER WATERBODY/DRY WOODLANDS		--	--	--
Species Common Name	Species Scientific Name	--	--	--
Eastern Tiger Salamander	<i>Ambystoma tigrinum</i>	Amphibian	Endangered	Current
DRY WOODLANDS		--	--	--
Species Common Name	Species Scientific Name	--	--	--
Packard's Lichen Moth	<i>Cisthene packardii</i>	Moth	Unlisted	Current
Small White Snakeroot	<i>Ageratina aromatica</i> var. <i>aromatica</i>	Plant	Endangered	Historic
PINE OAK FOREST/ACIDIC SOIL FOREST		--	--	--
Species Common Name	Species Scientific Name	--	--	--
Herodias or Pine Barrens Underwing	<i>Catocala Herodias gerhardi</i>	Moth	Special Concern	Current
Eastern Pinebarrens Tiger Beetle	<i>Cicindela abdominalis</i>	Beetle	Unlisted	Historic
New Jersey Pine Barrens tiger Beetle	<i>Cicindela patruela consentanea</i>	Beetle	Unlisted	Historic
Coastal Barrens Buckmoth	<i>Hemileuca maia</i> ssp. 5	Moth	Special Concern	Current

Richard's Fungus Moth	<i>Metalectra richardsi</i>	Moth	Unlisted	Current
Pink Sallow	<i>Psectraglaea carnosa</i>	Moth	Unlisted	Current
Golden Aster Flower Moth	<i>Schinia tuberculum</i>	Moth	Unlisted	Historic
TIDAL SHORELINE/OPEN AREAS		--	--	--
Species Common Name	Species Scientific Name	--	--	--
Swamp Sunflower	<i>Helianthus angustifolius</i>	Plant	Threatened	Historic
TIDAL WETLANDS		--	--	--
Species Common Name	Species Scientific Name	--	--	--
Screw-stem	<i>Bartonia paniculata ssp. Paniculata</i>	Plant	Endangered	Historic
Marsh Straw Sedge	<i>Carex hormathodes</i>	Plant	Threatened	Historic
Marsh Fimbry	<i>Fimbristylis castanea</i>	Plant	Threatened	Historic
Sea-pink	<i>Sabatia stellaris</i>	Plant	Threatened	Historic

It is noted that the eastern tiger salamander has been identified as occurring within a half mile of the study area. Correspondence with the NYSDEC indicates that there are no documented breeding ponds within 1,000 feet of the Study Area, however, there are ponds in proximity to the Study Area that represent suitable habitat that have not been surveyed. The NYSDEC has recommended surveys of these ponds prior to work being conducted within 1,000 feet of the ponds to determine presence/absence of the species.

Figure 3-15 also depicts NYS Significant Coastal Fish & Wildlife Habitats (SCF&WH) located in the vicinity of the Study Area. The Peconic River and Cranberry Bog County Park SCF&WH are the only ones located along the Study Area shoreline. These habitats were designated as significant based on the following characteristics:

Peconic River

- Ecosystem Rarity: The longest river on Long Island; the Peconic is a relatively large, slow moving, acidic river with a very undeveloped watershed. Unique on Long Island.
- Species Vulnerability: SV assessment: Tiger salamander (Endangered), banded sunfish (Threatened), eastern spadefoot toad (Special Concern), eastern hognose snake (Special Concern), spotted turtle (Special Concern), southern sprite damselfly (Threatened), coastal barrens buckmoth (Special Concern), painted bluet (Threatened), and pine barrens bluet (Threatened) present.
- Human Use: Recreational fishing for warmwater species attracts anglers from throughout Long Island.
- Population Level: One of only 2 locations in the state supporting banded sunfish. One of only 4 major documented alewife spawning areas in Peconic region.
- Replacability: The habitat in Peconic River is irreplaceable.

Cranberry Bog County Park

- Ecosystem Rarity: The largest remaining coastal plain Atlantic white cedar swamp plant community in New York.
- Species Vulnerability: Spotted turtle (Special Concern), swamp darter (Threatened), and banded sunfish (Threatened) utilize the area.
- Human Use: No significant fish or wildlife related human uses of the area.

- Population Level: Banded sunfish (*Enneacanthus obesus*) population unusual in New York State.
- Replacability: The habitat in Cranberry Bog County Park is irreplaceable.

Regulatory Conditions

As previously indicated, both freshwater and tidal wetlands exist within the boundaries of the Study Area. Future improvements associated with the adoption of the proposed zoning overlay districts may fall under the jurisdiction of the State (Articles 24 and 25 as described below), and Federal wetlands and coastal regulations. The NYSDEC regulates activities within freshwater wetlands through Article 24 and tidal wetland areas through Article 25. NYSDEC freshwater wetland jurisdiction extends 100 feet from the vegetated wetland boundary, while tidal wetland jurisdiction extends 300 feet from the wetlands boundary unless the intervening area is less than elevation 10 or there is a road or other barrier (NYSDEC 1992).

Both the Army Corp of Engineers (ACOE) and the NYSDOS regulate coastal areas. “[Section 10 of the Rivers and Harbors Act of 1899](#) requires approval prior to the accomplishment of any work in or over navigable waters of the United States, or which affects the course, location, condition or capacity of such waters (ACOE).” Permits obtained from the ACOE include either Nationwide Permits, which provide a permit for common activities, or an individual permit, which is for activities which are not listed under a Nationwide Permit.

In conjunction with the ACOE review, the NYSDOS reviews the proposed project to determine if the project is compatible with the NYSDOS Coastal Management Program (CMP). “The [federal Coastal Zone Management Act \(CZMA\)](#) requires that each Federal agency activity within or outside the coastal zone that affects any land or water use or natural resource of the coastal zone shall be carried out in a manner which is consistent to the maximum extent practicable with the enforceable policies of approved State management programs (NYSDOS).” Concurrence regarding the consistency of any regulated projects with Coastal Management Policies would need to be obtained from the NYSDOS.

The Town regulates both freshwater and tidal wetlands through §325 of Town Code. Town jurisdictional limits for areas in proximity to wetlands varies depending on the shoreline type present, the previous disturbance on the property, and the type of project present. Generally, if a functional bulkhead or revetment is located on a property that has been in existence since prior to August 1993, the Town’s jurisdictional limit extends 50 feet from the shoreline structure. Activities in proximity to natural shorelines are regulated within a minimum of 75 feet of the wetland boundary, and may extend to 175 feet, depending on the project type, existing site conditions and project location.

The NYSDEC also regulates rare, threatened and endangered wildlife through Article 11 of the ECL. 6 NYCRR Part 182.8(a) indicates “No person shall take or engage in any activity that is likely to result in a take of any species listed as endangered or threatened in this Part, except as authorized by an incidental take permit issued by the department pursuant to this Part or as otherwise authorized as an exempt activity in section 182.13 of this Part.” As indicated by the NYNHP, several threatened and endangered wildlife species are located in the vicinity of the Study Area. As a result, disturbance to sites that contain or may affect habitat of the endangered or threatened wildlife species would be subject to regulation under Article 11 of the ECL.

Critical Environmental Areas

The portion of the Study Area located south of SR 24 is situated within a Central Pine Barrens Compatible Growth Area (CGA) and development under the subject zoning amendments will be assessed as a “Development of Regional Significance” in order to provide a comprehensive review of the project in consideration of the Central Pine Barrens CLUP (see **Figure 3-16**). Parts of the Study Area are also located within the Town’s APOD and/or contain freshwater wetlands and associated upland adjacent areas⁶ that are currently subject to regulatory review by the Town pursuant to Chapter 157 of the Town Code as well as the NYSDEC per Article 24 of the Environmental Conservation Law of the State of New York. The Central Pine Barrens CGA, APOD, and NYSDEC designated freshwater wetlands and adjacent areas are considered “critical areas” under Section 157-10, “Critical areas,” of the Southampton Town Code. Designation as a critical area by the Town, as authorized by SEQRA Section 617.14 (g), carries with it the requirement that all actions occurring within the boundaries of the critical area that are subject to SEQRA be classified as a Type I action and thereby are more likely to have one or more potential environmental impacts and thus would be more likely to require an EIS to sufficiently evaluate potential impacts. CEAs also have the distinction of triggering a requirement that involved agencies consider the potential for impacts to these areas when making their Determinations of Significance, and as that Findings Statements determine that consistent with social, economic and other essential considerations among the reasonable alternatives available, that significant adverse environmental impacts on the environment will be avoided or mitigated to the maximum extent practicable.

The groundwater underlying much of Long Island has been federally-designated as a sole source aquifer, and is essential to the potable public water resources serving much of Long Island. The area of Long Island under which the largest volume and highest quality of such groundwater is found is the pine barrens area, which occupies much of the east-central portion of Suffolk County, an area dominated by lesser amounts of development and extensive tracts of natural forest. The combination of the forest composition of the area which has adapted to the unique soil properties of the area provide treatment of water entering the aquifer. The Long Island Pine Barrens Protection Act (the Act), signed into New York State law in 1993, established a State-assisted process to preserve those portions of the pine barrens so that the public potable water supply and overlying natural areas would be protected.

Under the Act, an approximately 100,000-acre forested area in portions of the Towns of Southampton, Brookhaven, and Riverhead was mapped and designated as the Central Pine Barrens (CPB). The Act then divided the overall CPB in two parts: a 52,500-acre portion known as the Core Preservation Area (CPA), and the remainder was designated the Compatible Growth Area (CGA; 47,500 acres). Under the Act, protection of the natural (i.e., ecological) resources that dominate the CPA is necessary to protect potable public water resources that underlie the CPA. For those portions of the CPB that are not in the CPA, strategically-planned development is allowed, which may include the shifting of development yield from sites in the CPA.

⁶ “Adjacent area” means those areas of land or water that are outside a wetland and within 100 feet (approximately 30 meters), measured horizontally, of the boundary of the wetland. The Department may establish an adjacent area broader than 100 feet (approximately 30 meters) where necessary to protect and preserve a wetland, as set forth in subdivision 24-0701.2 of the Act and pursuant to Part 664.

Pursuant to the Act, the CPB Joint Planning & Policy Commission (the Commission) was established, to prepare and administer the Comprehensive Land Use Plan (CLUP) to regulate future growth in the CPB. This plan was prepared and adopted in 1995, and was added to the NYS Environmental Conservation Law as Article 57. As intended by the Act, the CLUP provides procedures for the review of development applications in the CGA, based on a set of specific guidelines and standards. It is noted that, with few exceptions, development opportunities in the CPA are limited. Standards and guidelines for compatible development were established for areas located in the CGA in order to sustain habitat and unique ecosystems and preserve the quality of groundwater recharge in the region.

In addition to setting the standards and guidelines by which the Commission would review development applications, the CLUP allows for local municipalities to administer and conduct review of applications in the CPB. Such review must be performed under a locally-enacted ordinance that would be subject to the review and approval of the Commission. For applications undergoing local review, the CLUP standards are required to be incorporated into local land use and development procedures and ordinances, whereas the CLUP guidelines could be utilized by municipalities on a discretionary basis. The Town of Southampton adopted the standards of the CLUP into Article XXIV, Chapter 330 of its Town Code, and established Overlay Districts to implement many of the guidelines suggested in the CLUP.

The CLUP and, by extension, the Town Code in Section 330-217 (Central Pine Barrens Overlay District), includes a number of terms defined in the Act, including a description of what constitutes “development” and thereby what types of application would be subject to Commission or Town review. The Town Central Pine Barrens Overlay District incorporated the “Standards” of the CLUP and reference the Town’s Aquifer Protection Overlay District for vegetation clearance limits. Projects which do not conform to the Central Pine Barrens Overlay District are referred to the Commission for review under a “hardship.” The Act defines the term “hardship,” for those applications that do not meet the requisite standards and sets the criteria under which a requested waiver for such an application is to be reviewed. Finally, the Act defines the term “Development of Regional Significance”, and requires that applications meeting this definition be reviewed by the Commission and meet all of the standards and guidelines of the CLUP or seek a hardship.

It is noted that at Article 57; §57-0105, the Legislative Findings and Intent, establish a direct link between the Central Pine Barrens and the Peconic Bay system, with specific reference to the, “...interdependent and reciprocal relationship between human activities and natural processes, and where fishing, agriculture and tourism have been dominant industries for more than three hundred fifty years...” An excerpt of this legislative intent is provided below to allow for further understanding of the critical link between the Pine Barrens and the Peconic Bay system:

The legislature hereby finds that eastern Long Island contains a maritime region of statewide importance known as the Pine Barrens-Peconic Bay system. The legislature finds that within the Pine Barrens-Peconic Bay system the federal, state, county and local governments own and manage significant properties in the form of parks, preserves, historic sites and protected open space, where there is an interdependent and reciprocal relationship between human activities and natural processes, and where fishing, agriculture and tourism have been the dominant industries for more than three hundred fifty years. The legislature also finds that within the Pine Barrens-Peconic Bay system natural processes have created unique landforms such as Robin's Island, Shelter Island,

Gardiners' Island, Fisher's Island, Long Island's North and South Forks, and numerous wetlands, bluffs and beaches. The legislature finds that the Long Island Pine Barrens, an area encompassing over one hundred thousand acres in the county of Suffolk, is of critical importance to the state because it overlies the largest source of pure groundwater in New York. The Pine Barrens are interconnected to the Peconic Bay system by the Peconic River, the longest groundwater river in New York, and the ecologic and hydrologic integrity of this system should be protected in a comprehensive plan adopted by the state and individual local governments. The legislature also finds that the Pine Barrens-Peconic Bay system contains one of the greatest concentrations and diversities of endangered, threatened and special concern species of plants and animals to be found in the state, and that protection of their habitats is in the best interest of the people of New York. The legislature further finds that the Pine Barrens-Peconic Bay system contains many other unique natural, agricultural, historical, cultural and recreational resources that are mutually supportive and ultimately dependent upon maintenance of the hydrologic and ecologic integrity of this region. Therefore, the legislature finds that the purpose of this title is to allow the state and local governments to protect, preserve and properly manage the unique natural resources of the Pine Barrens-Peconic Bay system and to encourage coordination of existing programs and studies affecting land and water resources in the region and to protect the value of the existing public and private investment that has already been made to acquire land in the region.⁷

The interrelationship between the Pine Barrens and Peconic Bay is evident in Riverside. The Study Area includes a significant portion of shoreline frontage along the Peconic River north of NYS Route 24 and is opposite existing downtown Riverhead which lies to the north. The balance of the Study Area lies south of SR 24 and is within the Central Pine Barrens. Riverside is an area that was subject to relatively dense development and subdivision of land prior to both Article 6 of the Suffolk County Sanitary Code (SCSC) and the CLUP. As a result, residential uses are established on small lots in many areas of Riverside, and much of the area has been subject to development with resultant fragmentation and alteration of habitat, groundwater impacts, and resultant impact on the Peconic River.

The area located south of SR 24 is also located within the Long Island Regional Planning Board's Central Suffolk Special Groundwater Protection Area (SGPA) (South), and borders the County's "Peconic Bay and Environs" CEA which includes the lower Peconic River, Flanders Bay and the greater Peconic Estuary, which are County designated "Critical Environmental Areas." Like the Town, the County also considers the Long Island Central Pine Barrens to be a CEA.

3.3 Economic and Market Trends Analysis

This section summarizes the preliminary market trends analysis that was prepared in connection with the RRAP. As part of this BOA process, Urbanomics was retained to review the analysis and assess the methodologies and findings regarding the recommended land use mix which could be supported from a market perspective. This section summarizes the results of this analysis. In addition, this section provides national market trends to supplement the market analysis included in the RRAP.

⁷ <http://codes.lp.findlaw.com/nycode/ENV/57/1/57-0105>.

3.3.1 National Market Trends

Throughout the country Millennials, the age group born between 1978 and 1994, are reshaping every market, from housing to retail to industry. Born with access to computers and the internet, they are much more technologically proficient than any other generation. In addition, they have redefined the American Dream to suit their own needs—it has become finding the balance of what makes the individual happy, rather than working in order to acquire traditional status symbols of success. They work at what they love or if they cannot do that, work sufficiently to support the activities that they do enjoy. To achieve this balance, they often choose to live near social and recreational activities they enjoy, e.g., walkable downtowns with nightlife and shopping, beaches with surfing, mountains and parks with hiking, or ideally in proximity to many of these.

Housing Trends

In the housing market, this translates as demand for studio and one-bedroom units, because the units are affordable with first jobs and because young adults are choosing to have families later, if at all, there is rarely need for extra bedrooms. Interestingly, this corresponds with demand from aging Baby Boomers, many of whom are downsizing their housing due to difficulties with care or limited and/or retirement finances and choosing to live in 1 and 2-bedroom condos closer to convenience goods and services.

Retail Trends

Online shopping is the first option for a generation that came of age with access to the internet, but that does not mean that brick and mortar businesses are a thing of the past. Local retail needs to be about convenience and experience.

When almost anything can be delivered by Amazon within two days, local retail must either cater to the necessities that shoppers cannot or do not want to wait for, or stock items that require hands-on appraisal. Prices for convenience items must be competitive as well—online shoppers are inveterate comparison shoppers and high prices will not be accepted if there are other options—something that can be done if retail space and stock are limited. Retailers are also enhancing convenience by creating a blended online/brick and mortar presence. The most basic of these is offering online or app ordering with in store to pick up or delivery.

Big box stores such as Walmart, Target and Best Buy as well as “clubs” maintain popularity for discount and bulk goods and electronics, but even they are responding to changing demographics by opening smaller outlets in downtowns to cater to younger and older clientele who are less likely to use cars and have more time or are more likely to drop in to just pick something up. However at this point, they are only doing so in major urban markets.

A new trend in retailing is selecting interesting and interactive space for brick and mortar outlets, rather than building the traditional box filled with rows of merchandise. The September 7-13 issue of Crain’s New York Business noted that retailers are seeking landmarked buildings and facades for their stores. Even if the architecture is modern, retailers are adding other draws including coffee and snack bars to bring customers in the doors and hopefully shop along the way. Another method is to make the shopping experience a social media event—special guests, who wore it best, even

in-store social media outreach to select clothing lines (take a selfie with the shirt you prefer)—have been used to create buzz about a business.

Industry and Jobs Trends

As the Baby Boomers age, healthcare is the fastest growing industry sector in the Nation. According to the US Bureau of Labor Statistics, personal care aides, registered nurses, home health aides and nursing assistants are four of the top six professions in terms of growth in actual numbers between 2012 and 2022, with 1,953,700 new jobs in total. (Retail salespersons and food service workers are numbers 3 and 5.) Unfortunately, with the exception of registered nurses, all of these positions have a median annual wage of less than \$25,000 per year.

Table 3-11
BUREAU OF LABOR STATISTICS NATIONAL NEW JOB PROJECTIONS, 2012-2022

Occupation	Number of New Jobs (Projected), 2012-2022	2012 Median Pay
Personal care aides	580,800	\$19,910
Registered nurses	526,800	\$65,470
Retail Salespersons	434,700	\$21,110
Home health aides	424,200	\$20,820
Combined food preparation and serving workers, including fast food	421,900	\$18,260
Nursing assistants	312,200	\$24,420

Source: <http://www.bls.gov/ooh/most-new-jobs.htm>

Other businesses are changing due to technology and the preferences of the workforce. Employees often carry laptops that plug in to workstations or can be used wherever they go, fewer employees lay claim to a desk and work is never left behind. Shared spaces both within and among firms are becoming more popular as well. A single office space, comfortably furnished with basic assets like wifi, printers and conference rooms can be shared by numerous individuals and companies for monthly fees, cutting down on overhead and allowing professional and social interaction and networking.

Even manufacturing in the United States is changing—no longer able to compete in bulk offerings with places like China, the manufacturing industry has shifted to a more artisanal/value-added approach, responding to the question, what is best NOT done in bulk. These shops, like new offices, are smaller in scale and run to extremes, either creating goods by hand, or being largely technologically driven using robotics and 3-D printers. The workforce required for these endeavors includes craftsmen, designers, programmers, and engineers.

Not only is the workplace starting to change, but so is firm location. Employers, especially tech employers, are returning to urban downtowns from suburban campuses to meet the demands of a younger workforce that wants to be near social and recreational activity as demonstrated by the locational choices of tech firms in Manhattan, Brooklyn and downtown Seattle.

3.3.2 Regional (Long Island/Suffolk County) Market Trends

Housing Trends

According to the American Community Survey 2009-2013, there are 569,196 housing units in Suffolk County, of which 87.4 percent are occupied. The vast majority (84.8%) are single family units, with fewer than 1 in 10 units located in buildings with 5 or more units. The housing stock also tends to be older (three out of every four units were constructed before 1980). In addition, as shown in the table below, unit sizes are quite large: 73.3 percent of units have 3 or more bedrooms, while less than one in every ten units is a studio or 1-bedroom.

**Table 3-12
SUFFOLK COUNTY HOUSING BY BEDROOMS, 2009-2013**

	Housing Units	Percent of Total
Total	569,196	100%
Studio	6,308	1.1%
1-Bedroom	49,651	8.7%
2-Bedrooms	95,919	16.9%
3 Bedrooms	218,082	38.3%
4-Bedrooms	146,200	25.7%
5+ Bedrooms	53,036	9.3%

Source: American Community Survey 2009-2013, DP04

There is a disparity between the existing housing stock in terms of size and the actual number of persons in households. Table 3 shows the number of households in Suffolk County by household size. As shown, there are just over 100,000 single person households, however there are only half that many studio and one-bedroom housing units.

**Table 3-13
SUFFOLK COUNTY HOUSEHOLD SIZE, 2009-2013**

	Households	Percent of Total
Total	497,347	100%
1 person	101,459	20.4%
2-person	148,209	29.8%
3-person	84,549	17.0%
4+-person	163,130	32.8%

Source: American Community Survey 2009-2013, S2501

This disparity indicates that many Suffolk County households are paying for more real estate than is needed. This is born out in an analysis of affordability. According to the Census Bureau, in Suffolk County 58.5 percent of renters, 49.6 percent of owners with a mortgage, and 31.1 percent of owners without a mortgage pay more than is considered affordable (30% of household income) on housing costs⁸.

⁸ Housing costs include, rent, mortgage, condo fees, property taxes, property insurance, utilities, etc.

Industry and Job Trends

An analysis of industry trends seeks to identify the clusters that may be established or emerging in the local economy, as well as those that may serve to support stronger industries in the region. For the purpose of this analysis, industry trends – with regard to both the number of employees and the number of establishments – within the boundaries of Suffolk County were examined over eight years (between 2005 and 2013).

The values shown in **Table 3-14** compare the businesses in Suffolk County in 2005 as compared to 2013⁹ based upon the NAICS code and highlights significant changes in overall number of business establishments during this period. There was the highest growth in accommodation and food services, Administrative and Support and Waste Management and Remediation Services, and Health care/social assistance, and high growth in professional, scientific and technical services, and other services. The biggest loss for the county was in construction, manufacturing and retail businesses, which declined by a total of 245, 311 and 234 businesses respectively.

The values shown in **Table 3-15** compare the change in the number of paid employees in Suffolk County in 2005 as compared to 2013 based upon the NAICS code of the company and highlights significant changes in overall employment during this period.

Table 3-14
CHANGE IN BUSINESS ESTABLISHMENTS IN SUFFOLK COUNTY, 2005-2013

NAICS code	NAICS code description	2005 Total establishments	2013 Total establishments	Change in Total establishments
-----	Total	47,611	48,689	1,078
11----	Forestry, Fishing, Hunting, and Agriculture Support	64	76	12
21----	Mining	21	15	(6)
22----	Utilities	85	81	(4)
23----	Construction	7,133	6,888	(245)
31----	Manufacturing	2,324	2,013	(311)
42----	Wholesale Trade	3,343	3,218	(125)
44----	Retail Trade	6,783	6,549	(234)
48----	Transportation and Warehousing	1,081	1,205	124
51----	Information	708	606	(102)
52----	Finance and Insurance	2,307	2,492	185
53----	Real Estate and Rental and Leasing	1,797	1,663	(134)
54----	Professional, Scientific, and Technical Services	5,437	5,722	285
55----	Management of Companies and Enterprises	142	175	33
56----	Administrative and Support and Waste Management and Remediation Services	3,160	3,488	328
61----	Educational Services	493	611	118

⁹ Source: <http://censtats.census.gov>

62----	Health Care and Social Assistance	4,356	4,711	355
71----	Arts, Entertainment, and Recreation	812	884	72
72----	Accommodation and Food Services	3,150	3,666	516
81----	Other Services (except Public Administration)	4,295	4,585	290
99----	Unclassified	120	41	(79)

**Table 3-15
CHANGE IN PAID EMPLOYEES SUFFOLK COUNTY, 2005 – 2013**

NAICS code	NAICS code description	2005	2013	Change between 2005 and 2013	Percent change
-----	Total	555,718	557,995	2,277	0.4%
21----	Mining	228	137	(91)	-39.9%
23----	Construction	38,152	41,018	2,866	7.5%
31----	Manufacturing	60,840	53,039	(7,801)	-12.8%
42----	Wholesale Trade	54,243	42,906	(11,337)	-20.9%
44----	Retail Trade	79,815	78,845	(970)	-1.2%
48----	Transportation and Warehousing	19,031	17,492	(1,539)	-8.1%
51----	Information	18,318	13,836	(4,482)	-24.5%
52----	Finance and Insurance	24,077	22,175	(1,902)	-7.9%
53----	Real Estate and Rental and Leasing	7,687	6,483	(1,204)	-15.7%
54----	Professional, Scientific, and Technical Services	42,841	47,076	4,235	9.9%
55----	Management of Companies and Enterprises	10,030	11,039	1,009	10.1%
56----	Administrative and Support and Waste Management and Remediation Services	35,670	38,333	2,663	7.5%
61----	Educational Services	11,281	9,476	(1,805)	-16.0%
62----	Health Care and Social Assistance	84,588	95,503	10,915	12.9%
71----	Arts, Entertainment, and Recreation	7,477	9,781	2,304	30.8%
72----	Accommodation and Food Services	36,136	44,989	8,853	24.5%
81----	Other Services (except Public Administration)	23,182	24,317	1,135	4.9%

Source: Census; 2005 and 2013 County Business Patterns (NAICS) with analysis by NP&V. Shades of red identify relative levels of loss, while shades of green indicate relative growth.

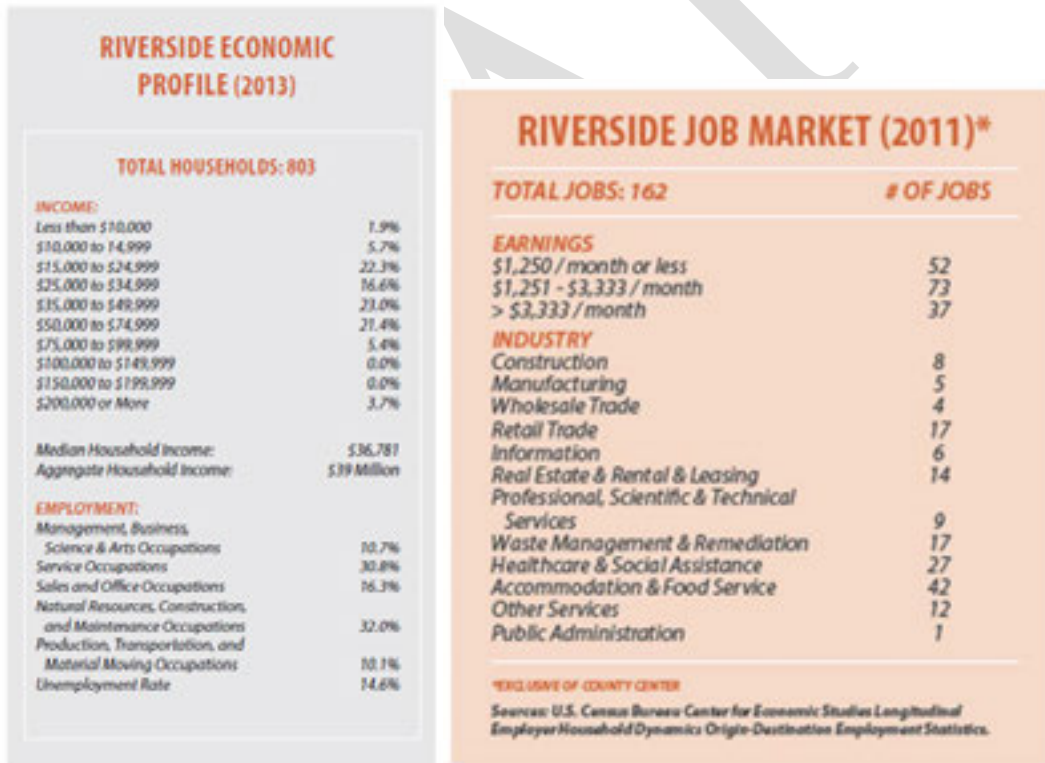
Several industries witnessed considerable growth, both in terms of the number of employees and the number of establishments within the county. An analysis of the industry data reveals several strong clusters in the regional economy with respect to job growth. This includes services pertaining to health care and social assistance, accommodation and food services, professional,

scientific and technical services, and arts, entertainment and recreation, and construction. There was a significant decline in wholesale trade and manufacturing jobs in Suffolk County during this period, and to a lesser degree (though significant) job declines in information services, finance and insurance, educational services and real estate and leasing and management, transportation and warehousing and retail.

The office vacancy rate for Suffolk County is 17.1 percent according to first quarter 2015 real estate statistics prepared by CBRE. However, it should be noted that the area of assessment includes only western and central Suffolk and does not extend east beyond Highway 83 due to the limited amount of stock. Based upon the areas of growth, it appears that there may be opportunities for some local office space within the county – especially for medical uses.

Growth Areas for Long Island

As noted, the Riverside population has of the lowest median incomes of any community on Long Island and thus, job creation opportunities in the area would be a tremendous asset for the population. The following graphics provided in the RRAP illustrate the income levels by household, median income at \$36,781 and employment by sector (for the residents of the hamlet of Riverside) and the job market for 2011 (excluding the County Center).



The New York State Department of Labor has created a list of the fastest growing occupations on Long Island, projected between 2010 and 2020. The top twelve occupations with the fastest growth (percentage wise) are shown in **Table 3-16**.

Table 3-16
FASTEST GROWTH OCCUPATIONS BY PERCENTAGE

Title	Percent	Employment		Increase in jobs
	Change	2010	2020	
Personal Care Aides	53.3%	12,210	18,720	6,510
Home Health Aides	46.9%	13,150	19,320	6,170
Medical Assistants	25.6%	5,770	7,250	1,480
Coaches and Scouts	36.2%	2,710	3,690	980
Physical Therapists	33.7%	2,730	3,650	920
Market Research Analysts and Marketing Specialists	27.0%	3,180	4,040	860
Pharmacy Technicians	25.2%	2,620	3,280	660
Medical Secretaries	33.9%	1,920	2,570	650
Food Servers, Non restaurant	26.7%	2,210	2,800	590
Personal Financial Advisors	28.3%	2,050	2,630	580
Software Developers, Systems Software	25.4%	2,130	2,670	540
Dental Hygienists	28.5%	1,790	2,300	510

Source: NYSDOL with analysis by NP&V. Shades of red identify relatively small percent of increase, while shades of green indicate relatively high percent of increases in jobs.

It is also important to view the actual increase in employment opportunities (rather than a percent change) for the fastest growing occupations, to view the bigger picture. For example, while athletic trainers and audiologists are the top five and six growth occupations based upon the percent increase of 38.5%, this is somewhat misleading in considering the actual number of jobs that are expected to become available (which are quite low comparatively with only 50 new jobs projected). **Table 3-17** illustrates the top twelve growth occupations based upon the expected increase in the number of jobs. In this case, there are a number of occupations with a percent change in the lower values, but which overall will provide more opportunities, such as medical assistants, pharmacy technicians and medical secretaries (all within the larger health care industry).

Table 3-17
FASTEST GROWTH OCCUPATIONS BY INCREASE IN NUMBER OF JOBS

Title	Percent	Employment		Increase in jobs
	Change	2010	2020	
Personal Care Aides	53.3%	12,210	18,720	6,510
Physical Therapist Aides	47.8%	690	1,020	330
Home Health Aides	46.9%	13,150	19,320	6,170
Veterinary Technologists and Technicians	41.5%	940	1,330	390
Athletic Trainers	38.5%	130	180	50
Audiologists	36.8%	190	260	70
Helpers--Brickmasons, Blockmasons, Stonemasons, and Tile and Marble Setters	36.5%	520	710	190
Helpers--Carpenters	36.5%	850	1,160	310
Coaches and Scouts	36.2%	2,710	3,690	980
Diagnostic Medical Sonographers	34.5%	550	740	190
Medical Secretaries	33.9%	1,920	2,570	650
Physical Therapists	33.7%	2,730	3,650	920

Source: NYSDOL with analysis by NP&V. Shades of red identify relatively small increases, while shades of green indicate relatively high increases in jobs.

While many of the fastest growing occupations are centered on medical/health-care industry, other fast-growing occupations projected to occur throughout the Long Island region include those centered on recreation and fitness; food service; tourism; restaurants and entertainment; personal services; construction; and a variety of scientific, technical and professional occupations.¹⁰

3.3.3 Riverside Market Trends

The Economic Market Study identifies numerous challenges under current conditions and opportunities in the redevelopment of Riverside. There are several potential challenges for retail development in Riverside including the lack of on-street and off-street public parking options for through traffic on NY SR24, the current socioeconomic climate and high crime rate in Riverside, and a lack of diverse offerings. Additionally, there are many opportunities for retail development in Riverside including but not limited to Riverside’s location as a gateway area for the East End, cultural diversity which can differentiate the available retail offerings, history of locally owned businesses that suggests a healthy foundation for entrepreneurship, the need for a fresh start and will for a new identity, County Center, and strong mass transit bus connections.

Housing Trends

Current trends among the Millennial and baby boomer generations have demonstrated a growing demand for rental units in recent years. At its current rate of growth the Towns of Southampton and Riverhead are likely to add a demand of over 3,100 new rental units between 2010-2030.

¹⁰ New York State Department of Labor, Fastest Growing Occupations, Long-Term Occupational Projections, Long Island Region, 2010-2020. Accessed via <http://labor.ny.gov/stats/lproj.shtm>.

Given the growing propensity of Millennials and boomers to rent and the smaller household sizes of Millennials, this number could be even greater. The demand for rental housing is quickly growing and is not likely to stop soon. More rental units, and more types of rental units beyond single family homes, are a must if the Riverside community is to meet the challenges of the next generation.

LOCAL HOUSING MARKET (2010):

OF UNITS

	Riverside	Southampton	Riverhead
TENURE			
Renter-Occupied	229	5,704	10,271
Owner-Occupied	579	21,913	2,572
Seasonal	0	17,399	1,528
Vacant	232	3,167	919
GROSS RENT			
< \$500	0%	3%	14%
\$500-\$999	11%	18%	26%
\$1000-\$1499	73%	27%	39%
\$1500-\$1999	0%	30%	13%
> \$2000	16%	22%	8%
HOME VALUE			
< \$50,000	20%	3%	6%
\$50k - \$99,999	42%	3%	4%
\$100k - \$200k	14%	3%	7%
\$200k - \$300k	9%	6%	14%
\$300k - \$500k	15%	28%	50%
\$500k - \$750k	0%	22%	13%
\$750k - \$1mil	0%	13%	4%
> \$1,000,000	0%	22%	2%
UNIT SIZE			
Studio	3%	1%	0%
1 Bed	13%	6%	10%
2 Bed	54%	21%	31%
3 Bed	27%	40%	36%
4 Bed	1%	21%	20%
5 Bed or more	2%	11%	3%

Sources: U.S. Census Bureau, American Community Survey 5-year estimates.

AREA WIDE RENTAL HOUSING DEMAND PROJECTION (2010-2030)

Age Cohort	2000 Population	2010 Population	2020 Population	2030 Population	Population Change* 2010-2030	Rental Headship Rate**	New Rental Units Demanded
Under 5 years	4,810	4,794	4,781	4,771	(23)	0.0%	0
5 - 9 years	5,311	5,527	5,209	5,167	(90)	0.0%	0
10 - 14 years	5,060	5,253	5,453	5,661	408	0.0%	0
15 - 19 years	4,625	5,532	6,664	8,088	2,556	5.4%	138
20 - 24 years	4,048	4,963	6,201	7,904	2,941	5.4%	159
25 - 34 years	9,670	10,353	11,084	11,867	1,514	20.0%	303
35 - 44 years	13,762	11,961	10,445	9,167	(2,794)	14.8%	(414)***
45 - 54 years	12,233	14,065	16,312	19,089	5,024	12.8%	642
55 - 59 years	4,701	6,277	8,495	11,660	5,383	12.9%	696
60 - 64 years	3,982	6,108	9,568	15,317	9,209	13.3%	1,226
65 - 74 years	7,223	8,286	9,683	11,531	3,245	6.2%	202
75 - 84 years	5,110	5,165	5,260	5,398	233	10.0%	23
85 years & Over	1,857	2,282	2,824	3,521	1,239	11.3%	140
TOTAL							3,115 Units

Source: U.S. Census Bureau 2000 & 2010 Decennial Censuses; US Census Bureau American Community Survey 2010 5-Year Estimates
* Numbers in parenthesis indicate population loss
** Age group rental households

Retail Trends

To best understand the commercial uses that are viable in Riverside, Renaissance Downtowns prepared a retail gap analysis study in order to determine which uses are likely to have sufficient market demand necessary to be viable. The focus has been on market niches that might complement, rather than compete with, independently owned businesses in Riverhead Downtown, the extent to which existing businesses in the project area might absorb additional sales, and the tools and resources that might be helpful in stimulating new business development and growth of existing businesses.

The potential for local retail sales is determined through the estimation of potential consumer expenditures (purchasing power) of resident households based upon their income, which is then compared to local retail sales. If local retail sales are less than the aggregate buying power of local households, there is “leakage”, i.e., local residents are spending money outside of the local area. If local sales are greater than local spending potential, there is an “injection” of spending from other areas.

Retail Sales Leakage

The economy of Riverside currently suffers from a retail sales leakage, that is, local residents are spending their money outside of Riverside. This loss to a community’s local economy may occur due to factors such as a void within a certain business type or a lack of an attractive retail environment such as a walkable, mixed-use hamlet center. Based upon the retail gap analysis prepared for the RRAP dated July 27, 2015, approximately \$8.2 million in consumer spending “leaks out of” the primary market area alone every year. When looking at the larger Riverside, Flanders and Northampton market area, total leakage is \$44.3 million per year. New development can leverage this lost spending by tapping into undersupplied sectors. Riverside exhibits significant leakage due to the relative lack of places for residents to shop, dine and play. Community mapping exercises conducted as a part of the Crowdsourced Placemaking process revealed that residents travel, often far, to spend their money at stores and restaurants outside the community. Accounting for the combined existing incomes of Riverside, Flanders and Northampton, there is a substantial opportunity for local entrepreneurs to capture spending that currently takes place outside of these communities, bringing in additional income and job creation. Residents of the community would easily be able to support additional commercial space, assuming that retailers cater to the types of goods and services that are currently underrepresented in the local economy. This will ensure that future businesses fulfill an existing consumer demand while targeting sales of those goods and



RIVERSIDE RETAIL INVENTORY
TOTAL ESTABLISHMENTS: 22

SECTOR:	
Motor Vehicle & Parts Dealers	5
Furniture & Home Furnishings Stores	1
Electronics & Appliance Stores	2
Bldg Materials, Garden Equip. & Supply Stores	0
Food & Beverage Stores	3
Health & Personal Care Stores	0
Gasoline Stations	2
Clothing & Accessory Stores	3
Sporting Goods, Hobby, Book & Music Stores	1
General Merchandise Stores	0
Miscellaneous Store Retailers	1
Food Services & Drinking Places	3

Source: ESRI Business Analyst Online

services that are currently underserved in the target market area. Recommended uses are shown in **Table 3-18**.

**Table 3-18
STUDY AREA RETAIL OPPORTUNITIES**

Store Type	Leakage	Sales (PSF)	Floor space Demand (SF)
Full Service Restaurant	\$2,369,011	\$300	7,897
Grocery Store	\$8,989,409	\$400	10-12 K
Hobby, Sport Goods, Music Instruments	\$1,362,684	\$250	5,451
Clothing and Shoes	\$3,699,230	\$250	14,797
Electronics and Appliances	\$1,947,829	\$1,000	1,948
Health and Personal Care	\$2,747,801	\$400	6,870

Sources: RRAP Appendix 3. (Consumer Expenditure Surveys; American Community Survey 2009- 2013 5 Year Estimates <http://www.statista.com/statistics/240970/average-weekly-sales-per-square-foot-of-us-supermarket-stores/> <http://smallbusiness.chron.com/industry-standard-gross-margin-groceries-38121.html>)

The greatest untapped potential in Riverside include: full service restaurants, furniture and home furnishings, clothing and shoe stores, health and personal care stores, sporting good, hobby and musical instrument stores, and electronics and appliance stores. The neighboring Town of Riverhead is a major hub for consumer spending, home to the Tanger Outlets and a plethora of big box retail establishments. New business development in Riverside must differentiate itself from Riverhead's offerings by focusing on smaller, independent establishments and restaurants that fill a niche beyond the chain stores and restaurants in Riverhead. This way both centers can complement, rather than detract from, one another.

RETAIL Sales Leakage	Purchasing Power	Exsting Sales	Sales Leakage	Approx. Sales / SF	Potential SF	Approx. Job Creation
Riverside Alone	\$11,390,104	\$3,144,559	\$8,245,545	250	32,982	33
Riverside, Flanders, Northampton	\$51,013,540	\$6,675,446	\$44,338,094	250	177,352	176

RESTAURANT Sales Leakage	Purchasing Power	Exsting Sales	Sales Leakage	Approx. Sales / SF	Potential SF	Approx. Job Creation
Riverside Alone	\$1,478,232	\$2,204,381	\$(726,149)	300	(2,420)	-
Riverside, Flanders, Northampton	\$6,205,140	\$3,558,240	\$2,646,900	300	8,823	50

Source: U.S. Census Bureau American Community Survey 5-Year Estimates, Bureau of Labor Statistics Consumer Expenditure Survey, ESRI Business Analyst Online, Urban Land Institute, Baker Tilly

Source: RAP page 154

Grocery Store/Food Market

A food market needs assessment conducted by the Town of Southampton concluded that there is a need for a medium sized supermarket to serve the Riverside community. The study cited the lack of accessible food options within the community, a strong desire from residents, Riverside's geographic position as a gateway, stable population growth, high vehicular traffic, and a customer base in nearby Flanders and Northampton as drivers of demand for a food market.

GROCERY STORE DEMAND ANALYSIS

AGGREGATE SPENDING ON "FOOD AT HOME"

Riverside	\$2,473,812
Flanders	\$6,278,472
Northampton	\$758,292
Total Potential Sales	\$9,510,576
Existing Sales	\$521,167
Leakage	\$8,989,409
Estimated Sales / SF	\$400.00
Estimated SF Demand @ 50% Capture	10-12 ksf

Sources: Consumer Expenditure Surveys; American Community Survey 2008-2013 5 Year Estimates
<http://www.statista.com/statistics/240970/average-weekly-sales-per-square-foot-of-us-supermarket-stores/>
<http://smallbusiness.chron.com/industry-standard-gross-margin-groceries-38121.html>

Source: RRAP page 155

Full Service Restaurant

Riverside, Flanders and Northampton are all sorely underserved in this area and limited service restaurant options are relatively sparse as well. While the existing income levels of the community in general are not conducive to a strong restaurant market, these are largely offset by the near complete lack of options. There is therefore a strong market for full-service restaurants, particularly those that take advantage of the community's existing resources by tying into the riverfront and the local Farm-to-Table Movement.

Purchasing Power Potential	Existing Sales	Sales Leakage	Est. Sales / SF	Potential SF
\$3,722,870	\$1,353,859	\$2,369,011	\$300	7,897

Hobby, Sporting Goods, Music Instruments

There is a demand for nearly 5,500 square feet of retail space in this category such as a fishing establishment that could offer both fresh and salt water same day guided tours, lunch provided at on-site restaurant, shore, kayak and motorboat fishing, gear rental and sales.

Purchasing Power Potential	Existing Sales	Sales Leakage	Est. Sales / SF	Potential SF
\$1,362,684	-	\$1,362,684	\$250	5,451

Electronics and Appliances

The Riverside-Flanders-Northampton area has a sales gap of nearly \$2 million on electronics and appliances which could yield a roughly 2,000 square foot small format retailer such as a small computer, camera, cell phone, video game or accessories store.

Purchasing Power Potential	Existing Sales	Sales Leakage	Est. Sales / SF	Potential SF
\$2,428,526	\$480,697	\$1,947,829	\$1,000	1,948

Clothing and Shoes

Demand for nearly 15,000 square feet of retail space for apparel could be filled by a variety of vendors including shoe stores, clothing boutiques and other retailers. Given the proximity to the Tanger Outlets in Riverhead, a smaller footprint, niche product would serve to differentiate the Riverside market from nearby competition.

Purchasing Power Potential	Existing Sales	Sales Leakage	Est. Sales / SF	Potential SF
\$4,189,267	\$490,037	\$3,699,230	\$250	14,797

Health and Personal Care

A sales leakage of over \$2.7 million reveals the opportunity for a small health and personal care store. This could be an opportunity for a small format pharmacy, beauty supply store, or health products store. Additionally, the community involvement process demonstrated community support for these types of health and personal care establishments.

Purchasing Power Potential	Existing Sales	Sales Leakage	Est. Sales / SF	Potential SF
\$2,747,801	-	\$2,747,801	\$400	6,870

Office

It is imperative that Riverside be positioned to tap into the employment growth occurring in the region. An analysis of the projected need for office space in the future reveals an opportunity to bring employment centers to Riverside, providing much needed economic development, commercial activity and job opportunities to the community, particularly for those residents who lack access to reliable transportation. The analysis projects the growth of office users in a 10 mile radius of Riverside in each industry sector. Assuming each worker occupies 150 SF of space, this analysis yields a total demand for nearly 810,000 SF of office space. Among the fastest growing sectors in this region (in terms of absolute number of jobs) are “Health Care and Social Assistance” and “Educational Services”. Attracting employers in these industries would be particularly feasible.

Industry Sector	2011 Jobs	Annual Projected Growth	Estimated 2015 Jobs	Projected 2030 Jobs	% Work in Office	Projected 2015-2030 Office Job Growth
Agriculture, Forestry, Fishing and Hunting	1258	-1.10%	1,189	993	83%	-163
Utilities	131	-1.10%	124	103	20%	-4
Construction	3066	2.60%	3,465	4,816	91%	1230
Manufacturing	1461	-0.50%	1,424	1,318	82%	-88
Wholesale Trade	1018	0.80%	1,059	1,186	58%	73
Retail Trade	6582	0.70%	6,812	7,528	58%	415
Transportation and Warehousing	936	0.70%	969	1,070	20%	20
Information	673	-0.20%	666	646	78%	-16
Finance and Insurance	802	0.90%	838	951	78%	88
Real Estate and Rental and Leasing	314	1.10%	331	386	78%	43
Professional, Scientific, and Technical Services	4584	1.80%	4,997	6,346	70%	944
Management of Companies and Enterprises	571	1.10%	602	702	78%	78
Administration & Support, Waste Management and Remediation	1654	1.00%	1,737	1,997	81%	211
Educational Services	4721	1.90%	5,169	6,643	58%	855
Health Care and Social Assistance	5613	2.60%	6,343	8,816	58%	1435
Arts, Entertainment, and Recreation	856	1.10%	903	1,052	20%	30
Accommodation and Food Services	2448	0.90%	2,558	2,904	20%	69
Other Services (excluding Public Administration)	1400	1.00%	1,470	1,691	58%	128
Public Administration	1595	0.20%	1,611	1,659	81%	39
TOTALS						
New Jobs						5,386
SF / Worker						150
Total SF						807,957
Assuming only 10% Capture of the Office market in Riverside*						80,796*

**This number is a relatively conservative estimate as it assumes a well below-average space per worker, and assumes that 100% of vacated office space can be re-filled, regardless of the sector.*

Sources: U.S. Census Bureau Center for Economic Studies Longitudinal Employer Household Dynamics Origin-Destination Employment Statistics; Bureau of Labor Statistics Employment Growth Projections; Rena Mourouzi-Sivitanidou "Market Analysis for Real Estate"

Hotel

Riverside's scenic natural amenities and strategic position as the gateway to tourist attractions on both forks make it a prime location for a hotel. A hotel that ties into the existing waterfront, planned boardwalk and proposed new bridge could capitalize on the community's local assets and proximity to regional destinations as well as increase job opportunities for Riverside residents. Community support for a "Hotel Hospitality Center" and "The Gateway Center", which includes visitor and tourist services could successfully be integrated with the hotel.

Assisted Living

There is a significant market opportunity for an assisted living or similar facility. The closest assisted living facility to Riverside is over 10 miles away in Center Moriches. Between the Towns of Southampton and Riverhead there are approximately 3,000 seniors classified as having a “self-care” or “independent living” difficulty. Assuming that many of these people do and will continue to reside outside of assisted care facilities, a conservative estimate that 20% of this population can be tapped into yields a demand for roughly 600 beds. Such establishments would provide an important service for a growing demographic in the region and provide significant well-paying career opportunities to local residents.

Light Industrial/Production Space

A measure of job creation and economic development can be attained through certain light industrial uses. Artisan production facilities for local artists and craftsmen to create specialty items to sell online or locally, for example, could generate opportunities for entrepreneurial ventures and local employment while attracting creative and artistic people to live and work in Riverside.

Branding Strategies

As the geographic gateway to the North and South Forks of Long Island, Riverside is well positioned to take advantage of the many attractions of the East End.

Riverside has numerous natural resource assets. The local beaches promote Riverside as a place for beachgoers to shop, dine, stay, and play while the access to the Riverfront and planned boardwalk provide an excellent venue for water-based recreation. Trails offer opportunities for hiking, nature walks, exercise and exploration which makes Riverside an incredible prospect for ecotourism and nature-based recreation.

Local food growing would provide economic, social and health benefits to Riverside while shaping its unique identity as a place where food, community, nature and culture intersect. Riverside's proximity to wineries on the North and South Forks offers excellent opportunities to tap into viniculture and viticulture for tourism, recreation and education.

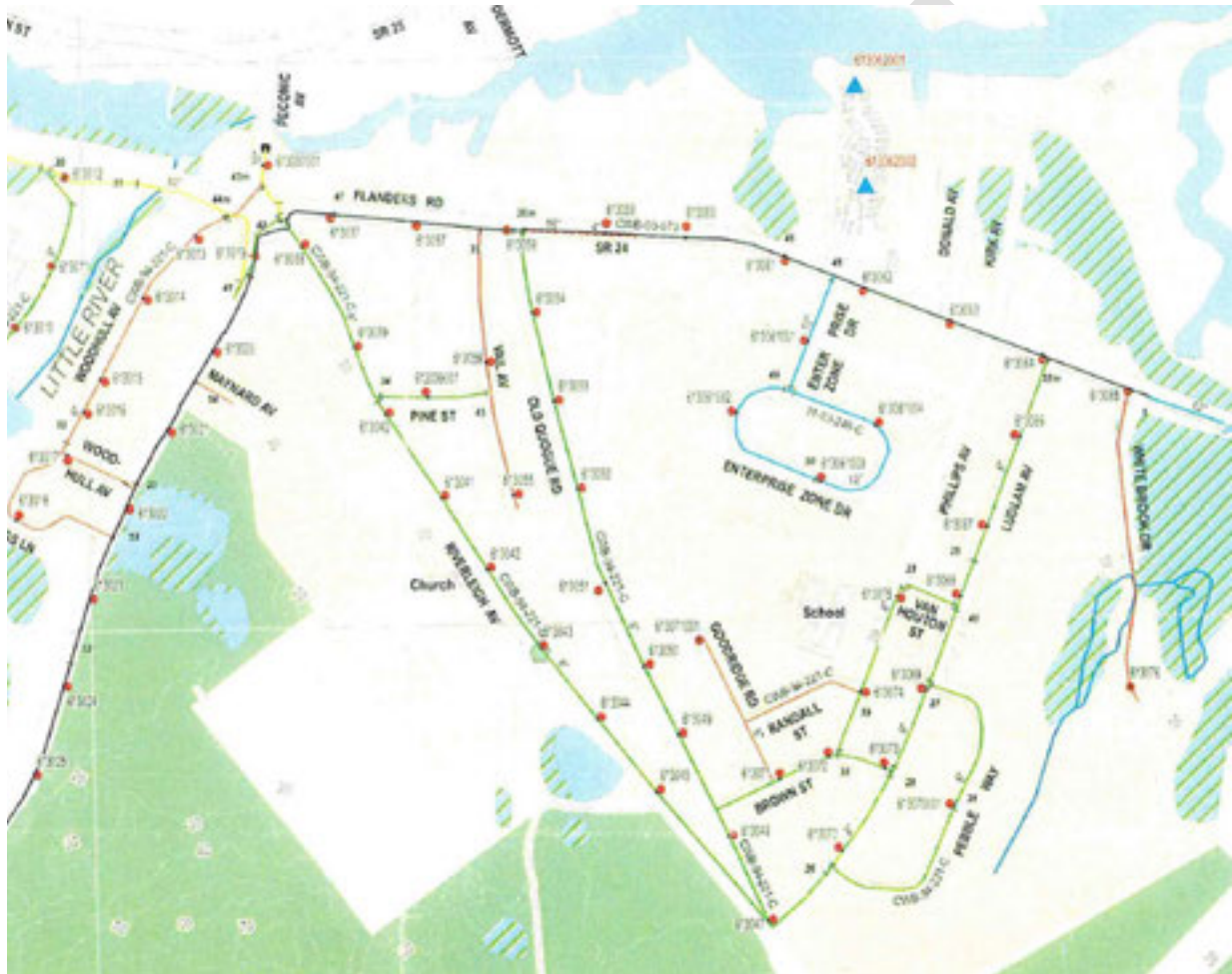
Riverside can also utilize nearby East End Arts to act as a powerful catalyst for economic and cultural revitalizations. There is significant community support for a Riverside Children's Museum which would make Riverside a unique place to visit while also providing an important educational opportunity for underprivileged children who typically lack access to quality educational offerings. Another attraction to promote Riverside as a unique destination is WaterFire, a public art installation and community arts event that could bring new interest and investment to Riverside.

By leveraging its existing assets and potential opportunities, Riverside can brand itself as a unique and attractive destination. A wealth of natural resources as well as community inspired events and establishments can make Riverside a truly incredible place to be. Renaissance Downtowns and Riverside Rediscovered have been working with art organizations and local artists to leverage on existing creating powers and initiatives, community location and waterfront amenity.

3.4 Infrastructure Analysis

3.4.1 Water Analysis

The area is served by the Riverside Water District, which is operated by the Suffolk County Water Authority - according to the SCWA 2015 budget, 588 customers are currently served through operating agreements in the district. The image below provides a map of water mains, including details regarding pipe sizes and hydrant locations.



Reduced map of water mains and hydrant locations.

Source: SCWA

Input was sought during an interview with representatives of the SCWA regarding this area and no indications were made that water capacity would be a barrier to redevelopment within the BOA Study Area. The following facts were provided:

- The SCWA does not have any wellfields within a 1,500 foot radius of the subject project area (i.e., they are outside of designated water supply sensitive areas);
- The project area is outside of any SCWA well capture zones;
- SCWA's Oak Avenue wellfield is the closest to the project at 1.6 miles south/east and has one active well.

As noted above, the SCWA does not have any well fields within a 1,500 foot radius of the Study Area. The nearest SCWA facility is the Oak Avenue well field located approximately 1.6 miles southeast of the Study Area. This wellfield contains one active well completed to a depth of 118 feet below grade and the screened portion of the well is between elevations -1.23 to -31.23 feet below msl. Public supply wells are routinely monitored by SCWA in accordance with federal, state and local standards and requirements. The 2015 SCWA Water Quality Report (for calendar year 2014) was reviewed for the most recent available summary of monitoring results for water quality in Distribution Area No. 39. A total of 96 separate water quality parameters were tested for in 2014, including a variety of inorganic constituents (e.g., metals), VOCs, SOCs, and water disinfectants and disinfectant byproducts (chlorination). In total, 1,471 individual tests were performed in the district in 2014. Not one of the test results for this distribution area exceeded established maximum contaminant levels (MCLs) (SCWA, 2015). Nitrate is an inorganic compound of local concern as it can cause health problems in infants.¹¹ Nitrate was not detected in any of the ten samples taken in 2014. Sources of nitrate primarily include fertilizers, sanitary system discharge, animal wastes and atmospheric deposition. A lack of any nitrate in concentrations above the minimum detection limit is quite unusual and suggests a relatively pristine and well protected groundwater resource in the well field contributing areas. Of the 21 types of SOCs and 23 types of VOCs that were monitored for in Distribution Area 39 throughout 2014, not one was detected. The absence of even a trace of SOCs and VOCs is further evidence that the water supply serving the Riverside community is of a very high quality. Disinfection and disinfection/chlorination by products were also well below the applicable standards for the eight parameters tested for (one of the parameters, chlorate, does not have an MCL). Based on a review of the 2014 groundwater quality data for SCWA Distribution Area No. 39, the groundwater quality within the groundwater contributing area of the wells during 2014 was excellent.

The Study Area is outside of any of SCWA public water supply capture zones and approximately 4,300 feet from the nearest Riverhead municipal water district supply well, which is located near the southwest corner of the intersection of Pulaski Street and Raynor Avenue on the opposite side of the Peconic River from the Study Area. Water mains exist on all major roadways within the Study Area.

Any redevelopment would require connection to the existing SCWA water supply and developers would be required to install laterals between proposed buildings and the street to allow connection to existing mains. New projects are required to receive approvals for water connections and the availability of service and any need for additional infrastructural improvements will be determined at that time.

¹¹ High concentrations of nitrogen can also cause water quality and environmental issues in coastal waters including increases in algae production and reductions in dissolved oxygen concentrations in tidal waters that may lead to hypoxia (low oxygen) or anoxia (no oxygen) causing fish kills.

3.4.2 Sanitary Sewer

One role of a BOA Nomination Study is to identify obstacles to redevelopment and identify means of overcoming these challenges. The lack of sufficient infrastructure for treating wastewater in Riverside is a major obstacle to redevelopment since the level of development permitted is dramatically limited without wastewater treatment. Constraints relate to the required sanitary design flow limitations of the Suffolk County Sanitary Code as well as the physical and environmental constraints in this area. In order to prevent and reduce adverse effects of wastewater on the underlying aquifer and nearby Peconic River Estuary, limits have been placed on the amount of untreated wastewater that can be contributed by development. Within Groundwater Management Zone III (located east of Peconic Avenue and north of SR 24/Flanders Road), parcels are limited to 600 gallons per day (gpd) of sanitary effluent per acre and within Groundwater Management Zone IV, parcels are limited to 300 gpd per acre (the remainder of the study area). Currently, wastewater disposal occurs via on-site sanitary systems, many of which consist merely of cesspools. The level of existing development is not in conformance with SCSC and there are areas of high density homes whose sanitary systems may consist of cesspools within a groundwater contributing area (where groundwater discharges to surface water of the Peconic Estuary). Based upon the results from NP&V's copyrighted model for predicting both the water budget of a site and the concentration of nitrogen in recharge, the Study Area currently has a recharge of 474.07 million gallons per year (MGY) (399.48 MGY in the portion of the Study Area within the Central Pine Barrens) and an estimated nitrogen concentration in recharge of 4.58 milligrams per liter (mg/l) (within the Central Pine Barrens, 4.83 mg/l).

The concentration of nitrogen emanating from the existing Study Area is relatively high for an aquifer that discharges to a sensitive surface water body such as the Peconic River. In addition, the portion of the site within the Central Pine Barrens was analyzed separately in order to compare the concentration of nitrate-nitrogen in recharge for comparison to the Pine Barrens guideline of 2.5 mg/l (Guideline 5.3.3.1.3) used for evaluating a Development of Regional Significance (DRS). The portion of the Study Area within the Central Pine Barrens currently has a concentration of nitrogen in recharge of 4.83 mg/l which exceeds the nitrate-nitrogen goal of 2.5 mg/l. As a result, the goal of redevelopment within the Central Pine Barrens portion of the Study Area is to not cause an increase in the concentration of nitrate-nitrogen as compared with existing conditions.

The creation of a wastewater treatment plant would benefit the Riverside community in numerous ways. The wastewater treatment plant would be able to process larger capacities of wastewater than septic systems so development would not be limited because of wastewater. The addition of a treatment plant is expected to have economic benefits by allowing more development and environmental benefits by reducing the amount of contaminants and nitrogen released into groundwater. Following adoption of the Riverside Flanders Redevelopment Plan, Suffolk County Department of Public Works commissioned a study to explore the feasibility of providing sanitary sewer service along the Flanders-Riverside Corridor including the subject Study Area south of SR 24 in order to advance prospects for business development and improvement of the local economy, expand housing opportunities and protect the environment. A draft of this study was completed in 2013. The Feasibility Study addressed sewage collection, treatment and effluent discharge requirements, associated capital and operational costs, as well as the economic and environmental benefits associated with sewerage the Flanders Riverside Corridor (CDM Smith; H2M; and Bowne

AE&T Group, 2013). The Study did not identify any existing STPs within a mile of the study area that had the additional capacity to serve the area and instead suggested that a new facility with advanced nitrogen removal capability be constructed.

An alternative involved the identification and evaluation of several new and one existing location for the treatment and disposal of sewage generated under the Theoretical Development Scenario. Specifically, this alternative considers the best location(s) in or near the Study Area to site a new STP(s) and associated leaching field(s) and/or possible connection to and expansion of a currently operating STP to ensure the level of treatment necessary to continue to protect human and natural environments under the Proposed Action. The sewer feasibility study preliminarily identified three possible locations for a new sewage treatment plant to serve the existing community and redevelopment planned in 2013 prior to the involvement of a Master Developer and preparation of the RRAP.

Based on Article 6 of the Suffolk County Sanitary Code, new conventional septic systems may be installed on sites if not more than 300 gpd of sewage density load is discharged per acre on that land in the Study Area south of SR 24, while 600 gpd/acre is the threshold in the Study Area north of SR 24. The ability to treat sanitary effluent is clearly a primary factor limiting redevelopment in the hamlet and this need has been highlighted in the RRAP. There are numerous constraints regarding provision of sewage treatment, in addition to the enormous cost commitment. Siting a facility in this area is constrained by numerous factors; high groundwater; groundwater contributing areas to surface waters (with associated travel times); Pine Barrens Compatible Growth Area regulations; and general site needs (minimum area requirements, setbacks).

Riverside has no community wastewater collection and STP to address its sewer flow and therefore relies solely on individual on-site cesspools and septic systems for wastewater disposal. Clearly there is enormous environmental benefit that could be achieved through the provision for sewage treatment in this area, even under current conditions. The design flow limits imposed by the Suffolk County Sanitary Code are necessary to protect environmental resources; however they limit the development potential of the land and thus this is believed to be one of the factors which has stalled redevelopment within the Riverside community. The redevelopment of this area consistent with the goals of the RRAP will require the construction of one or more sewage treatment plants. Potential wastewater treatment plant locations are shown in **Figure 3-18**.

3.4.3 Stormwater and Surface/Groundwater Analysis

Existing stormwater infrastructure is illustrated on **Figure 3-19**. Drainage patterns in the area are generally natural drainage, including overland runoff and underflow from natural infiltration or by direct recharge of water through dry wells and leaching pools is expected to flow in a north to north-northeasterly direction toward the Peconic River. Existing development, including streets, highways and parking lots, utilize stormwater catch basins, leaching pools, drywells or natural infiltration processes on pervious surfaces to handle drainage. The State also owns and operates a stormwater recharge basin on the north side of SR 24 across from Suffolk Community Credit Union which serves this highway. Other designated recharge areas in the Study Area include Town-owned land identified as SCTM # 900-141-1-9.25 located within the Southampton Enterprise Zone industrial subdivision, where currently, no recharge basin exists, and land located

along the west side of Pebble Way identified as SCTM # 900-142-1-1.41, as well as a lot owned by the school district which is located between Phillips Avenue and Ludlam Avenue which is identified as SCTM # 900-141-2-36.1. The Study Area contains a number of stormwater catch basins, drainage leaching pools, outfalls, and piping that serve the area streets and highways and mitigate existing stormwater impacts.

3.4.4 Other Infrastructure and Community Services

Community services are publicly funded agencies, organizations and facilities that provide essential services to the community. Provision of adequate public services and facilities is essential for ensuring the health, safety, welfare and coordinated growth of a community and promoting its cohesiveness, functionality, and sustainability. The various community services and facilities that are relevant to the Study Area include public schools, emergency services (i.e., police, fire, and ambulance), sewer, water, electric, natural gas utilities, and parks and recreation. Each service provider was contacted by letter and individual follow up meetings were arranged with major local service providers to inform them of the Proposed Action and to solicit input with respect to their service capacities and capabilities.

Public Schools

The community of Riverside is served by the Riverhead Central School District (RCSD) and its seven public schools. The public schools comprising the RCSD and their 2013-14 enrollments are shown in **Table 3-19**.

Table 3-19
RIVERHEAD SCHOOL DISTRICT, SCHOOLS ADDRESSES AND ENROLLMENT
2013-2014

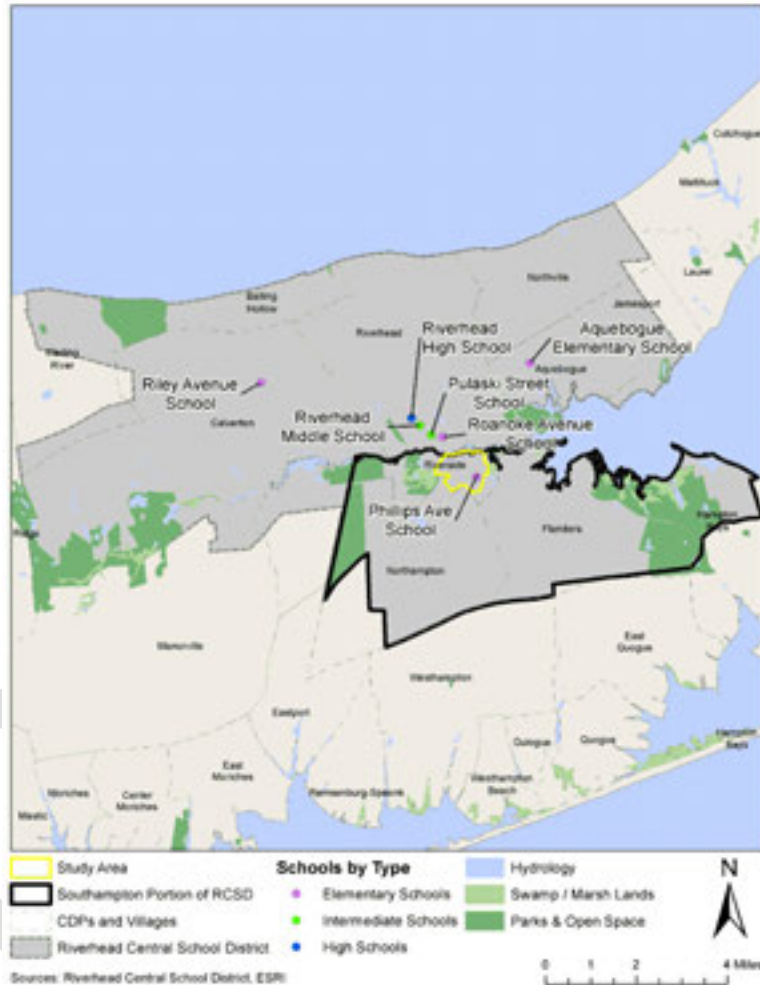
School	Address	Enrollment 2013-14
Phillips Avenue Elementary School*	141 Phillips Avenue, Riverhead/Riverside	586
Aquebogue Elementary School	499 Main Road, Aquebogue	461
Pulaski Street Elementary School	300 Pulaski Street, Riverhead	745
Riley Avenue Elementary School	374 Riley Avenue, Calverton	578
Roanoke Avenue Elementary School	549 Roanoke Avenue, Riverhead	396
Riverhead Middle School	600 Harrison Avenue, Riverhead	709
Riverhead Senior High School	700 Harrison Avenue, Riverhead	1,570
Total		5,045

* Located within the Study Area

Several small communities within the Towns of Southampton and Riverhead fall within the CSD's boundaries, including the Hamlets of Riverside and Flanders in the Town of Southampton and the Hamlets of Calverton, Aquebogue, Jamesport, and Baiting Hollow, a portion of Wading River, and Downtown Riverhead in the Town of Riverhead. Children living in Riverside who are enrolled in public schools would attend Phillips Avenue Elementary, Riverhead Middle School and Riverhead High School. In addition, there is also a New York State Charter School (i.e., the "Riverhead Charter School") in nearby Calverton. The Riverhead Charter School provides educational services to children in grades K-8 if parents wish to enroll them. The school is an independent institution established by teachers, parents, and community groups under the terms of

a charter with a local or national authority and provides what the Charter School refers to as a “private school environment in a public school setting” (Riverhead Charter School, 2013). The Southampton Head Start (SHS) is also located in the Study Area at 271 Flanders Road (SR 24). SHS provides important educational services to area preschool children to prepare them for secondary school. The boundaries of the Riverhead CSD, the communities that are included in the district, and the locations of its schools are shown below.

Figure 3-20
RIVERHEAD CENTRAL SCHOOL DISTRICT

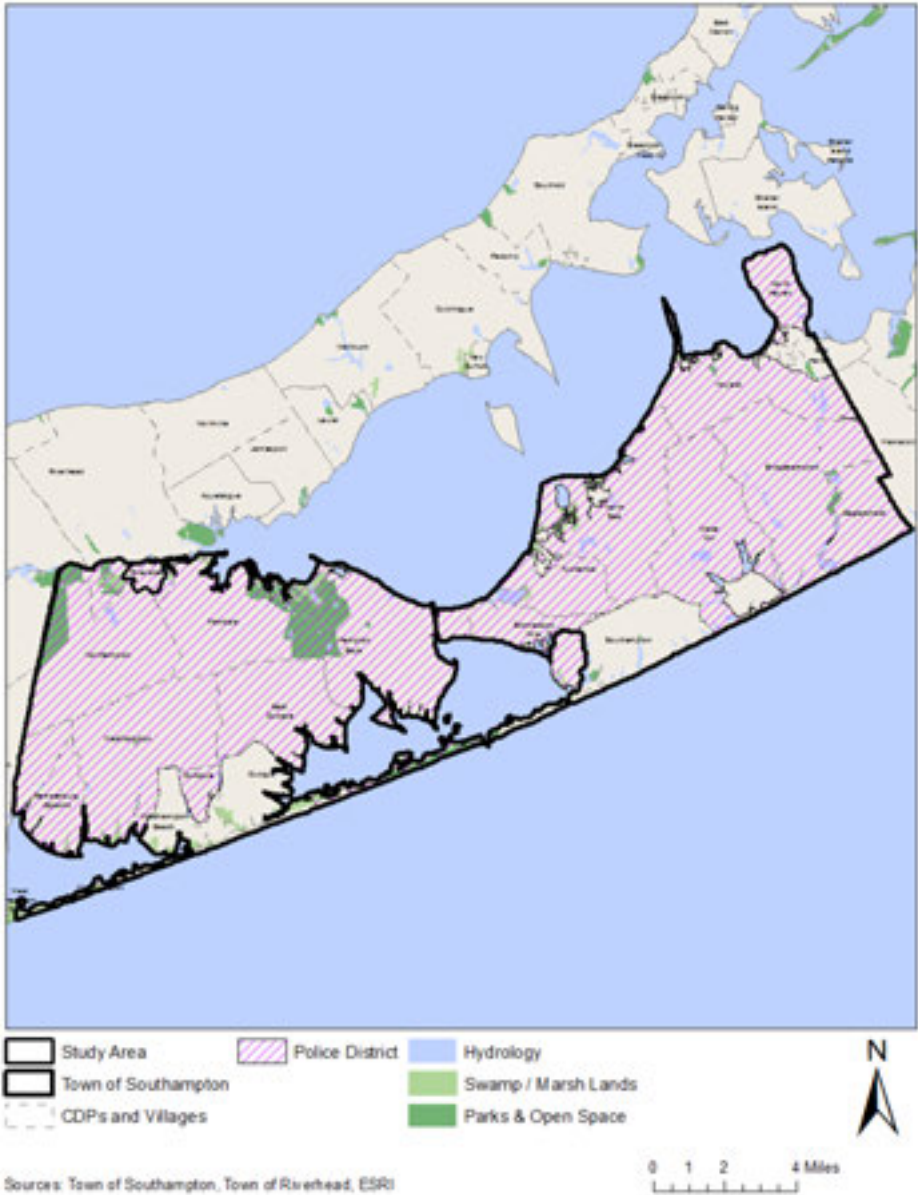


The cumulative enrollment within the school district has increased by 183 students, or 3.8 percent, over the eleven (11) years between 2003-04 and 2013-14. Growth has increased more rapidly in the short term, with the number of students increasing by 7.1 percent, or 1.4 percent each year between 2008-09 and 2013-14. This reflects anecdotal information received from the Riverhead CSD that there has been a steady increase of new students to the District since 2008-09—an average net increase of 65 per year according to reported enrollment data.

Town of Southampton Police Department

The Town of Southampton’s Police Department (SHPD) provides traffic control and policing services to the community of Riverside and the rest of the unincorporated Town. The Department’s headquarters are centrally located at the Town’s Jackson Avenue Complex at the corner of Jackson Avenue and Old Riverhead Road in Hampton Bays. The barracks is located approximately 6.5 miles south of the Study Area (which falls within SHPD Sector A23) or approximately five to seven minutes from headquarters, or less for officers who are patrolling the Riverside area.

Figure 3-21
SOUTHAMPTON POLICE DISTRICT



The SHPD is a full-service police force. It provides law enforcement services over 122 square miles within the Town, not to mention the Villages of North Haven and Sagaponack, and serves a year-round population of over 60,000 residents, which often more than doubles on weekends in

the summer. Historically, the Department employed 102 officers; however, budget cuts resulted in a decrease in police officers due to attrition and currently the SHPD has total of 92 police officers, including 58 patrol officers and the Town-wide Community Response Unit consisting of two officers. The SHPD hires from a Town list, therefore, initially officers are residents of the Town, however many move out of the Town due to a general lack of affordable housing in the Town.

Patrol for the Sector A23 car is covered by one officer 24 hours a day, 7 days per week; however, this same area was formerly served by two officers when the Department had a staff of 102 officers. The Department conducts criminal investigations, and provides staffing for an E-911 dispatch system, 24 hours a day and 365 days per year. The department administers a number of programs including, Crime Prevention, Neighborhood Watch, Citizens Police Academy, and Silver Alerts for missing persons. It also provides Medicine Disposal Locations, and representation on numerous advisory boards, panels, and committees (Town of Southampton, 2015). In addition, there is coordination between the Department and the Riverhead Police Department, headquarters nearby on Howell Avenue in Riverhead. In addition, the State Police Barracks is located within the Study Area (though is not a walk-in facility). The County Sheriff is also headquartered in the nearby County Center.

New York State Police

The New York State Police operates a barracks located off of Riverleigh Avenue in Riverside. This barracks (Troop “L”) is relatively new to this location but replaces another local barracks that had previously operated several miles to the south in the Flanders/Hampton Bays area, near the former site of the “Big Duck.” Troop L serves the entire East End of Long Island, which includes the five towns of the Peconic Region: East Hampton, Southampton, Riverhead, Southold and Shelter Island, as well as residents of the Shinnecock Nation. Troop L works toward ensuring the safety of the State’s roadways, preventing and investigating crime, preparing for and responding to emergencies and disasters, and providing support to other law enforcement agencies, including the Town Police. (New York State Police, 2015)

Fire Protection

The Riverhead Fire District/Riverhead Volunteer Fire Department (RVFD) provides fire protection services to the community of Riverside. The District, which was established in 1836, covers approximately 48 square miles stretching across the Town of Riverhead and into parts of the Southampton and Brookhaven. Currently, the Department has approximately 175 volunteer firefighters. The District’s companies, facilities and equipment are summarized below in **Table 3-20**.

Figure 3-22
RIVERHEAD AND SOUTHAMPTON FIRE DISTRICTS

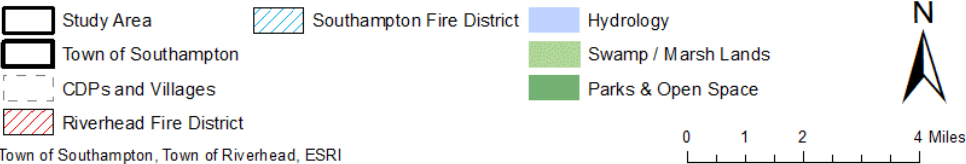
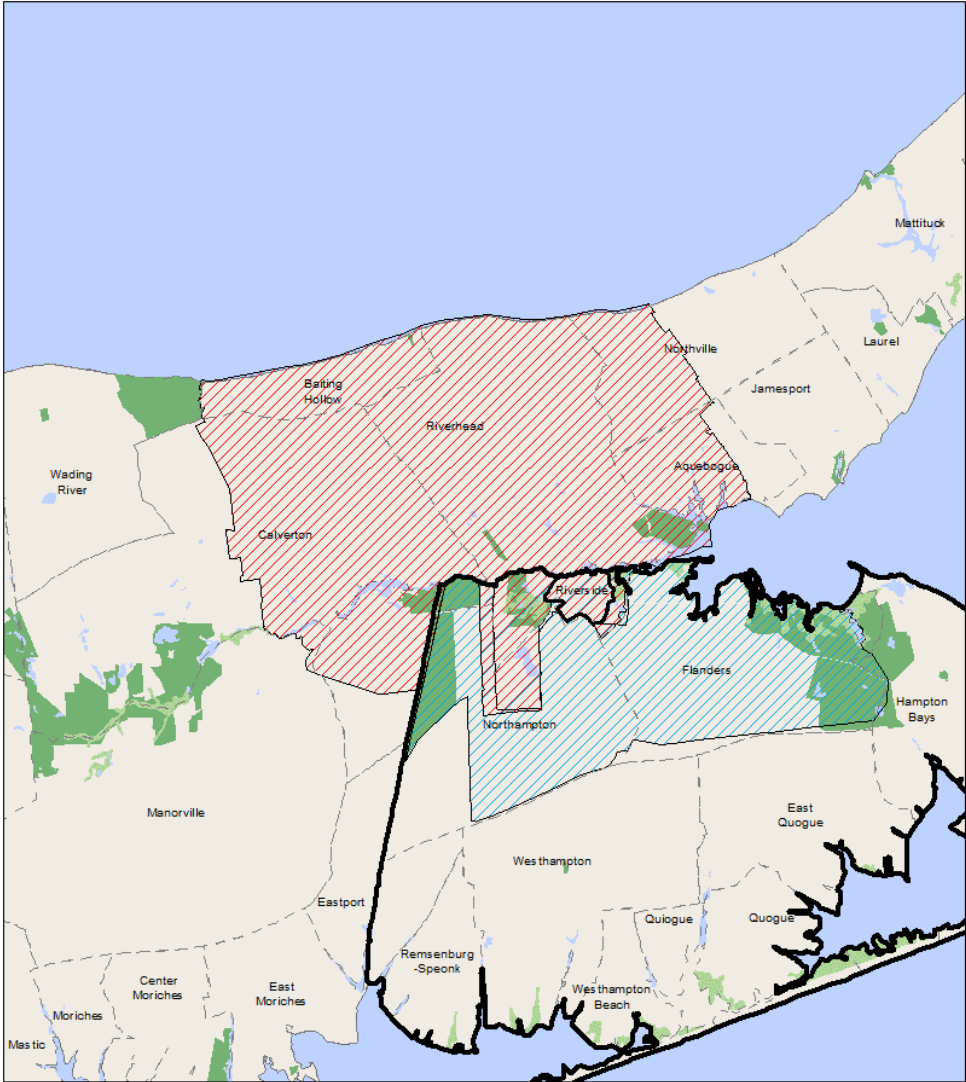


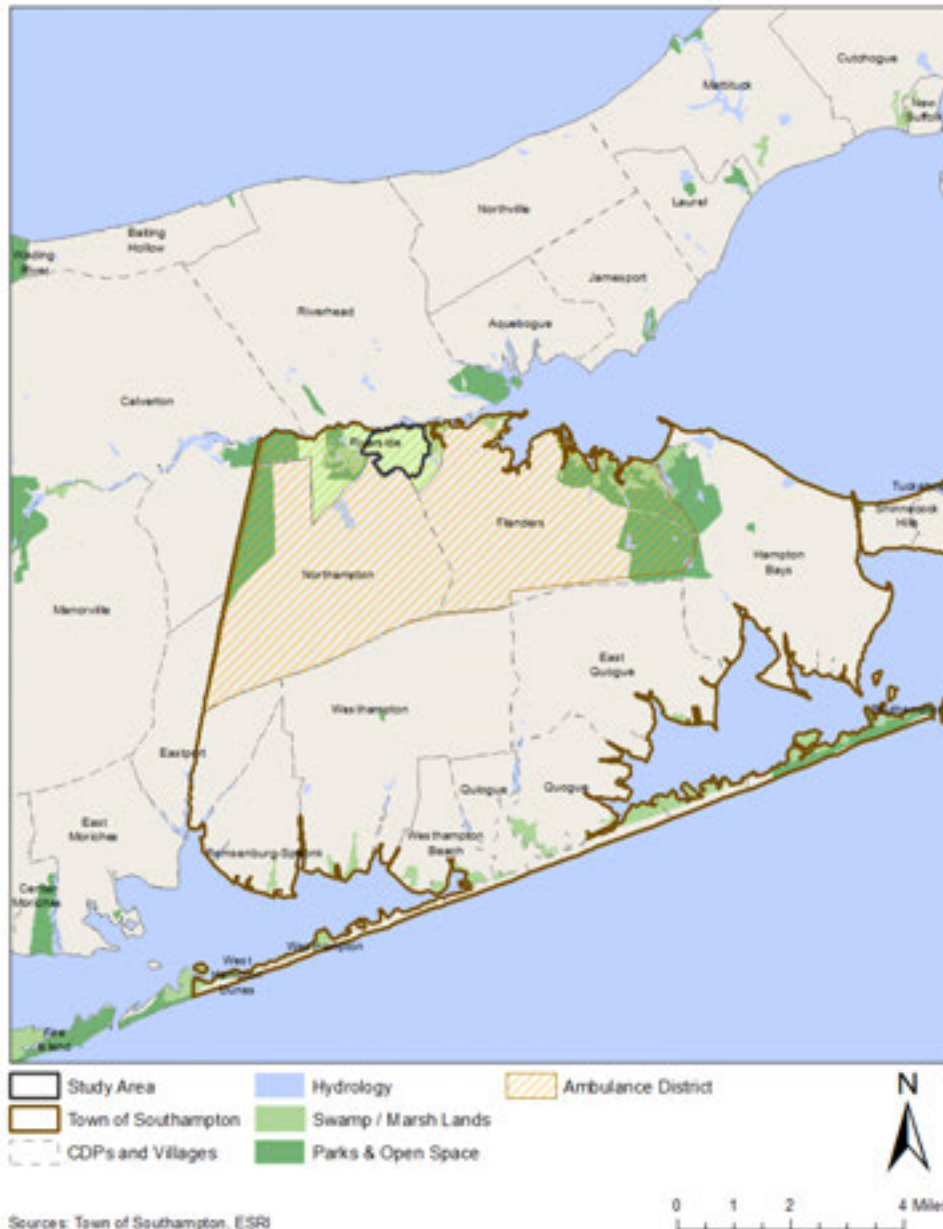
Table 3-20
RIVERHEAD FIRE DISTRICT
COMPANIES, FACILITIES, AND EQUIPMENT

Companies	Facilities	Equipment
Redbird Hook & Ladder Co. 1	Headquarters, Roanoke Ave., Riverhead	6 Engines
Fire Police Patrol Co. 1	Station 1, Hamilton Ave., Riverhead	2 Ladder Trucks
Reliable Engine Co. 1	Station 2, Hubbard Ave., Riverhead	1 Rescue Truck
Washington Engine Co. 2	Station 3, Twomey Ave., Calverton	3 Brush Trucks
Ever-Ready Engine Co. 3	Training House	1 Tanker
Eagle Hose Co. 4		1 Command Center Vehicle 10-Man Rescue Boat

Ambulance Service

Ambulance service in Riverside is provided by the Flanders-Northampton Ambulance Company (FNAC) headquartered at 641 Flanders Road, approximately 0.6 of a mile east of the Study Area. The 0.5-acre FNAC property is owned by the Town and the company operates two small buildings at this location, one of which is a small three-bay garage that houses its ambulances and equipment and the other is its meeting room and offices. According to the Town of Southampton Division of GIS, FNVA's taxing district covers 29.6 square miles which includes the communities of Riverside, Northampton, and Flanders. Two square miles of the district is Peconic Estuary underwater lands (**Figure 3-23**). The ambulance corps was organized in 1983, incorporated in 1984, and had its first call in May 1985.

Figure 3-23
NORTHAMPTON AMBULANCE DISTRICT



The FNAC currently has a staff of between 25 and 32 volunteers plus two *per diem* Advanced Life Support (ALS) paramedic first responders who assist volunteers during the day. The FNAC’s Emergency Medical Services (EMS) responds to between 1,200 and 1,500 alarms per year. EMS personnel respond to a wide variety of calls ranging from traffic accidents and assistance to the elderly, to drug overdoses and violent crimes. Major facilities within the FNVA’s jurisdiction include Suffolk County Community College’s “Riverhead” Campus, the Suffolk County Correctional Facility, Evan K. Griffing County Center, local methadone and Veterans Administration (VA) clinics, a general health clinic, and extensive State and County parklands. They also provides/receives mutual assistance services to/from adjacent ambulance districts when backup is needed or special events are held in or adjacent to the area. In total, the FNAC owns

and operates two ambulances and has three chief vehicles, two quads, one Gator ATV, and one ALS first responder vehicle.

In order to promote volunteerism, Suffolk County administers a program that assists ambulance volunteers with college tuition; however, despite the clear benefit of this program, the number of young people who volunteer to the Corps is down from what it had been in years past. Representatives of the FNAC also periodically go to local schools and the Community College to recruit volunteers for service and also administer a local youth group program.

The ambulance company has through the years, expressed financial concerns due to the fact that Suffolk County owns approximately 80 percent of the land in the Flanders-Northampton district leaving just 16 percent of the land area to pay 100 percent of the taxes (Merrill, 2006) not to mention the significant demands of serving the nearby County facilities. In order to alleviate this burden, service reimbursement strategies have been considered in recent years but have not been instituted (Merrill, 2006 and Moran, 2012).

DRAFT

4.0 SUMMARY ANALYSIS, FINDINGS & RECOMMENDATIONS

This section documents the key findings and recommendations of the evaluations set forth in **Section 3.0** of this Step II BOA Study. It includes an identification of the key strategic sites that present the best opportunities for redevelopment which in turn will serve as catalysts for revitalization of the Riverside hamlet as a whole.

Preparation of this BOA Study is being conducted concurrently with the preparation and completion of the Riverside Revitalization Action Plan (RRAP) and the analyses and findings of each study informs the other. The future end uses are based on findings of the market analyses conducted specifically for the BOA and the RRAP, and the land use preferences of the community as determined through the community participation planning process that was an integral component in the RRAP process. This BOA Study specifically focuses on those properties which may be impediments to redevelopment as a result of past activities, and the potential need to remediate these sites in order to assure that the redevelopment process not be unnecessarily delayed.

As described previously, the 468 acres that comprise the BOA Study Area are located in the hamlet of Riverside, Town of Southampton, Suffolk County, New York. The boundaries of the Study Area are more specifically located: north of New York State's 2,700-acre David A. Sarnoff Preserve; south of Downtown Riverhead, the Peconic River, and the Southampton/Riverhead municipal boundary; east of the Suffolk County office complex (Evan K. Griffing Center), County courthouse (Arthur M. Cromarty Court Complex), County prison facilities (Suffolk County Jail), County Road 51 (Center Drive South), and the Little Peconic River; and, west of White Brook Drive and Black Creek Pond.

4.1 Economic and Market Trends

A component aspect of the planning process that was conducted in the creation of the RRAP was the preparation of a preliminary market study which identified the amount of floor space and dwelling units that could reasonably be accommodated within the revitalized Riverside. The preliminary market study was reviewed separately by Urbanomics, Inc., during preparation of the BOA Nomination Study. Economic and market trends inform and assist in determining future uses which could be accommodated in the Study Area; uses were identified that also had community support.

Retail demand was based on an examination of sales leakage - economic activity that should remain within a community's local economy, but occurs elsewhere due to factors such as a void within a certain business type, lack of infrastructure to support development, or a lack of an attractive retail environment that captures interest and market demand. Riverside exhibits significant leakage due to the relative lack of places for residents to shop, dine and play. Accounting for the combined existing incomes of Riverside, Flanders and Northampton, there is a substantial opportunity for local entrepreneurs to capture spending that currently takes place outside of these communities, bringing in additional income and job creation.

Table 4-1 summarizes the amount of nonresidential floor space and residential dwelling units that could be supported in Riverside, based on the market analysis conducted for the RRAP.

**Table 4-1
STUDY AREA PRELIMINARY MARKET DEMAND**

Store Type	Floor Space Demand (SF)	Dwelling Units
Full Service Restaurant	7,897	
Grocery Store	10-12,000	
Hobby, Sport Goods, Music Instruments	5,451	
Clothing and Shoes	14,797	
Electronics and Appliances	1,948	
Health and Personal Care	6,870	
Office	80,796	
Hotel Space	---	
Light Industry	---	
Rental Dwelling Units		3,115
Assisted Living		600 beds

Sources: RRAP Appendix 3.

Specific findings are as follows:

- A food market needs assessment concluded that there is a need for a medium sized supermarket to serve the Riverside community.
- The most untapped retail opportunities include: full service restaurants, furniture and home furnishings, clothing and shoe stores, health and personal care stores, sporting good, hobby and musical instrument stores, and electronics and appliance stores.
- Based on employment estimates projected to the year 2030, and using a 10 percent capture rate for the Riverside market, approximately 81,000 square feet of office space could be supported. The fastest growing sectors include “health care and social assistance” and “educational services”.
- If planned amenities, including construction of a boardwalk and new bridge come to fruition, market demand would support a waterfront-oriented hotel.
- Between the Towns of Southampton and Riverhead there are approximately 3,000 seniors classified as having a “self-care” or “independent living” difficulty. A conservative estimate of 20% of this population yields a demand for approximately 600 beds.
- Artisan production facilities for local artists and craftsmen can be supported.
- In terms of residential dwellings, an age cohort analysis estimates that there will be new demand for 3,115 dwelling units by 2030 within the Towns of Southampton and Riverhead. This estimate does not account for demand within the Towns of Southold, East Hampton or Shelter Island all of which are experiencing the same general trends.

While there is market demand for the uses identified above, the Town must pursue implementation strategies that provide the regulatory framework and infrastructure support to capture same. These are described below.

4.2 Existing and Future Land Use and Zoning

Numerous public policy planning documents have been commissioned by the Town and other agencies, and all identify the various challenges confronting the hamlet and suggested means by which to confront them. These planning studies include but are not limited to: the Town of Southampton 1999 Comprehensive Plan Update; the 2004 Flanders/ Riverside/ Northampton Revitalization Study; the 2006 Blight Study; the 2008 Riverside Hamlet Plan; the 2008 Draft GEIS for the Riverside Hamlet Plan; the 2009 Riverside Urban Renewal Plan; the 2013 Flanders Riverside Corridor Sewer Feasibility Study; and a Suffolk County Department of Public Works traffic circle assessment and redesign study. The overall goal of all of these studies has been to revitalize the Study Area with uses that would restore the character and functionality of the hamlet, promote economic development, provide housing and employment opportunities, and ensure adequate capital infrastructure, in order to revitalize the hamlet center.

4.2.1 Existing Land Use and Zoning

Approximately 212 acres of the Study Area is in residential use. An additional 19 percent of the Study Area is vacant. Eight percent (8%) consists of commercial uses, and the remainder of the Study Area consists of streets and rights-of-way, industrial, institutional, parks and recreation, and surface waters. Development patterns in Riverside have remained relatively stagnant with the exception of the construction of the Suffolk Federal Credit Union at the corner of SR 24 and Enterprise Zone Drive approximately seven or eight years ago, a redevelopment that involved the construction of a convenience store, and more recent development on two lots within the Southampton Enterprise Zone industrial subdivision that are now developed with light industrial uses. Several other lots within this subdivision remain vacant, which may be due in part to the recent recession and a general decline in industrial development in the Town and throughout the northeastern United States. The State Police barracks at 234 Riverleigh Avenue is also a recent addition and provides a greater police presence in the community. Many lots in the Study Area remain vacant, some of which are publicly owned. The State acquired land on the north side of SR 24 approximately 10 years ago for use as a stormwater recharge basin and the County acquired other nearby land along the river for parkland or open space preservation. More recent County land acquisitions along the river were once part of a proposal for a large hotel, catering facility and restaurant which never came to fruition.

Thirteen “base” zoning districts regulate land use within the Study Area, including five single-family residence, six commercial, one light industry, and one open space conservation district as follows:

Residential and Open Space Zoning Districts

Residence-15 (R-15)

Residence-20 (R-20)

Country Residence 40 (CR-40)

Mobile Home Subdivision (MHS-40)

Residence-80 (R-80)

Open Space and Conservation (OSC)

Business and Industrial Zoning Districts

Highway Business (HB)

Village Business (VB)

Shopping Center Business (SCB)

Resort Waterfront Business (RWB)

Office Business (OD)

Motel Business (MTL)

Light Industry (LI-40)

Single-family residential zoning districts regulate more land than any other zoning classification in the Study Area and are found along the eastern (R-15), western (R-20 and R-15), and southern (MHS-40 & R-15) Study Area boundaries, as well as near the center of the Study Area (R-15), and in the northeastern corner of the Study Area (R-80 along the river and R-15 along SR 24). The R-15 and R-20 zoning districts allow lots as small as 15,000 and 20,000 square feet, respectively, and are the highest density single-family residential density zones in the Town, while the CR-40 requires lots to be 40,000 square feet. The MHS-40 district requires a minimum lot size for a manufactured home park of 40,000 square feet, but the zoning regulations require only that the units be separated a distance of 15 feet, therefore resulting in a higher density of residential units than other zoning districts. The area zoned CR-40 has been acquired by the State and preserved as open space and wildlife habitat. Commercial zones in the Study Area are found near the traffic circle, along the north ends of Lake Avenue and Riverleigh Avenue, and along SR 24. The RWB zone is located on the north side of SR 24 along the Peconic River. Land within the Study Area that is within the RWB is owned by Suffolk County. Industrially zoned land (LI-40, Light Industry) is found along Enterprise Zone Drive and the south side of SR 24 near the center of the Study Area and includes land occupied by the Southampton Enterprise Zone industrial subdivision, Peconic Mini Storage, Suffolk Federal Credit Union (SFCU) and Southampton Head Start. Open Space Conservation (OSC) zoned land is located at the south end of the Study Area, north of the intersection of Ludlam Avenue and Old Quogue Road at the site of Ludlam Avenue Park.

Land located south of SR 24 is also within two Town overlay districts: the “Aquifer Protection Overlay District” (APOD) and the “Central Pine Barrens Overlay District” (CPBOD). The overlay zoning district superimposes an additional “layer” of standards or regulations in addition to the existing “underlying” zoning requirements. These districts are defined geographic areas shown on a zoning map and are commonly applied to locations that need an additional measure of protection, such as areas containing important environmental resources (e.g., groundwater supplies, wetlands, agricultural soils), or in areas that compel additional consideration due to potential development issues (e.g., steep slopes, wetlands, etc.). A third overlay district, the Tidal Wetlands and Ocean Beach Overlay District (TWOBOD), regulates activities that may occur within or adjacent to the tidal wetlands on the north side of SR 24 along the tidal portion of the Peconic River (see “high marsh,” “intertidal marsh,” and “littoral zone”).

4.2.2 Existing Sites of Environmental Concern

Throughout the Study Area, properties exist that were or are developed with land uses whose activities may have resulted in surface or below ground contamination. A preliminary inventory and assessment of these properties was conducted which included a review of a comprehensive

2015 environmental database report prepared by Toxics Targeting, Inc. and subsequent preliminary site identification and land use inventories. Potential issues which were evaluated include hazardous materials spills, leaking above- and below-ground fuel storage tanks, known brownfield sites, waste disposal treatment sites, toxic materials storage and discharge areas, hazardous conditions cleanup locations, air pollutant dischargers, and past environmental violations. **Table 4-2** lists 20 sites of environmental concern (and shown on **BOA Figure 3-2**) which may require further environmental site assessment. Furthermore, the sites were evaluated in relation to the RRAP concept plan, which presents the preferred building and land use pattern, in order to determine which of the 20 sites are considered “strategic”, discussed in detail below.

**Table 4-2
STUDY AREA SITES OF ENVIRONMENTAL CONCERN**

Site ID	Address	Acres	Risk	Zoning	Description
EC-1	89 Peconic Ave (118-2-2)	0.7	M	HB	(Peconic Paddler). Listed as a petroleum bulk storage (PBS) facility and as being the subject of a closed spill incident that affected groundwater. Listed on Sanborn Maps as a filling station with four tanks on-site. Moderate Risk due to spill incident and previous site use as a gas station.
EC-2	7 Peconic Ave (118-2-4)	0.4	H	VB	(Valero Service Station). Listed as a PBS facility, a Resource Conservation Recovery Act (RCRA) Generator and being subject to closed spill incidents that impacted groundwater. Listed on Sanborn Maps as a filling station with tanks present (1969). Property has a High Risk due to historical use and recorded spill incidents that impacted groundwater.
EC-3	8 Lake Ave (138-1-104.001)	0.3	H	HB	(Shell Service Station). Listed as a PBS facility and being the subject of several closed spill incidents, some of which have impacted groundwater. Listed on Sanborn Maps as a filling station with tanks present (1969). High Risk due to history of spills and property use.
EC-4	30 East Moriches Rd (138-2-30)	0.9	L-M	OD	(Former Riverboat Diner). Listed as being the subject of a closed spill incident. Listed on Sanborn Maps as a Restaurant (1969). Property has a Low to Moderate Risk due to former property use as a food preparation establishment. Sanitary discharges could present an issue.
EC-5	11 Flanders Rd (138-2-32)	0.8	H	HB	(Vacant Getty Station). Listed as being a PBS facility and RCRA Generator as well as being the subject of several closed spill incidents. Several tanks reported to have been removed but one tank may remain. Listed on Sanborn Maps as a filling station and auto repair with

					tanks present (1969). High Risk due to former use and impacts to groundwater reported.
EC-6	35 Flanders Rd (138-2-33)	0.3	M	VB	(Slepboy Property). Subject of a closed spill incident that occurred in 1990 that affected groundwater and listed as a PBS facility and RCRA Generator. Formerly listed on Sanborn Maps as a dwelling (1969). Moderate Risk event though spill closed issues related to adjacent vacant Getty gas station may present other issues including soil vapor intrusion.
EC-7	104 Flanders Rd (118-2-10)	0.1	M	VB	(Mildred Thomas Residence) – Active Spill for incident that occurred in 2006. Unknown quantity. Historically listed as a dwelling on Sanborn Maps. Moderate Risk since still an active spill but limited to soil.
EC-8	113 Flanders Rd (139-1-72)	0.2	M	VB	(Riverhead Precision Auto Collision). Listed as a PBS facility and RCRA Generator. Historically listed as an auto repair facility on Sanborn Maps. Moderate Risk due to property use.
EC-9	308 Riverleigh Ave (139-1-48.001)	0.5	M	VB	(Riverhead Auto Supply & Universal Service of America). Listed as a RCRA Generator. Property is now vacant with only concrete slab foundation of the building present. Historically listed as an auto sales and service facility on Sanborn Maps. This property is owned by Town of Southampton. Moderate Risk due to former property use.
EC-10	454 Riverleigh Ave (139-2-54.001)	1.9	M-H	SCB, R-15	(Best Price Auto Repair and Tires). Listed as a PBS facility and RCRA Generator. Listed on Sanborn Maps as previously being occupied by dwellings. Moderate to High Risk due to property use.
EC-11	500 Riverleigh Ave (139-2-050.002)	2.5	M	SCB, R-15	(Riverhead Trailer). Formerly Dyer Motors. Listed as a PBS facility and RCRA Generator. Listed on Sanborn Maps as being occupied by dwellings. Moderate Risk due to former site use
EC-12	568 Riverleigh Ave (140-1-10)	0.3	M	R-15	(Woodward Residence). Listed as an active spill incident that occurred in 1999. Resulted in the release of 250 gallons of fuel oil that impacted soil. Listed on Sanborn Maps as historically being occupied by dwellings. Moderate Risk due to active spill incident and quantity of product released. However, older spill and may be limited. Now owned by Ortega.
EC-13	182 Old Quogue Rd (140-2-71.001)	0.6	H	R-15	(Juniors Auto Salvage). Active junk yard that was the subject of a closed spill incident. No

					Sanborn Map provided. High Risk due to property use and poor housekeeping practices.
EC-14	219-223 Flanders Rd (139-3-52)	1.3	M-H	HB	(Apartment Complex) – Active Spill that occurred in 2007. Unknown quantity. No Sanborn Map provided. Moderate to High Risk since spill still active but seems to be limited to soil. However soil excavated to 12 feet and strong odor reported to still be present.
EC-15	301 Flanders Rd (141-2-2)	0.5	H	HB	(Shamrock Gas Station). Listed as a PBS facility and being the subject of a closed spill incident. No Sanborn Map provided. High Risk due to use.
EC-16	Intersection of Ludlam Ave. and Flanders Rd – 415 Flanders Road (141-2-3)	0.6	H	HB	(was an Ocean Gas Station now is a Valero Gas Station). Active spill that occurred in 1998. Also the subject of several closed spills and listed as a RCRA Generator as well as PBS facility. Groundwater reported to have been affected and elevated levels of MTBE in on-site monitoring wells. Site also a risk due to property use. May have resulted in a soil vapor intrusion issue at home located at 404 Flanders Road. No Sanborn Map provided. High Risk due to use and active incidents that affected groundwater.
EC-17	117 Ludlam Ave (141-2-36.003)	1.4	M-H	R-15	(Cedar Graphics, Inc.). Listed as a PBS facility and a RCRA Generator. Property currently vacant but appears to have been recently used as a church. No Sanborn Map provided. Moderate to High Risk due to former use and regulatory listings.
EC-18	97 Old Quogue Rd (139-2-45)	0.3	---	R-15	This property is developed with a single family home that faces the street, and a fence which partially obstructs views into the yard. The front of the lot is paved and during inspections was used by several cars. In the rear yard area multiple vehicles are stored. While there are no records of environmental contamination, redevelopment of this site may be delayed due to a need for environmental remediation from past land uses. 2015 Town records indicate the property is a junkyard.
EC-19	48 Old Quogue Rd (139-3-20.002)	0.2	---	R-15	This property is developed with a two and a half story building that was reportedly used for auto repair with double garage doors on the ground level and reported to have multifamily housing above. There is a small boarded up building towards the street as well. The large building is currently boarded up and according to SC Department of Economic Development and Planning has been condemned by the

					Town of Southampton and is tax delinquent and being considered under their TDR program. The program seeks to transfer properties that have become tax delinquent for redevelopment and has Phase I ESA and if necessary Phase II Testing completed make properties more palatable for the development community to purchase, clean up and redevelop. However, funds have yet to be made available for a Phase I ESA for this particular site.
EC-20	98 Quogue Rd (139-3-37)	0.5	M-H	R-15	This ½ acre property is developed with three 1-story buildings and the remainder of the site is generally paved for outdoor storage of vehicles and equipment. The property is currently used as an automobile towing facility. NP&V has classified the property as having Moderate to High Risk due to property use. Prior to redevelopment, a Phase I ESA would be appropriate to determine whether testing is required.

4.2.3 Potential Future Land Uses

Future land uses are described in detail in the RRAP (p. 70, RRAP). A theoretical development program identifies the intended future land use pattern for certain Study Area parcels. The concept plan below illustrates the future land use pattern based upon the Theoretical Development Program. The image below illustrates one concept plan of how development may proceed.



Theoretical Development Program - Concept Plan
Source: Renaissance Downtowns

As shown in the image above, the primary redevelopment area is centered and concentrated around the Riverside traffic circle, and extends outward from this location. The majority of the development would occur along Flanders Road and Riverleigh Avenue, especially in the area generally north of Pine Street. Development is also anticipated within the Enterprise Zone Drive area and other locations as shown in the concept plan. The RRAP estimates a theoretical development program that would consist of the following future land uses (**refer to Table 4-3**).

**Table 4-3
THEORETICAL DEVELOPMENT PROGRAM**

Land Use	Additional Square Feet, Rooms, and Dwelling Units
Retail	133,517 Square Feet
Office	62,000 Square Feet
Hotel	97 Hotel Rooms
Apartments	2,267 Dwelling Units
Adult Care/Nursing Home	63,910 Square Feet
Artisan Lofts/Production	30,900 Square Feet
Cultural	11,032 Square Feet
Parking Garage	550 Spaces
Surface Parking Lots	1,602 Spaces
On-Street Parking Spaces	1,107 Spaces
Indoor Ice Skating/Hockey Rink	100,000 SF, plus parking

Source: RD, 2015.

The RRAP intends that 20 percent of the residential units be marketed toward working class individuals and households. Fifty percent of the apartments would be one-bedroom and 50 percent would be two-bedroom units. Also, 50 percent of the units would be renter-occupied and 50 percent would be owner-occupied. Workforce housing would be marketed toward households having an annual income ranging between \$40,000 and \$96,000 based on 37% to 88% of the median Suffolk County household income determined by HUD to be \$109,000/year.

The land use pattern (and subsequent zoning intended to implement the RRAP) is described in accordance with a series of overlay zones. Recommended projects and improvements for each overlay zone are described in the RRAP and summarized below. These projects and the theoretical development program are also identified according to “blocks” set forth in the proposed zoning that would be implemented.

Riverside Hamlet Center

The Riverside Hamlet Center is situated around the Traffic Circle and SR 24 and provides the opportunity for the greatest vibrancy in Riverside. By utilizing best placemaking strategies and leveraging adjacency to Peconic River waterfront, this district is intended to support the greatest variety and mix of uses, promoting a range of residential, retail, hospitality, cultural and entertainment uses. It will allow the highest densities and promotes compact design with vertically and horizontally integrated residential and non-residential uses. Pedestrian amenities required in this district reflect the need for active frontages and an easy access to the waterfront that support placemaking and destination creation. Parking standards should reflect the creation of a walkable hamlet center and transit opportunities within walking distance.

Implementation Strategies

Riverside Hamlet Center (RO-1)

"Let's meet at the Regent's Clock Tower, stroll the promenade, experience Riverside! Maybe we can have a dinner outdoors overlooking river, cross over to Riverhead for the opening of the new show, walk over the bridge and stroll along the park while listening to music along the way. Walking home is nice, it's just down the block. Tomorrow morning the business meeting is starting early, but it's at the Innovation Center, and luckily, since it is here in Riverside, I can skip the gym and get a coffee on my way out!"
Potential conversation with Riverside resident a few years from now.



Riverside Hamlet Neighborhood

The Riverside Hamlet Neighborhood is located within walking distance of the Hamlet Center and Downtown Riverhead, and is a mixed-use hamlet neighborhood that includes restaurants with outdoor seating, shopping, offices, hospitality uses, upper floor apartments, and community utility and food production areas, up to 4 stories in height. The purpose of this zone is to support a compact mix of uses with significant residential development, including a range of residential, retail, hospitality, and entertainment uses.

Implementation Strategies

Riverside Hamlet Neighborhood (RO-2)

"Substandard housing should be replaced with new, reasonably priced townhouses or other residential units. The new residences should be offered to existing residents and workers. New dwellings bring investment, customers for businesses and an overall more vibrant downtown in Hamlet Center community. The new units will add life to the streets and much needed tax revenues for our schools and municipal services!"
Vincent Tabares, President, Hamlet Riverside, Northampton Civic Association



It promotes compact design with vertically and horizontally integrated residential and non-residential uses. Parking standards and pedestrian amenities in this zone reflect its access to the existing walkable downtown and non-automotive transportation options.

Riverside Special District

The Riverside Special District is located mostly between 1/2-mile and 3/4 mile of Downtown Riverhead and Riverside traffic circle, and is intended to support a variety of uses with employment in focus and variety of housing choices. It will be a place of living and working - residential neighborhoods provide a place to live without the hustle and bustle of the Hamlet center while still retaining easy access to places to eat, work and play. Artisan production spaces will provide an interesting mix and well-paying careers for residents. It promotes a lower intensity of uses while continuing to promote compact design with vertically and horizontally integrated residential and non-residential uses. Parking standards and pedestrian amenities support proximity of the Hamlet Center.

Implementation Strategies
Riverside Special District (RO-3)

The RO-3 Special District is a place of living and working. Residential neighborhoods provide a place to live without the hustle and bustle of the Hamlet center while still retaining easy access to places to eat, work and play. Artisan production spaces provide an interesting mix and well-paying careers for residents.

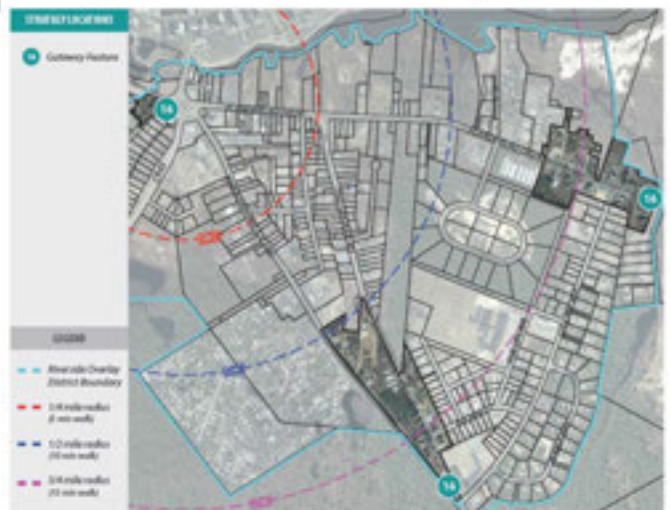


Riverside Gateway

The intent of the Riverside Gateway is to create a transition in vehicular approach to Riverside along major routes, with a wider range of uses than the preceding districts. This RRAP uses the principles of nationally recognized transect-based planning based on environmental analysis to address all scales of planning, from the community to the block and building. A local shuttle with connections to the Hamlet Center, Riverhead Downtown, LIRR, Suffolk Community College, and other local and regional destinations would enter the community on main routes through this district. Apartments above stores, and assisted living could be accommodated in the Gateway locations. Landscaped, architectural or artistic gateway features, e.g., sculptures, would be incorporated to provide a sense of entering the Riverside hamlet along the primary transportation corridors into and out of the hamlet.

Implementation Strategies
Riverside Gateway District (RO-4)

Create a high frequency local shuttle bus service to connect all the various business, entertainment, recreation and residential places in Riverside and Downtown Riverhead. In addition to a standard route or loop through Downtown Riverhead and Riverside's hamlet center, the shuttle should offer flexible route service to ensure safe and convenient trips between the central business district and local residential and hospitality centers. (Street Tables, member of Riverside Railcorridor, December 8, 2014 (Presley FRAC))



Riverside Suburban District

The intent of the Riverside Suburban district is to maintain the suburban character of existing neighborhoods while allowing higher densities than the underlying zoning districts permit. The intent is to introduce new connector streets to link the various residential neighborhoods with the intended hamlet center. Public improvements would include sidewalks, greenways and pedestrian ways to connect with other areas of the hamlet. Indoor recreation, a community resource center, and daycare services should be programmed for this area. The Riverside Suburban district would allow granny flats.

Implementation Strategies

Riverside Suburban District (RO-5)

The best way to preserve single family neighborhoods is to identify centers within walking distance to these single family homes. To increase connectivity, there has to be a grid of Riverside's street grid, currently made up of just a few heavily travelled roads flowing from the traffic circle and The Gateway on Old Quaker Road. With the insertion of new streets, pedestrian networks and greenways parallel to RT 24, a new walkable Riverside would emerge.



Riverside Waterfront District

The intent of this district is to accentuate Riverside's maritime character while allowing a greater mix of uses and waterfront related businesses than the underlying zoning districts permit. This district would allow a hotel, residences, marina, and other retail and service uses. Properties are privately-owned, and the intent is to create public access to the waterfront through these parcels and create a waterfront promenade and boardwalk connections.

Implementation Strategies

Riverside Waterfront District (RO-6)

One advantage of living on Long Island is the presence of large bodies of water open to fishing, watersports, boating, kayaking and canoeing. Besides the obvious Long Island Sound and the Great Sound Bay, there are several rivers that can be explored. One such river is the Peconic River. It is one of Riverside's natural treasures.



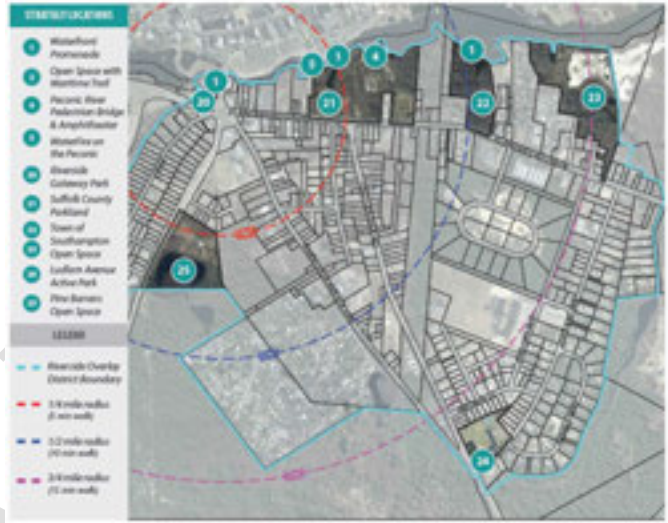
Riverside Parkland

The Riverside Parkland district is to accentuate Riverside’s maritime character while allowing a greater mix of uses and waterfront related businesses than the underlying zoning districts permit. Much of the land identified as Riverside parkland is Pine Barrens, Suffolk County, or Town of Southampton lands. Tourism related uses will be promoted or will otherwise benefit from public improvements within these parcels. Improvements would include: a waterfront promenade and boardwalk, pedestrian trails and greenways, active parks with supporting facilities, including educational uses. A marina is contemplated.

Implementation Strategies
Riverside Parkland (RPL)

"A boardwalk promenade alongside the Peconic River that mirrors the walk on the Riverhead side. It would begin at the Peconic Avenue bridge area, perhaps fronting a restaurant area while also allowing lobster viewing, and continue east along the river through the wetlands and future park areas."

Staff, member of Riverside Redevelopment, January 11, 2010



DRAFT

4.3 Strategic Sites

The sites of environmental concern were reviewed to consider their location within the landscape relative to proposed future uses and the intended land use pattern embodied in the concept plan for Riverside. It is acknowledged that all sites of environmental concern should be addressed to the extent that they could potentially post health hazards to the community-at-large. However, within the context of the RRAP, 13 sites have been identified as strategic due to their locations which under the Theoretical Development Scenario may be programmed for redevelopment. **Table 4-4** lists the strategic sites. Note that development in accordance with the proposed zoning is at the option of a landowner. The table below lists the properties which should be prioritized for site assessment should the landowner desire to participate in the redevelopment process.

**Table 4-4
STRATEGIC SITES**

Site ID	Address	Acres	Risk	Proposed Zoning	Strategic Site Characteristics
EC-1	89 Peconic Ave	0.7	M	RO-1	(Peconic Paddler). This property is located at the entry to the hamlet from downtown Riverhead and would accommodate the waterfront promenade as well as redevelopment. It adjoins and could be interconnected with a town-owned parcel to the south which is programmed as parkland. Located in Block 1, this area is programmed for residential and retail use.
EC-2	7 Peconic Ave	0.4	H	RO-1	(Valero Service Station). This property should be evaluated as it may accommodate not only development but a portion of the frontage may be required to accommodate a reconfigured traffic oval. Located in Block 3, this block is programmed for residential and retail uses, and a children's museum.
EC-3	8 Lake Ave	0.3	H	RO-4	(Shell Service Station). Although not specifically programmed for development, a portion of the frontage may be required to accommodate a reconfigured traffic oval and a gateway feature. It is located in Block 9.
EC-4	30 East Moriches Rd	0.9	L-M	RO-1	(Former Riverboat Diner). This property should be evaluated as it may accommodate not only development but a portion of the frontage may be required to accommodate a reconfigured traffic oval. Located in Block 8, this area is programmed for retail, residential and hotel use.
EC-5	11 Flanders Rd	0.8	H	RO-1	(Vacant Getty Station). This property should be evaluated as it may accommodate not only development but a portion of the frontage may be required to accommodate a reconfigured traffic oval. Located in Block 6, the area is programmed for retail and residential uses.
EC-6	35 Flanders Rd	0.3	M	RO-1	(Slepboy Property). This property should be evaluated as it is programmed for redevelopment. Located in Block 6, the area is programmed for retail and residential uses.
EC-7	104 Flanders Rd	0.1	M	RO-1	(Mildred Thomas Residence). This property should be evaluated as it programmed for redevelopment. Located in

					Block 4, this area is programmed for residential and retail uses.
EC-8	113 Flanders Rd	0.2	M	RO-1	(Riverhead Precision Auto Collision). This property should be evaluated as it is programmed for redevelopment. Located in Block 6, this area is programmed for residential and retail uses.
EC-9	308 Riverleigh Ave	0.5	M	RO-2	(Riverhead Auto Supply & Universal Service of America). This property has priority as it is programmed to accommodate development and is owned by the Town of Southampton – it can be developed by the Master Developer. Located in Block 28, this area is programmed for residential and retail uses.
EC-10	454 Riverleigh Ave	1.9	M-H	RO-3	(Best Price Auto Repair and Tires). This property should be evaluated as it is programmed for redevelopment. It is a potential location for a food market or grocery store. Located in Block 26, this area is programmed for residential uses.
EC-11	500 Riverleigh Ave	2.5	M	RO-3	(Riverhead Trailer). Formerly Dyer Motors. This property should be evaluated as it is programmed for redevelopment. Located in Block 25, this area is programmed for residential and retail uses.
EC-17	117 Ludlam Ave	1.4	M-H	RO-5	(Cedar Graphics, Inc.). This property is programmed for an education center, community center, indoor recreation, or other potential amenity for the hamlet. This parcel is located in Block 59.
EC-18	97 Old Quogue Rd	0.3	---	RO-3	This property should be evaluated as it is programmed for redevelopment. Located in Block 32, this area is programmed for residential uses.

4.4 Environmental Considerations

The Study Area relies on groundwater from Long Island’s sole source aquifer to fulfill its domestic and irrigation water demands. Drinking water is delivered from one of two sources: 1) private on-site wells; or 2) public wells that are connected to the Suffolk County Water Authority’s (SCWA’s) Riverside Water District (RSWD). The RSWD is operated by the SCWA through an agreement with the Town of Southampton while the source of the RSWD’s water supply is SCWA’s Flanders Distribution Area (Distribution Area 39). According to the SCWA’s 2015 budget, the RSWD has service agreements with 588 customers and is served by SCWA’s Oak Avenue well, located outside the Study Area. The well is completed in the Upper Glacial aquifer. Water mains have been installed along nearly every street in the Study Area with the exception of those within the three mobile home parks and a few minor or unimproved/paper streets. Water mains and laterals range between six inches and 16 inches in diameter. The Riverside distribution system is also interconnected to the Riverhead Water District distribution system near the County Center. Properties in the Study Area that are not connected to the distribution system receive their water from private wells. Impacts to groundwater quality typically result from a variety of point and non-point sources, such as leaking above and below ground fuel storage tanks, dumping, industrial spills and discharges, fertilizer and pesticide applications, contaminated stormwater

recharge, and cesspools and septic systems. SCDHS considers the potential for contamination of neighboring wells when considering sewage disposal requirements and water supply needs.

Future development and redevelopment projects will require a source of potable drinking water and must connect to a public water supply. Written confirmation must be obtained from the SCWA, its successors or other public water provider demonstrating that an adequate supply of water is available to satisfy both the “domestic” (drinking water) and “non-domestic”(non-drinking water) needs of the project prior to issuance of a building permit.

4.5 Key Recommendations

Based on the foregoing summary of findings, this Section of the BOA Study list key recommendations that set the stage for an implementation strategy and transformative implementation projects necessary to effectuate the vision for the Riverside hamlet which has been expressed by the community members and stakeholders during the community participation process for the RRAP. The key recommendations, in addition to the remediation of strategic sites, include other public and private improvements, and the implementation of land use regulations, intended to achieve the outcomes described in the RRAP.

4.5.1 Adoption of Zoning Recommendations

It is a recommendation of this BOA Study that zoning be enacted which is consistent with and will implement the goals and objectives of the RRAP, the most recent planning process that draws from previous land use studies and conceptualizes a land use and building pattern in line with preferences identified during the community participation process. To that end, this BOA Nomination Study recommends that the proposed zoning revisions included within the RRAP be adopted by the Southampton Town Board. The following represents a summary of the zoning provisions. The overlay zones could be pursued at the option of a property owner; the underlying existing base zoning districts will remain.

RO-1: Riverside Hamlet Center Overlay Zone: The intent of this zone, located within ¼-mile of Downtown Riverhead and Riverside traffic circle, is to encourage public activities and the greatest variety and mix of uses, including a range of residential, retail, hospitality, cultural and entertainment uses. The RO-1 zone permits the highest densities and requires compact design with vertically and horizontally integrated residential and non-residential uses. Parking standards and pedestrian amenities required in this zone reflect its pedestrian access to waterfront and existing walkable downtown with commuter rail, and other transit options. Specific goals for the RO-1 Zone include:

- Creating a walkable mixed-use Hamlet Center with compact development and a vibrant publicly accessible Peconic River Waterfront Promenade;
- Leveraging the area’s proximity to natural areas and open spaces to provide a healthy, attractive, and economically viable community;
- Developing lovable spaces with high standards of aesthetic design, walkable streets with active frontages and on-street parking;
- Create greater street enclosure; and

- Leveraging proximity to Riverhead Downtown and Riverhead transit center, and strengthening the connections by creating a pedestrian bridge and boardwalk loop.

RO-2: Riverside Hamlet Neighborhood Overlay Zone: The intent of this district, located within ½-mile of Downtown Riverhead and Riverside traffic circle, is to support, similarly to the RO-1 zone, a wide variety and mix of uses, promoting a range of retail choices and commercial uses as well as a variety of residential options. The RO-2 zone also permits the highest densities and promotes compact design with vertically and horizontally integrated residential and non-residential uses. Parking standards and pedestrian amenities required in this district also reflect its immediate access to Hamlet Center and Downtown Riverhead with commuter rail and other transit options. Goals for the RO2 include:

- Provide a range of housing options in walking distance from Hamlet Center;
- Increase permeability of blocks for pedestrian traffic and increased connectivity for car traffic;
- Allow increased density to support commercial vitality and satisfy desire to live in walking distance to Hamlet Center;
- Regulate frontages to activate streets; and
- Create safer streets by increasing street enclosure, providing on-street parking, visible crosswalks with pulled-in pedestrian refuge islands.

RO-3: Riverside Special District Overlay Zone: The intent of this zone, located mostly between ½-mile and ¾ mile of Downtown Riverhead and Riverside traffic circle, is to support a variety of uses with employment in focus and high concentration of housing choices. The RO-3 district promotes lower intensity of uses while it continues to promote compact design with vertically and horizontally integrated residential and non-residential uses. Parking standards and pedestrian amenities support proximity Hamlet Center. Goals for the RO3 include:

- Provide diversity of housing options and building typologies;
- Increase permeability of blocks for pedestrian traffic and increased connectivity for car traffic;
- Regulate frontages to activate streets;
- Allow artisan production in mixed use and live-work environments;
- Provide diversity of private and public open spaces; and
- Provide access to fresh food, encourage and allow food production.

RO-4: Riverside Gateway District Overlay Zone: The intent of this zone is to create a transition in vehicular approach to Riverside along major routes, with a wider range of uses than the underlying zoning districts permits, and lower densities than the other RO districts. Goals for the RO4 include:

- Create landscaped, architectural or artistic gateway features to announce arrival to Riverside;
- Allow cross-access or new streets; and
- Create safe and walkable connections to natural areas.

RO-5: Riverside Suburban District Overlay Zone: The intent of this zone is to maintain the suburban character of existing neighborhoods while allowing higher densities than the underlying zoning districts permit. Goals for the RO5 include:

- Create interconnected community to increase walkability;
- Create greenways and pedestrian ways;
- Leverage proximity to educational assets and provide variety of resources;
- Allow granny-flats;
- Minimize potable water use;
- Landscape with native or edible plants;
- Minimize energy use; and
- Downplay and/or screen presence of parking within the private frontage.

RO-6: Riverside Waterfront Center Overlay Zone: The intent of this zone is to accentuate Riverside's maritime character while allowing greater mix of uses and waterfront related businesses than the underlying zoning districts permit. Goals for the RO6 include:

- Leverage maritime resources and proximity to natural areas and Peconic River;
- Create public access to waterfront;
- Connect to boardwalk and trails;
- Create economic value by leveraging on waterfront assets; and
- Include waterfront and hospitality related uses

RO-7: RPL Riverside Parkland Overlay Zone: The intent of this zone is to remain as natural open space or parklands. Development would not occur in this zone. Goals for the RO7 include:

- Leverage maritime resources and proximity to natural areas and Peconic River;
- Create a Greenways Plan that connects all waterfront with pedestrian ways, greenways, parks and open spaces;
- Create waterfront promenade and boardwalk;
- Create pedestrian trails and greenways; and
- Provide parking for large parkland areas and share with adjacent Hamlet uses to minimize cost for maintenance and security, and help increase the use of parks.

An incentive bonus program (RIB) would offer bonuses in the form of additional development density and building height, thereby providing a mechanism for owners of small properties who are otherwise unable to meet the required development thresholds and participate in the area redevelopment and revitalization by joining forces through the formation of property owner alliances. The RIB also allows for an expansion of the range of uses permitted, parking requirement waivers, payments in-lieu of required on-site parking, shared parking arrangements, payments in-lieu of parks and open space, the sharing of parks and open spaces, and expedited reviews and approvals.

Two types of Riverside Incentive Bonus are available to applicants, RIB-1 and RIB-2. The RIB-2 bonus provides a higher level of yield than the RIB-1 bonus but contains more restrictive requirements. In order to achieve an RIB, a landowner must control the minimum lot size, additional site frontage, and meet stricter sustainable development standards. Allowable uses are proposed as follows:

**Table 4-5
PROPOSED SCHEDULE OF USES FOR RIVERSIDE OVERLAY DISTRICT**

Use	RO-1	RO-2	RO-3	RO-4	RO-5	RO-6
Mixed-Use						
Mixed-Use Building	P	P	P	P	X	P
Live-Work Building	P	P	P	X	X	X
Retail						
Retail	P	P	P	X	X	SE
Restaurant	P	P	P	X	X	SE
Office						
Office	P	P	P	P	X	X
Medical Office	P	P	P	P	X	X
Professional Service	P	P	P	P	X	X
Business Incubators	P	P	P	X	X	X
Residential¹						
Home Occupation/Home Professional Office	P	P	P	P	P	P
Two-family Residence	P	P	P	P	P	P
Multiple Dwelling	P	P	P	P	X	P
Multifamily Residence	P	P	P	P	X	X
Cultural						
Theater	P	P	P	X	X	X
Museum	P	P	P	X	X	SE
Hospitality						
Hotel	P	P	P	X	X	P
Bed and Breakfast	P	P	P	P	P	P
Residential Care Facility	P	P	P	P	X	P
Recreation/Education						
Recreational Business	P	P	P	P	X	P
Educational Use	P	P	P	P	P	P
Religious/Civic						
Houses of Worship	P	P	P	P	X	P
Library	P	P	P	P	X	X
Special Waterfront						
Marina	P	X	X	X	X	P
Light Industry						
Artisan Production Facilities	P	P	P	P	X	P
Research & Development Facility	P	P	P	P	X	X
Data Information Center	P	P	P	P	X	X
Document/Misc. Storage	P	P	P	P	X	X
Renewable Energy Facilities	P	P	P	P	X	P
Agricultural Use	P	P	P	P	P	P
Animal Husbandry	X	X	P	P	X	P
Parking Facilities						
Parking Structure	P	P	P	P	X	P
Parking Lot	P	P	P	P	X	P
Adult Entertainment²						
Adult Entertainment Use	X	X	X	X	X	X
Utilities						
Utilities	P	P	P	P	P	P

The proposed zoning amendments also contain a variety of form-based design standards. The form-based design standards consist of “Building Form Standards” and “Public Space Standards” that correspond to a Regulating Plan (map) which graphically depicts each of the Overlay Zone boundaries, parcel lot lines, block lines, block numbers, street types, and applicable zoning standards for development design which are keyed to various explanatory diagrams and text in the proposed law (see Riverside Overlay District element of the RRAP provided in **Appendix A-1** of the Draft GEIS). Building Form Standards regulate how far buildings are from sidewalks, the minimum window area or glazing a building must have, how tall the building is in proportion to the width of the street, how accessible and welcoming front entrances will be, where a building’s parking will be, etc. Public Space Standards regulate the form and pattern of streets and squares to provide guidelines that create comfortable and useful spaces for a variety of activities, including walking, bicycling, driving, shopping, access to public transit, and social interaction. These standards help to ensure that public space works for everyone, not just for the movement and storage of vehicles.

4.5.2 Wastewater Treatment and Stormwater Treatment

The lack of centralized wastewater treatment is a primary barrier to redevelopment within the Study Area. Sewage disposal in Riverside involves the use of individual on-site cesspools and septic systems.

In 2013, the Suffolk County Department of Public Works commissioned a study to explore the feasibility of providing sanitary sewer service along the Flanders-Riverside Corridor including the subject Study Area south of SR 24 in order to advance prospects for business development and improvement of the local economy, expand housing opportunities and protect the environment. This Feasibility Study addressed sewage collection, treatment and effluent discharge requirements, associated capital and operational costs, as well as the economic and environmental benefits associated with sewerage the Flanders Riverside Corridor. The Study did not identify any existing STPs within a mile of its study area that had the additional capacity to serve the area and instead suggested that a new facility with advanced nitrogen removal capability be constructed. The follow provides an analysis of potential sewage treatment locations to provide wastewater treatment for the Study Area.

The Theoretical Development Scenario that could be accommodated as per the RRAP would generate an estimated 538,065 gpd of sanitary wastewater. This flow needs to be collected and piped to one or more existing or newly constructed STPs for tertiary level treatment. The new STP locations must be capable of accommodating the estimated 500,000 gpd of sewage projected for the Theoretical Development Scenario and comply with Suffolk County siting, design operation, and all applicable public health standards and environmental regulations. Similarly, an existing STP would have to have the capacity to accommodate an additional approximately 500,000 gpd or enough land and suitable environmental conditions to expand to meet the additional projected flow.

Based on the anticipated flow requirements a new plant would require a footprint of 120 feet by 120 feet (i.e., 14,400 SF or 0.33 of an acre) and approximately two acres of leaching field based on properly spaced 10-foot diameter pools with 10 feet of effective leaching depth. The site must

also contain enough area to allow for a 100 percent expansion (plant and leaching area). The County requires a minimum setback of 200 feet around the plant to protect adjacent habitable space, 150 feet to the nearest property boundary and a minimum 25-foot setback between leaching pools and property lines. Total land area needed for a new STP is expected to be six to seven acres. STP and leaching areas would ideally, be contiguous; however, separate sites for the plant and leaching area(s) are also possible and could provide environmental benefits.

Figure 3-18 shows an existing County STP (A) and four possible locations for new STPs and leaching areas in the Study Area (B, C, D, and E). The STPs each have 200-foot buffers around the STPs. In addition, two possible remote leaching field locations are shown (F and G). Plant locations include the existing Evan K. Griffing County Center/Suffolk County Prison Facility (A); land between Riverhead-Quogue Road and Old Quogue Road (B & C); and the Enterprise Zone industrial subdivision site (D and E). Possible remote leaching areas include property that was formerly the Riverhead Head Start, which is located west of Phillips Avenue Elementary School at the terminus of Goodridge Avenue (F) and on the north side of SR 24 across from the existing mini storage facility (G). STP sites could include one or multiple sites and could include connection to existing and proposed facilities. **Figure 3-18** also depicts areas with a depth to groundwater of less than or more than 12 feet. Sites B, D, and E and remote leaching area F and part of G are in areas where depth to groundwater is greater than 12 feet. Actual depths to groundwater and soil analyses would have to be determined to further identify the locations that are most suited for sewage disposal. Locations where the depth to groundwater ranges between 12 to 14 feet may require up to two feet of mounding to assure adequate groundwater separation and leaching capacity. None of the locations are within wetlands or surface water buffers; however, two of the plant sites (E and D) are in undisturbed pine barrens which would necessitate additional clearing that may need to be offset.

Figure 3-18 shows the possible STP locations, remote leaching areas, 200-foot buffers, wetlands buffers, and groundwater time of travel isolines. The time of travel areas which are broken out into 0-2 year, 2-5 year, 5-10 year and 10-25 year travel times. Sites A, G and part of (p/o) E are within the 0-2 year zone; D, (p/o) B, and p/o C are in the 2-5 year zone; and p/o C and p/o B are in the 5-10 year travel time zone.

Nitrogen treatment at existing or proposed facilities must comply with all SPDES discharge permit requirements, Central Pine Barrens, and Peconic Estuary TMDL standards unless variances are granted and any associated mitigations are implemented. If STPs are not constructed or not available for service or have the capacity to serve future development, this would scale down development density to ensure that projected wastewater density loads do not exceed SCDHS flow standards for on-site septic systems (300 gpd/acre south of SR 24 and 600 gpd/acre north of SR 24).

The Nomination Study recommends, as an Implementation Strategy, that the Town obtain funding to further pursue connection to an existing wastewater treatment system; study the feasibility of constructing a treatment plant that can treat wastewater generated in the Study Area; and, potentially fund acquisition of a treatment plant site, if necessary.

Implementation of the proposed development program will introduce additional impervious surfaces. A comprehensive stormwater system needs to be designed to ensure there is no direct point stormwater discharges to the River or any natural wetland or surface water. Stormwater runoff from the Town's required design storm must be captured and recharge on site and where practical, rain gardens, vegetated swales and other green infrastructure should be considered to augment the stormwater control system. Consider capturing rainwater and using for irrigation.

4.5.3 Traffic Circle and other Road Improvements

Nelson & Pope has been retained by the County of Suffolk to design a reconfigured two lane roundabout, to replace the Riverside traffic circle. The Town of Southampton is working towards this goal and on November 4th, 2014, the Town held and passed a referendum to swap the 3,000 square feet of town parkland in the northwest corner of the intersection to elongate the circle, with 8,000 square feet of county land just to the west of the town's property, backing up to the Peconic River behind the Peconic Paddler's shop. The county has allocated about \$500,000 in design money for the project, and is planning to allocate \$4 million in construction funds for the project in Suffolk's 2016 capital budget. The redesign will elongate the circle into an oval with two lanes of travel ways around it to allow for more movement. The design will include pedestrian crosswalks and include landscaped pedestrian refuge islands and seamless connections to sidewalks.



Another implementation strategy includes the proposed construction of a slip road along CR63 and Flanders Road to separate adjoining residential dwellings from the main road right of way, and at the same time create an opportunity to introduce on-street parking and sidewalks.

4.5.4 Recreational Amenity Improvements

The RRAP envisions the construction of a waterfront promenade as a revitalization project for Riverside. The waterfront promenade would be elevated above the boardwalk, and new development would create a protection wall for the rest of the neighborhood. New storefronts on Peconic Avenue and NY24 can be raised in the back and treated differently from the street frontage. The Summerwind development, a successful project widely loved by the community, is just steps away on the east side of Peconic Avenue in Riverhead, and has a floor plate raised above the sidewalk. The Town also envisions construction of a one mile long waterfront boardwalk loop (including Riverhead's existing boardwalk) in addition to the area's miles of easily connected nature trails to create recreational opportunities.

4.5.5 Pedestrian Bridge

A pedestrian bridge is another implementation project envisioned for the Study Area. In May 2014, the Town of Southampton issued a request for proposal to obtain a consultant to evaluate the feasibility and develop a concept plan for a pedestrian bridge over the Peconic River. The concept of a pedestrian bridge to provide a walkable link between downtown Riverhead and the primary commercial corridor of NYS Route 24 in Riverside has the support of both municipalities. The scenic views from atop the bridge can attract tourists to the region to visit the Riverhead/Riverside area. Additional foot traffic would spur economic activity on both sides of the river. The bridge promotes physical activity and environmental appreciation, and would offer access from the Long Island Aquarium and other major downtown Riverhead businesses and institutions to Riverside through a natural trail setting along the Peconic River waterfront.

4.5.6 Children's Museum

The Town seeks to develop a children's museum as a destination for the hamlet. The community has been collaborating with Children's Museum for East End (CMEE) and tested the community by opening the Museum without Walls program in March 2015. CMEE, located in Bridgehampton is the most visited museum in Eastern Long Island. CMEE's mission is "to spark imagination and foster learning for children of all backgrounds and abilities and to build strong connections within the East End community by providing playful experiences" by presenting educational exhibits and programs and by partnering with other arts and social service organizations to address issues that concern families in the community. The CMEE has recently approached Riverside Rediscovered with news that they have funding to offer the program again this year. With continued interest in the arts, momentum to create a permanent museum in the hamlet could be gained.

4.5.7 WaterFire on the Peconic River

WaterFire is a public art installation and transformative project that incorporates a body of water, a series of floating bonfires, music, dance and visual art created by Providence artist Barnaby Evans. Evans has brought WaterFire to a number of other cities around the world. The Riverhead Town Board has authorized preparation of a \$350,000 grant application to ArtPlace America at the suggestion of WaterFire founder Barnaby Evans. It has also authorized an application for a Bloomberg foundation public art installation grant and a grant application to the Bloomberg foundation, which is offering \$1 million per year for two years to three communities for a public art installation. Being that there is an unprecedented collaboration and support given by all government agencies, private organizations, community members and nonprofit organizations, there is an increased chance that the event will be fully funded. WaterFire is supported by the Town as key implementation strategy and recently FRNCA has approved a resolution to become the fiscal sponsor to WaterFire on the Peconic, a new non-profit organization with the State of New York. The sponsorship will allow tax deductible charitable donations to be made to WaterFire through FRNCA.

4.5.8 Strategic Sites – Environmental Site Assessments

This **Section 4.0** has previously identified strategic sites, the remediation of which may be necessary to advance proposed development that is proposed in accordance with the RRAP and its implementing land use regulations. To that end, the Nomination Study includes, as an implementation strategy, that environmental site assessments be funded and prepared to ensure that sites are “clean” and can be used for their intended use in order to ensure a successful revitalization program.

Phase I Environmental Site Assessments (and Phase II ESAs if determined necessary by the Phase I) shall be conducted to identify any existing recognized environmental conditions (RECs) or potential concerns relating to demolition and site preparation prior to demolition and development. An ESA will identify the need for testing to determine if RECs are present which require further testing, remediation, abatement, regulatory oversight or other appropriate action. Any redevelopment or property transfer is subject to the necessary regulatory steps and agency oversight to properly investigate, and remediate if necessary, recognized environmental conditions warranting such action. Issues that must be considered include the presence of asbestos containing materials (ACM) or soil contamination that contains elevated concentrations of contaminants in excess of regulatory agency standards. Issues of concern shall include identification of potential issues associated with from floor drains, above- and below-ground fuel storage tanks, drywells, stormwater leaching pools, septic systems and cesspools, and past hazardous materials releases from storage, leaks, spills, mishandling of materials, intentional discharges, or other hazardous materials releases that have resulted in or may cause hazardous conditions. If hazardous conditions are identified, a plan to rectify these concerns will be developed and implemented.

4.5.9 Local Waterfront Revitalization Program

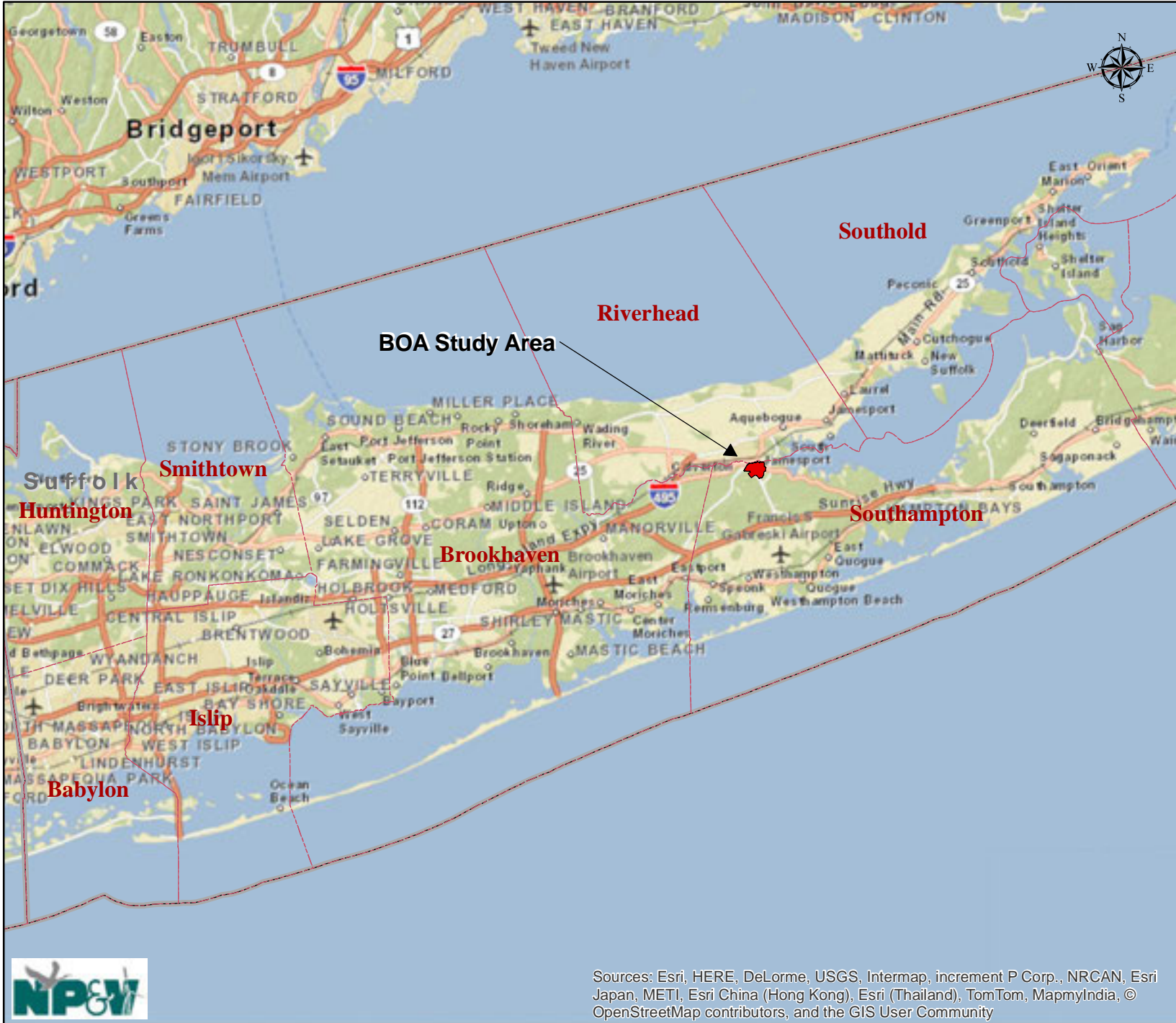
A portion of the project area is located within the New York State coastal boundary. To ensure that state or federal projects are implemented in a manner consistent with the Town’s vision for the Riverside hamlet, the Town should consider preparing and adopting a local waterfront revitalization program.

4.5.10 Historic Resources and Cultural Resource Investigations

Several sites within the Study Area are identified on the Town of Southampton Historic Resource Survey. Where future development is proposed on these sites, further study will be required to determine historic value and eligibility for landmark, or other historic register status. This Nomination Study recommends that these sites be evaluated by a comprehensive Phase IA Cultural Resource Survey in advance of site-specific development applications to determine the extent to which any existing buildings will be preserved and accommodated within the proposed development program for Riverside’s revitalization. In addition a referral to the OPRHP’s State Historic Preservation Office (SHPO) will be required to identify impacts related to future redevelopments.

DRAFT

FIGURES



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Riverside Hamlet Revitalization

BOA Figure 1-1
Community Context

Legend

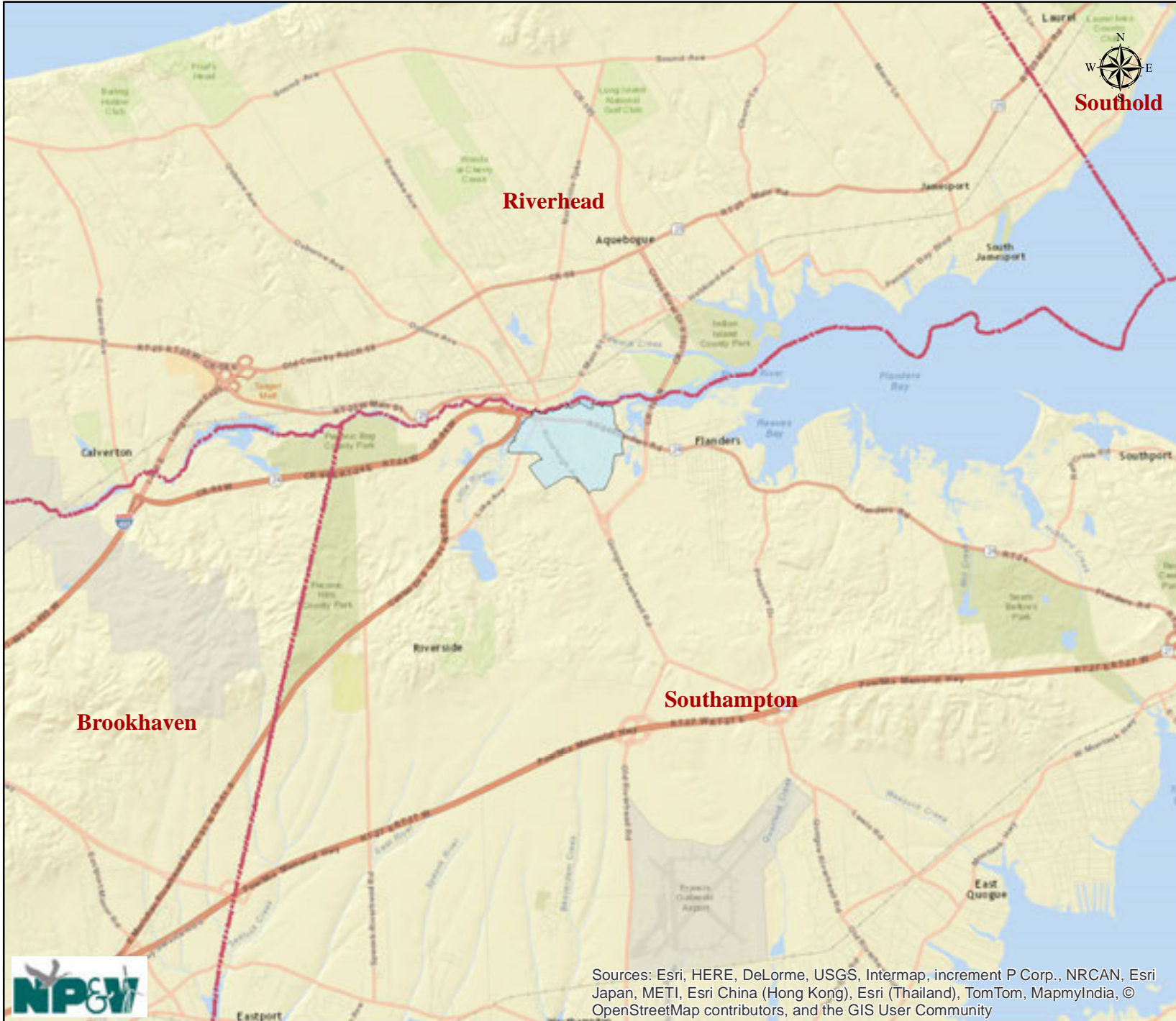
- Study Area
- Town Boundary
- County Boundary

Source: ESRI Base Map
Tiger Boundary Files



Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

1 inch = 40,000 feet



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Riverside Hamlet Revitalization

**BOA Figure 1-2
Study Area Location**

Legend

- Study Area
- Town Boundary

Source: ESRI Base Map
Tiger Boundary Files



Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

1 inch = 7,500 feet





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Riverside Hamlet Revitalization

**BOA Figure 1-3
Proposed BOA Boundary/
Study Area**

Legend

-  Study Area
-  Town Boundary

Source: ESRI Base Map
Tiger Boundary Files



Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

1 inch = 800 feet















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Riverside Hamlet Revitalization

BOA Figure 3-1
Generalized Land Use

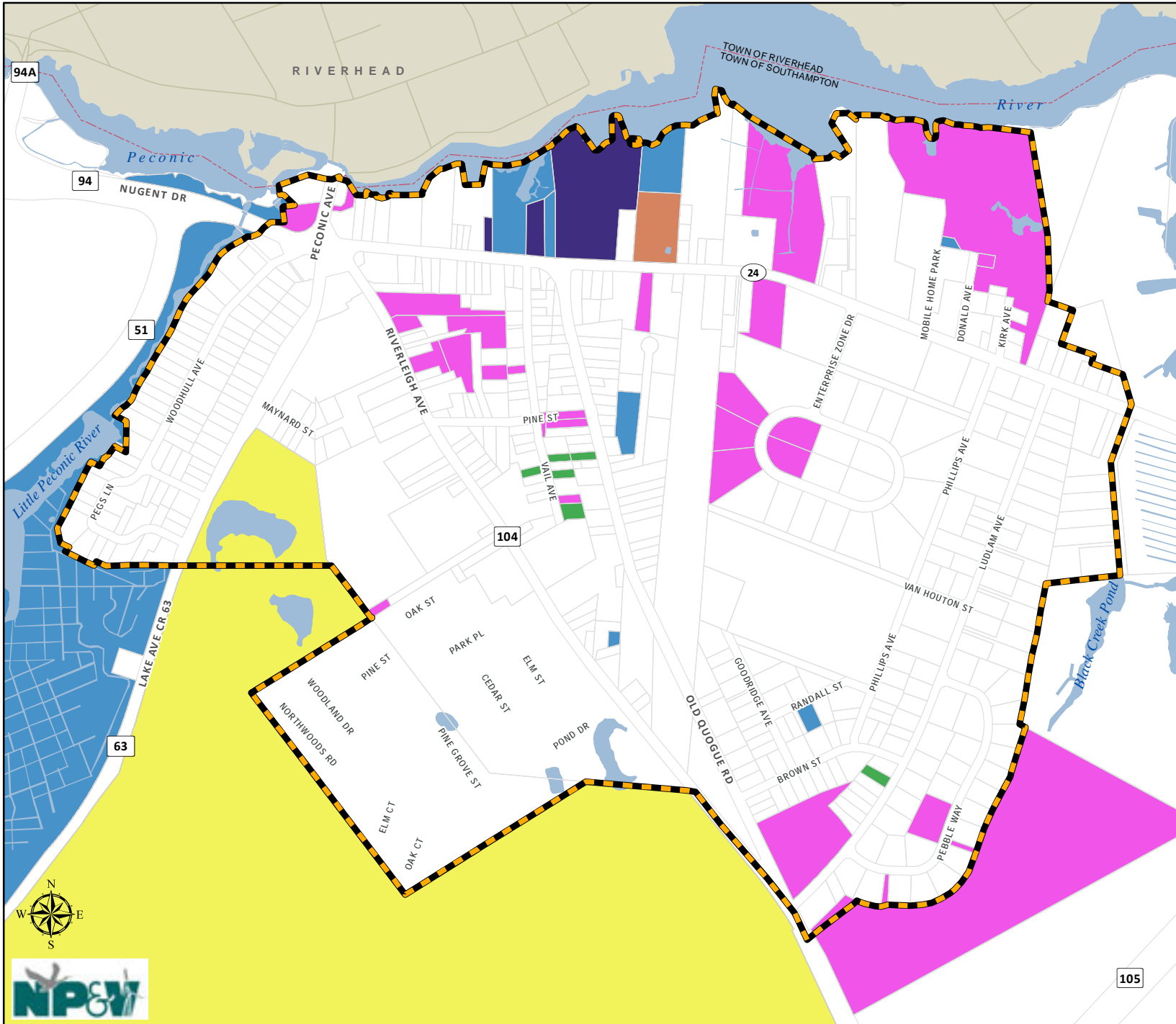
Legend

-  Study Area
- LAND USE**
-  Commercial
-  High Density Residential
-  Medium Density Residential
-  Low Density Residential
-  Industrial
-  Institutional
-  Recreation and Open Space
-  Recharge Basin
-  Vacant
-  Surface Waters
-  Transportation

2014 Aerial Imagery

Prepared By:
The Town of Southampton Division
of Geographic Information Systems
Date: Thursday, October 01, 2015





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New York Department of State



Riverside Hamlet Revitalization

BOA Figure 3-2

Public Ownership

Legend

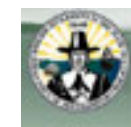
- Study Area
- Public Lands**
- SOUTHAMPTON TOWN
- SOUTHAMPTON TOWN HOUSING AUTHORITY
- STATE OF NEW YORK DEPT OF TRANSPORTATION
- SUFFOLK COUNTY
- SUFFOLK COUNTY DIV OF RP ACQUISITION & MANAGEMENT
- SUFFOLK COUNTY TREASURER



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The Town of Southampton Division
of Geographic Information Systems
Date: Thursday, August 20, 2015




105



Riverside Hamlet Revitalization

BOA Figure 3-3
Sites of Environmental Concern

Legend

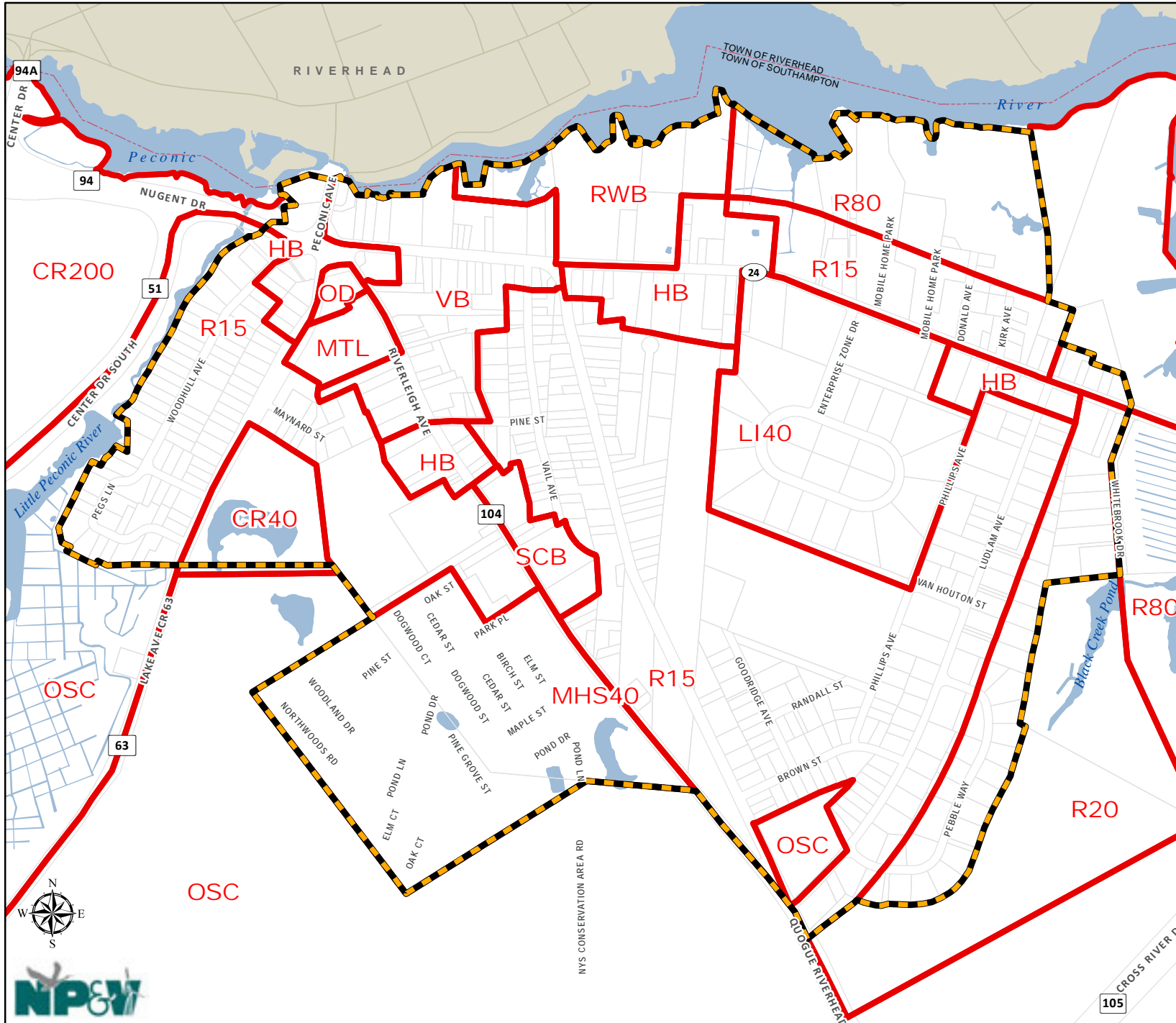
-  Study Area
-  Sites of Environmental Concern
-  Tax Parcels



Source: SC Real Property;
NYS GIS, 2013 Aerial

1 inch = 500 feet





BOA Figure 3-4
Existing Base Zoning
Districts




- Legend**
- Study Area
 - Current Zoning
 - CR200 - Country Residence 200,000 sq ft
 - CR40 - Country Residence 40,000 sq ft
 - HB - Highway Business
 - LI40 - Light Industrial 40,000 sq ft
 - MHS40 - Mobile Home Subdivision Residence
 - MTL - Motel
 - OD - Office District
 - OSC - Open Space Conservation
 - R15 - Residence 15,000 sq ft
 - R20 - Residence 20,000 sq ft
 - R80 - Residence 80,000 sq ft
 - RWB - Resort Waterfront Business
 - SCB - Shopping Center Business
 - VB - Village Business

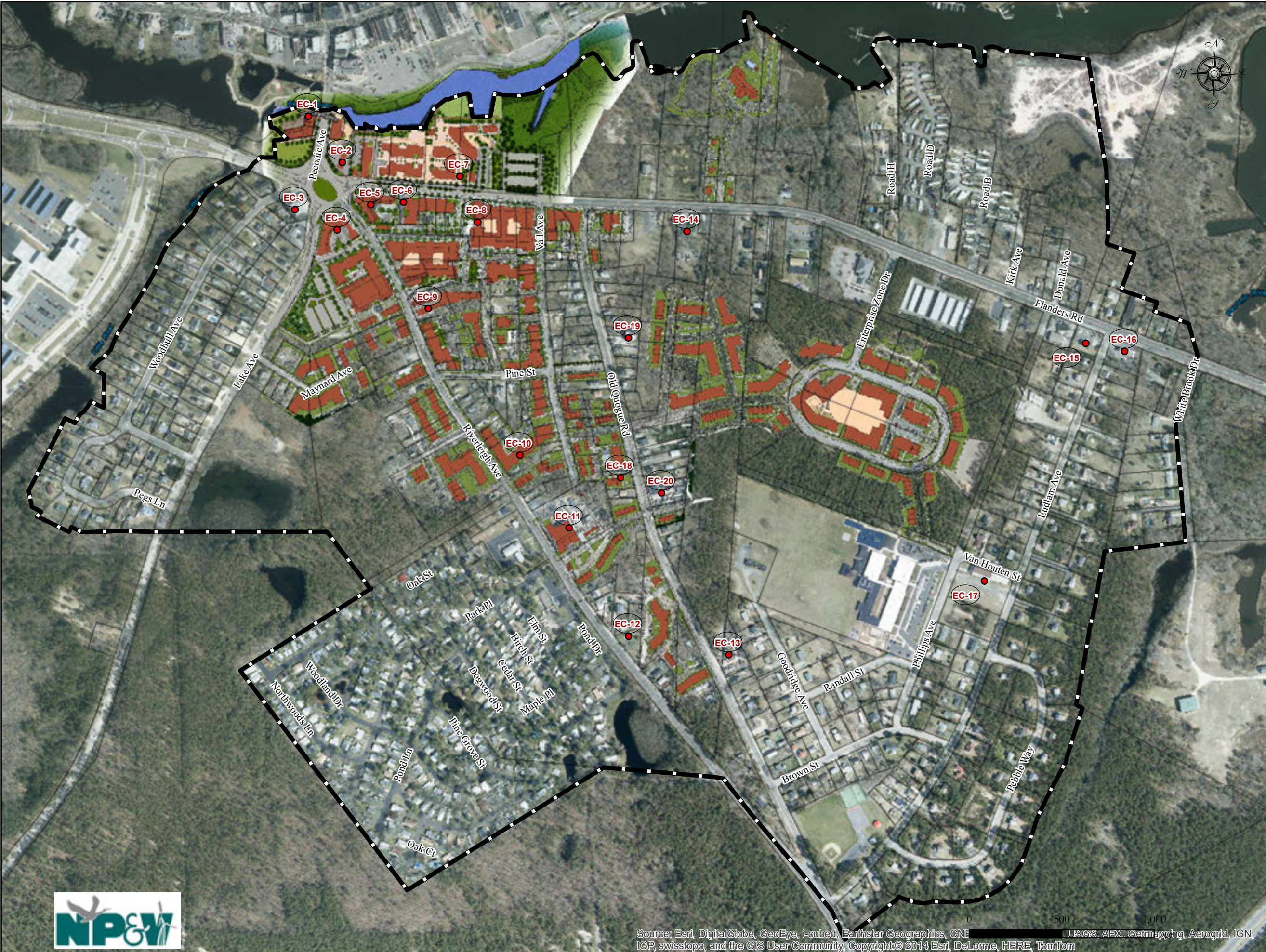


Riverside Hamlet Revitalization

BOA Figure 3-5
Theoretical Development Plan
and Sites of Environmental Concern

Legend

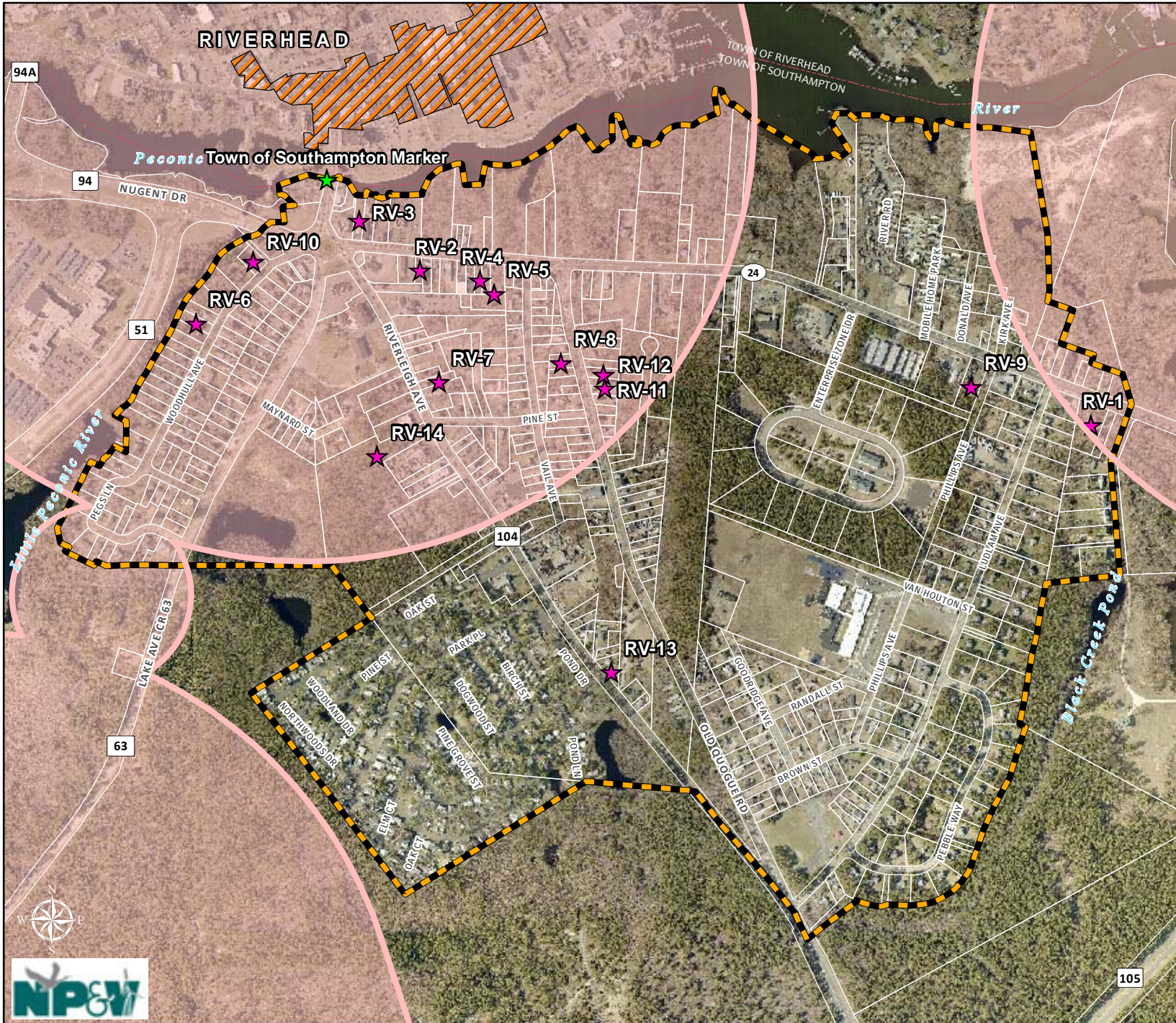
-  Study Area
-  Sites of Environmental Concern
-  Tax Parcels




Source: Renaissance Downtown;
NYS GIS, 2013 Aerial

1 inch = 500 feet










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Riverside Hamlet Revitalization

**BOA Figure 3-6
Cultural Resources**

- Legend**
-  Study Area
 -  NYS Historic Site Markers
 -  2014 Historic Resources Survey (Compiled by AKRF) - Potentially Contributing Properties
 -  NYS Archeological Sensitive Sites (NYS OPRHP)
 -  Riverhead Historic District
- No Buildings on the National or State Register within study area

2014 Aerial Imagery

Prepared By:
The Town of Southampton Division
of Geographic Information Systems
Date: Monday, October 05, 2015



0 1,000
Feet



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Riverside Hamlet Revitalization

**BOA Figure 3-7
New York State
Wild, Scenic and
Recreational Rivers**

Legend

Study Area

**New York State Wild, Scenic
and Recreational Rivers**

- Community
- Recreational


2014 Aerial Imagery

Prepared By:
The Town of Southampton Division
of Geographic Information Systems
Date: Thursday, September 03, 2015





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Riverside Hamlet Revitalization


BOA Figure 3-8
New York State Wetlands

- Legend**
-  Study Area
 -  Fresh Water Wetlands (NYS DEC)
- Tidal Wetlands (NYS DEC)**
-  Coastal Shoals Bars and Mudflats (SM)
 -  Dredged Spoil (DS)
 -  Fresh Marsh (FM)
 -  High Marsh (HM)
 -  Intertidal Marsh (IM)
 -  Littoral Zone (LZ)

2014 Aerial Imagery

Prepared By:
The Town of Southampton Division
of Geographic Information Systems
Date: Tuesday, September 29, 2015

0 1,000
Feet





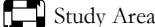
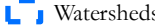
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New York Department of State



Riverside Hamlet Revitalization

**BOA Figure 3-10
Subwatersheds**

Legend

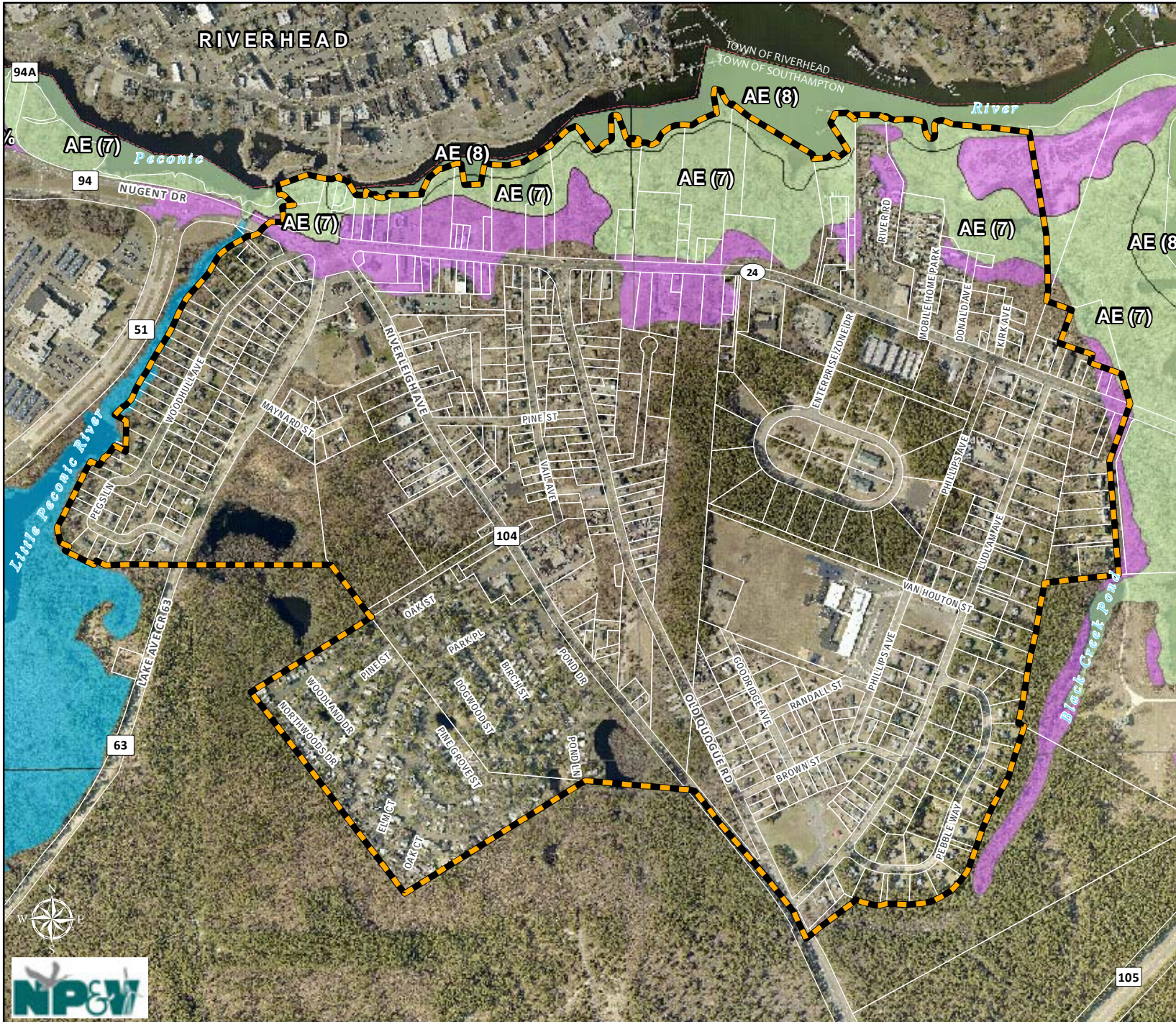
-  Study Area
-  Watersheds

Source: Town of Southampton
Orthoimagery, 2014; Suffolk County
LiDAR, 2006








1 inch = 800 feet





**BOA Figure 3-11
Flood Insurance
Rate Zones (FEMA)**

Legend

-  Study Area
- Flood Insurance Rate Zones (FEMA)**
-  A - 1% ANNUAL CHANCE FLOOD HAZARD
-  AE - 1% ANNUAL CHANCE FLOOD HAZARD (*BFE)
-  X - AREAS OF MINIMAL FLOOD HAZARD
-  X - 0.2% ANNUAL CHANCE FLOOD HAZARD

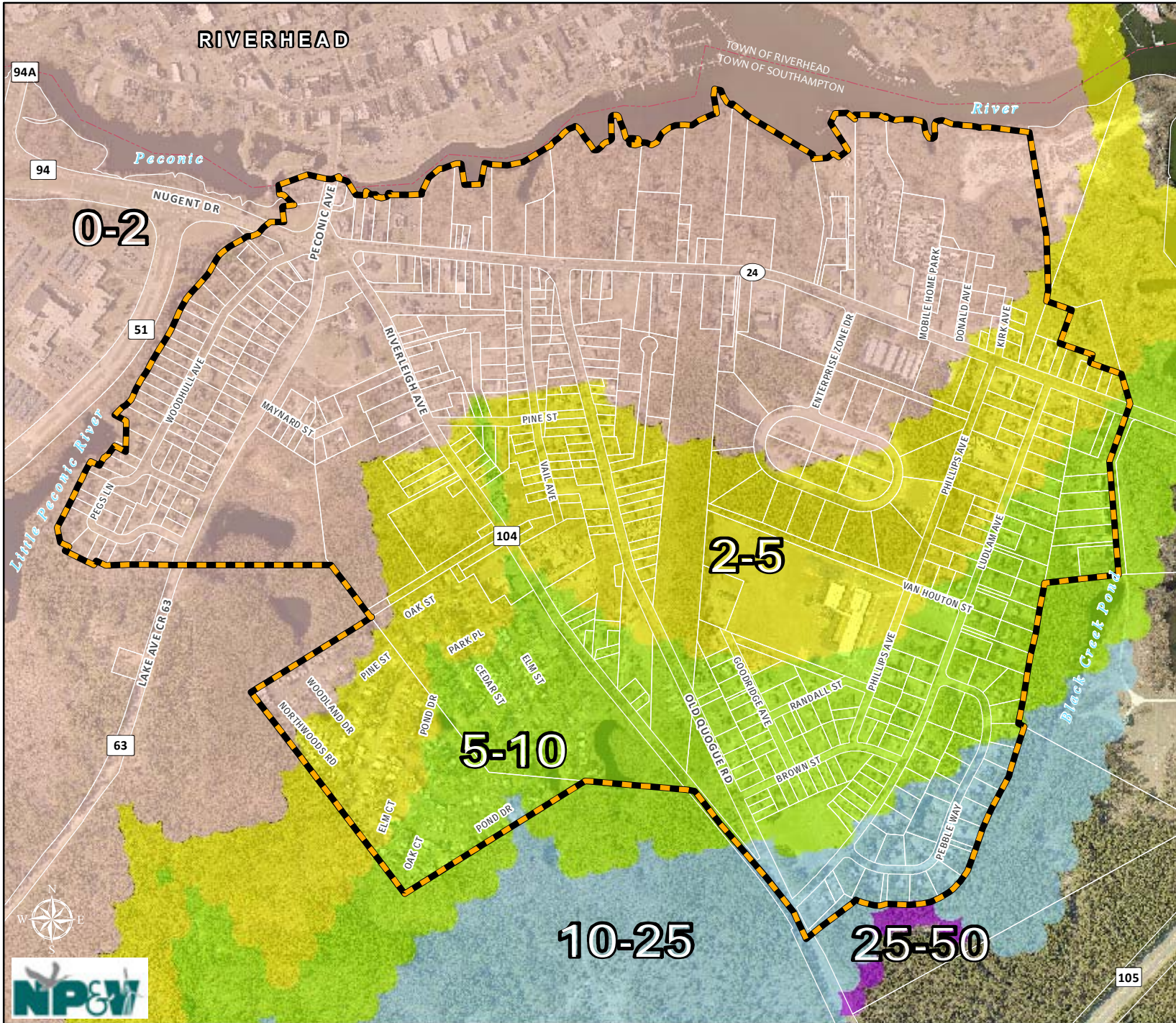
*The computed elevation to which floodwater is anticipated to rise during the base flood.

The BFE is the regulatory requirement for the elevation or floodproofing of structures. The relationship between the BFE and a structure's elevation determines the flood insurance premium.

2014 Aerial Imagery


Prepared By:
The Town of Southampton Division
of Geographic Information Systems
Date: Thursday, October 01, 2015










**BOA Figure 3-12
Groundwater
Travel Time**

Legend

 Study Area

Groundwater Contributing Areas - Estimated Time of Travel (Years)

-  0-2
-  2-5
-  5-10
-  10-25
-  25-50

Source: Suffolk County via CDM

2014 Aerial Imagery







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Riverside Hamlet Revitalization

BOA Figure 3-13
Depth To
Groundwater

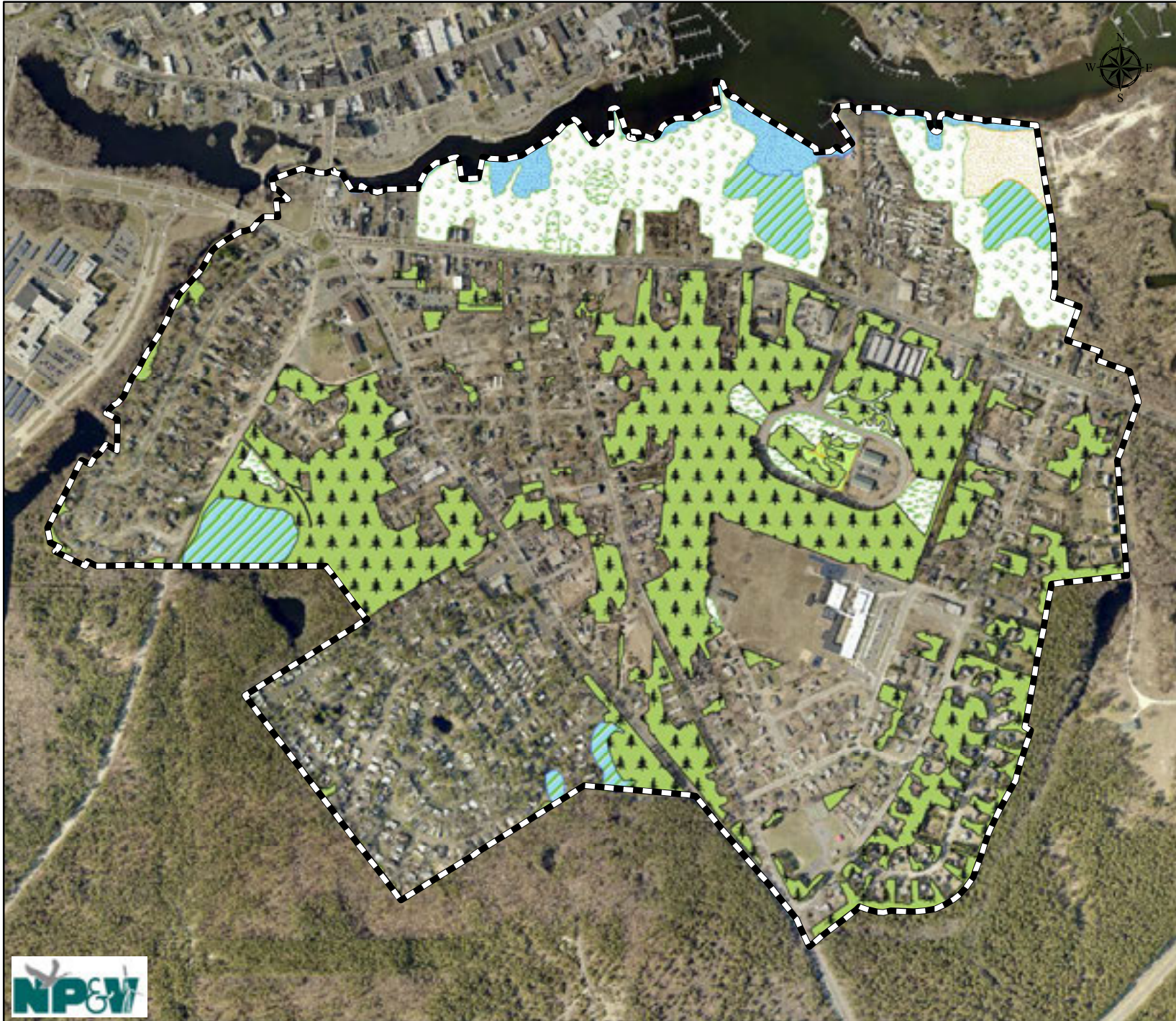
Legend

-  Study Area
- Ground Water Depth (USGS)**
-  < 1 ft
-  1ft - 8 ft
-  > 8ft



Prepared By:
The Town of Southampton Division
of Geographic Information Systems
Date: Thursday, August 20, 2015





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Riverside BOA Revitalization
Action Plan and
Zoning Amendments

BOA Figure 3-14
Habitat Map

Legend

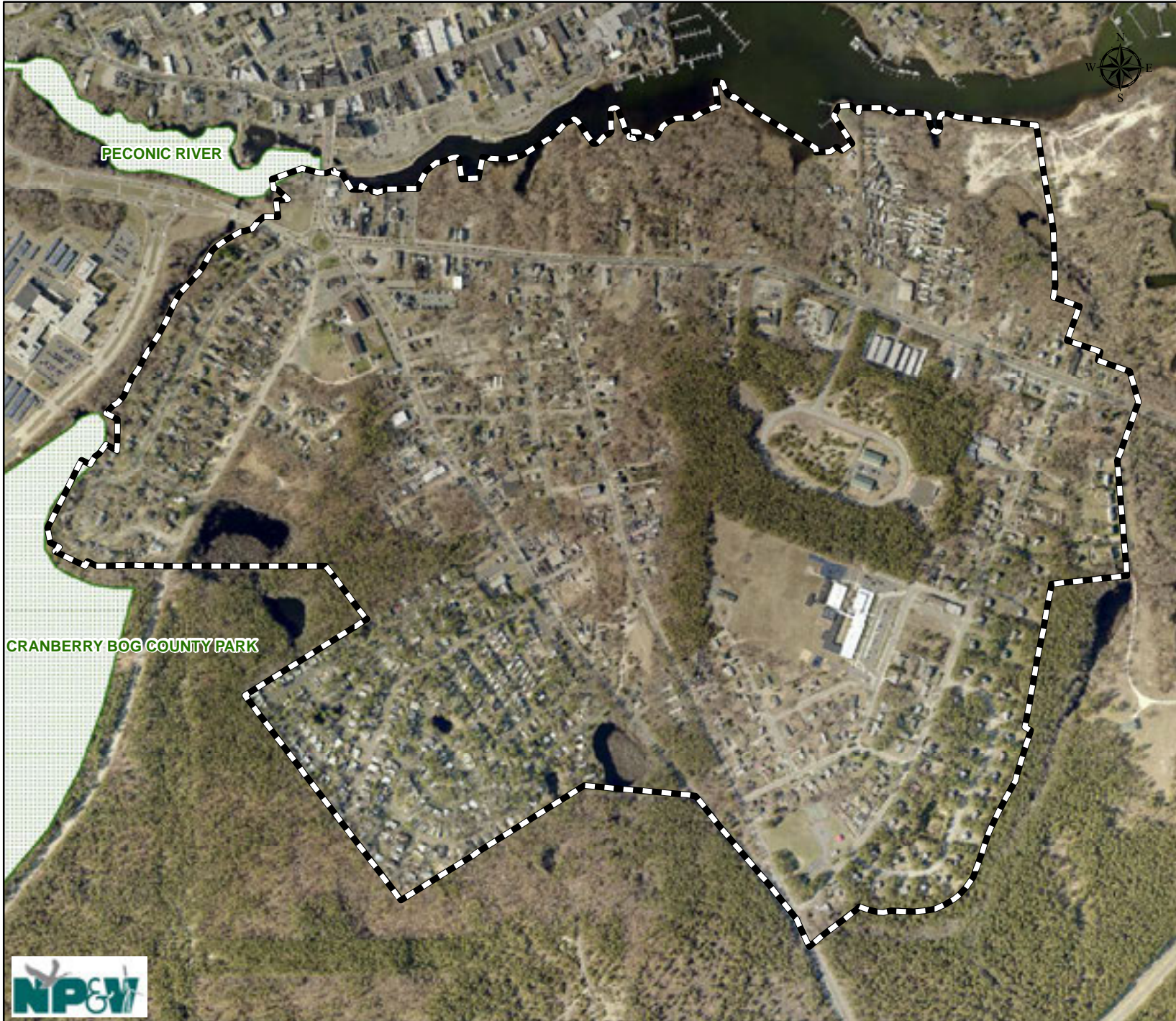
-  Study Area
-  Pitch Pine Oak Forest
(±101.5 Acres)
-  Deciduous Forest
(± 32.4 Acres)
-  Successional Shrubland
(±0.7 Acres)
-  Maritime Heathland
(±3.9 Acres)
-  Successional Old Field
(±5.9 Acres)
-  Freshwater Wetlands
(±12.6 Acres)
-  Tidal Wetlands
(±7.0 Acres)

Source: Town of Southampton
Orthoimagery, 2014



1 inch = 800 feet







Town of Southampton
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New York Department of State



Riverside BOA Revitalization
Action Plan and
Zoning Amendments

**BOA Figure 3-15
Significant Coastal Fish
& Wildlife Habitats**

Legend

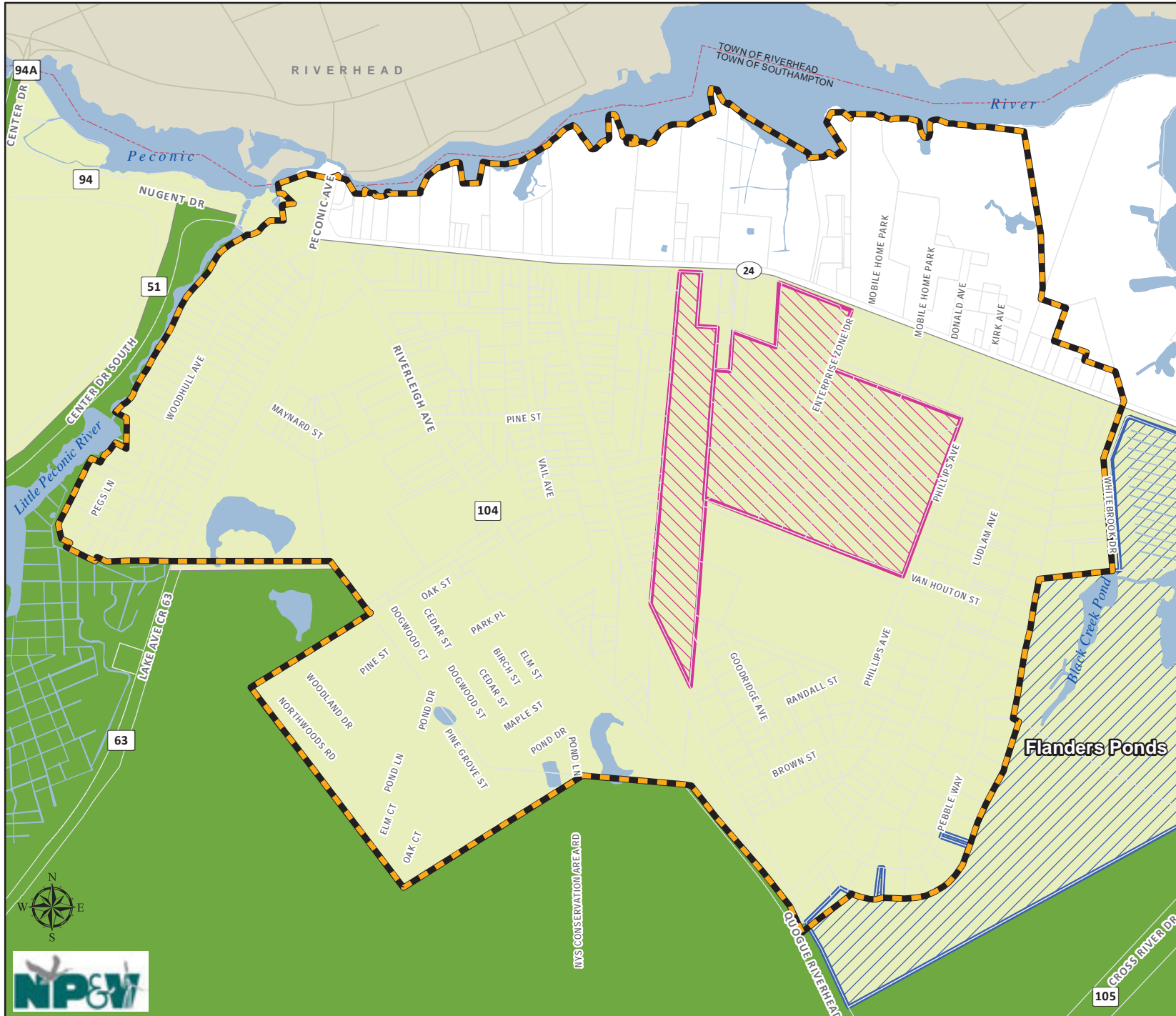
-  Study Area
-  NYS Significant Coastal Fish and Wildlife Habitats

Source: Town of Southampton
Orthoimagery, 2014



1 inch = 800 feet





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New York Department of State



Riverside Hamlet Revitalization

BOA Figure 3-16

Pine Barrens

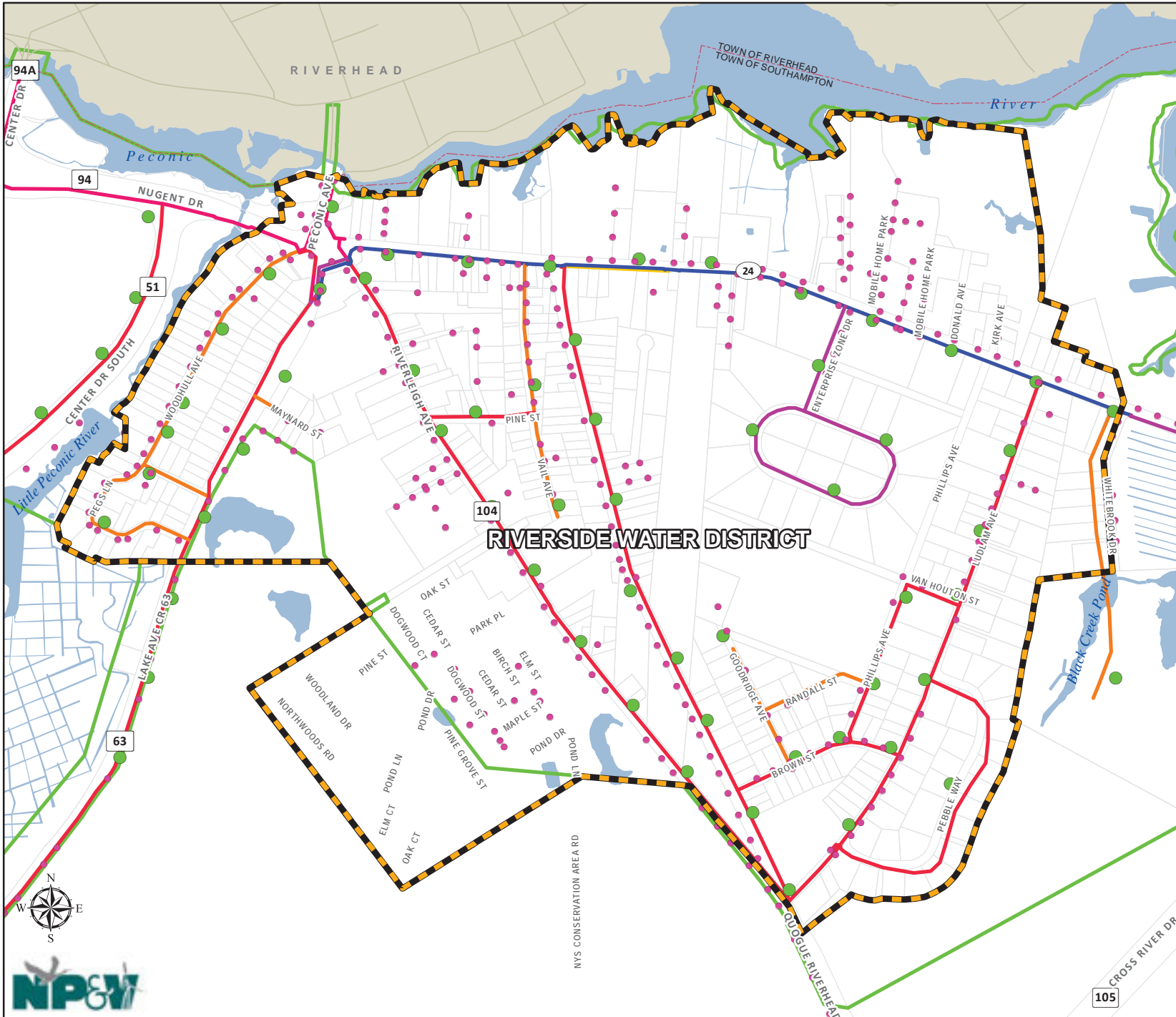
Legend

-  Study Area
- Pine Barrens Plan**
-  Compatible Growth Area
-  Core Preservation Area
-  Critical Resource Area
-  Development Rights Receiving Area



Prepared By:
The Town of Southampton Division
of Geographic Information Systems
Date: Friday, September 25, 2015





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New York Department of State



Riverside Hamlet Revitalization

BOA Figure 3-17

Utilities

Legend

- Study Area
- LIPA Poles
- SCWA Hydrants
- SCWA Distribution Areas

SCWA Water Mains

Diameter (in)

- 4
- 6
- 8
- 10
- 12
- 16

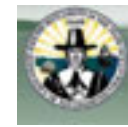
The map indicates the SCWA infrastructure installed in the depicted area as of the date listed thereon. The map does not indicate the presence of easements, occupied or unoccupied, or facilities owned by SCWA customers.

It is the responsibility of an operator to arrange to have services "marked-out" before commencing excavation.

Public and private hydrant data should be field or survey verified.

Prepared By:
The Town of Southampton Division
of Geographic Information Systems
Date: Friday, September 25, 2015





Riverside Hamlet Revitalization

BOA Figure 3-18

Potential STP Locations

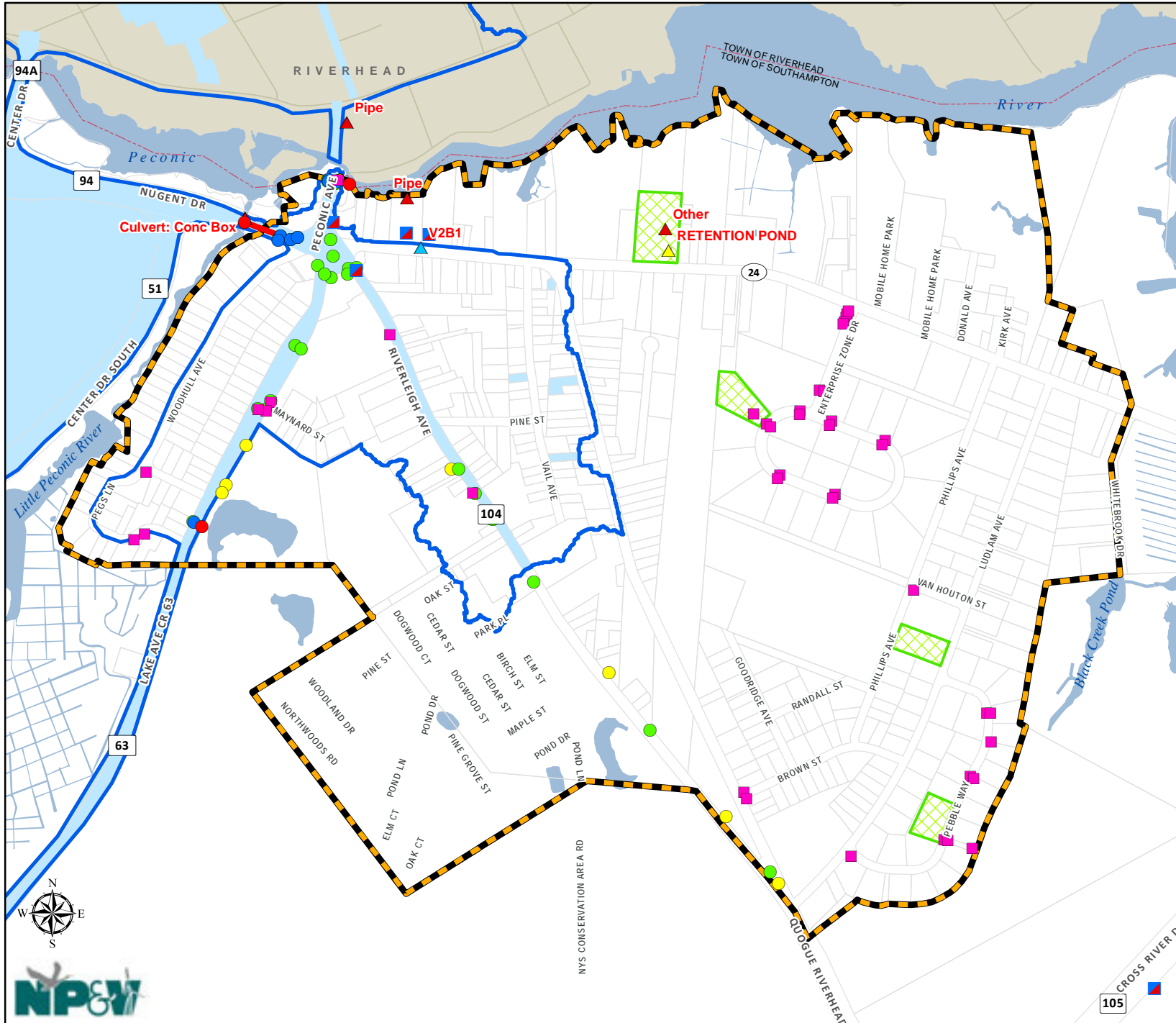
Legend

- Study Area
- STP Buffer Radius
- Potential STP Locations
- Blocks
- Potential Remote STP Discharge Areas
- 100' Setback from Surface Water and Wetlands
- NYSDEC Tidal Wetlands**
- DS - Dredge Spoil
- FM - Fresh Marsh
- HM - High Marsh
- IM - Intertidal Marsh
- LZ - Littoral Zone
- SM - Shoals, Bars & Mudflats
- NYSDEC Freshwater Wetlands
- Depth to Groundwater (feet asl)**
- <12'
- >12'

Source: Town of Southampton, 2014;
NYSDEC; USGS, 2010

1 inch = 600 feet





BOA Figure 3-19
Stormwater Infrastructure

Legend

- Study Area
- State Infrastructure**
- Type - Description (See Red Label)
 - SPDES_Outfalls_R10
 - SWM Facilities_R10
 - Vortex_units_R10
- County Infrastructure**
- Surface Water Outfalls
- Joint Structures
- Inlets 2008
- Inlets 2005
- Pipe Connections
- County Owned Sewershed (Flanders Bay)
- Flanders Bay Multi - Jurisdictional Sewershed Boundary
- Town Infrastructure**
- Outfalls
- Drainage Structures (unverified)
- Dedicated Drainage Parcels



APPENDIX A
SITES OF ENVIRONMENTAL CONCERN

DRAFT

Property Inventory Form

Project Name:	Riverside Hamlet Revitalization
Identification No.	EC-1
Street Address:	89 Peconic Avenue
Tax Map Number(s):	900-118-2-2
PROPERTY INFORMATION	
Owner:	James Dreeben
Property Size (SF):	34,811.24 SF
Property Size (ac):	0.799 acres
Existing Land Use:	Commercial
Zoning:	HB
Parking:	Yes
Public Water Available:	Yes
Size of Water Main:	10"
Notes: (redevelopment potential, whether it could be a strategic site, access issues, noise/air issues).	<p>This site is located on Peconic Avenue just south of the Peconic River and the Peconic Avenue Bridge and in the northwest quadrant of the roundabout. The property is highly visible and a high priority site for redevelopment in the future. The site is included in the Development Program created by the Master Developer.</p> <p>The site is within the state coastal zone management area.</p>
BUILDING DESCRIPTION	
Year Built:	Unknown
Building Size:	1,125.23 SF
# of Stories:	1
Condition:	Fair condition
Building Description:	One story concrete building with commercial space and garage doors, fences, and kayak stands.
Accessory Building:	None
ADJACENT LAND USES:	
North:	Peconic River, Grangebél Park
South:	Open space
East:	Peconic Avenue, commercial
West:	Peconic River
TRANSPORTATION ENVIRONMENT:	
Walk Score:	75 – Very walkable *See www.walkscore.com for more information
Bus Stop within	Yes

Aerial Photograph



Site Photograph 1



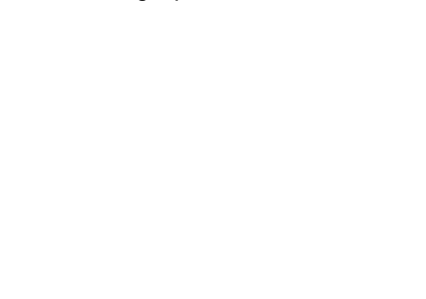
Site Photograph 2



Site Photograph 3



Site Photograph 4



¼ mile?	
Sidewalks:	Yes
Historic Land Use (note sources):	The property appears on the historical Sanborn Maps as a filling station with four tanks on-site. According to a CO, the property was utilized as a gas station and minor automobile repairs since the 1950s. Currently the property is used for a business known as the Peconic Paddler that provides kayak and paddle board rentals and sales.

ENVIRONMENTAL RESOURCES: (copy checkmark to use in boxes:)

	YES	NO
Environmental Justice Area		<input type="checkbox"/>
Central Suffolk SGPA	<input type="checkbox"/>	
Area of Potential Archaeological Sensitivity	<input type="checkbox"/>	
Within 300' of Tidal Wetlands	<input type="checkbox"/>	
Within 300' of Freshwater Wetlands	<input type="checkbox"/>	
Pine Barrens CGA	<input type="checkbox"/>	
Aquifer Protection Overlay District	<input type="checkbox"/>	
WSRR		<input type="checkbox"/>

Groundwater Management Zone (circle one): **III**

Soil Type: **Urban land**

Depth to Groundwater: **1-8 ft**

Groundwater Contributing Area (travel time in surface water: **0-2** (Years))

HISTORY OF ENVIRONMENTAL CONTAMINATION: (copy checkmark to use in boxes:)

	YES	NO
CERCLA (Superfund) Site		
RCRA Generator		
Hazardous Materials Storage Site		
BCP Site		
VCP Site		
Previous Spill Site	<input type="checkbox"/>	
If Yes, was the spill closed?	<input type="checkbox"/>	

Local Contamination (based upon available info from EPA or NYSDEC)

Include links to any documentation of prior environmental contamination.

Evidence of contamination (Observations)

The property is listed as a Petroleum Bulk Storage (PBS) facility and as being the subject of a closed spill incident that affected groundwater. NP&V has assigned a **Moderate Risk** to this site based upon the spill incident and previous site use as a gas station and thus would recommend that a full Phase I ESA be prepared. Based upon the previous use, it is expected that soil and groundwater testing would be appropriate to ensure that there are no remaining impacts from prior use.

Property Inventory Form

Project Name:	Riverside Hamlet Revitalization
Identification No.	EC-2
Street Address:	7 Peconic Avenue
Tax Map Number(s):	900-118-2-4
PROPERTY INFORMATION	
Owner:	U & A Riverhead Realty LLC.
Property Size (SF):	21,516.98 SF
Property Size (ac):	0.49 acres
Existing Land Use:	Commercial
Zoning:	VB
Parking:	Site is paved for use as gas station and parking.
Public Water Available:	Yes
Size of Water Main:	10"
Notes: (redevelopment potential, whether it could be a strategic site, access issues, noise/air issues).	The gas station is in a highly visible location at the gateway to Riverside, located on the traffic circle (in the northeast quadrant) and is a high priority for redevelopment. The site is within the state coastal zone management area.
BUILDING DESCRIPTION	
Year Built:	2001-present
Building Size:	2,886.21 SF
# of Stories:	1
Condition:	Good, currently in use
Building Description:	Gasoline service station with one story convenience store/food mart.
Accessory Building:	none
ADJACENT LAND USES:	
North:	Institutional
South:	Commercial, Vacant
East:	Commercial
West:	Recreation/Open Space
TRANSPORTATION ENVIRONMENT:	
Walk Score:	75 – Very walkable *See www.walkscore.com for more information
Bus Stop within	Yes

Aerial Photograph



Site Photograph 1



Site Photograph 2



Site Photograph 3



Site Photograph 4



¼ mile?	
Sidewalks:	Yes
Historic Land Use (note sources):	Listed on Sanborn Maps as a filling station with tanks present (1969). COs list the site as a gas station since the 1950s. Currently utilized as a Valero Gas Station.

ENVIRONMENTAL RESOURCES: (copy checkmark to use in boxes: ☐)

	YES	NO
Environmental Justice Area	☐	
Central Suffolk SGPA		☐
Area of Potential Archaeological Sensitivity	☐	
Within 300' of Tidal Wetlands	☐	
Within 300' of Freshwater Wetlands	☐	
Pine Barrens CGA		☐
Aquifer Protection Overlay District		☐
WSRR		☐

Groundwater Management Zone (circle one): **IV**

Soil Type: **Urban land**

Depth to Groundwater: **1-8 ft**

Groundwater Contributing Area (travel time in surface water): **0-2 (Years)**

HISTORY OF ENVIRONMENTAL CONTAMINATION: (copy checkmark to use in boxes: ☐)

	YES	NO
CERCLA (Superfund) Site		
RCRA Generator	☐	
Hazardous Materials Storage Site		
BCP Site		
VCP Site		
Previous Spill Site	☐	
If Yes, was the spill closed?	☐	

Local Contamination (based upon available info from EPA or NYSDEC)

Include links to any documentation of prior environmental contamination.

Evidence of contamination (Observations)

Listed as a PBS facility, a RCRA Generator and being subject to closed spill incidents that impacted groundwater. Property has a **High Risk** due to historical use and recorded spill incidents that impacted groundwater.

Property Inventory Form

Project Name:	Riverside Hamlet Revitalization
Identification No.	EC-3
Street Address:	8 Lake Avenue
Tax Map Number(s):	900-138-1-104.1, 900-138-1-102, 900-138-1-101
PROPERTY INFORMATION	
Owner:	Sarah Karlin, Suffolk Realty and Management LLC.
Property Size (SF):	25,093.46 SF
Property Size (ac):	0.58 acres
Existing Land Use:	Commercial, Medium Density Residential, Small vacant parcel
Zoning:	HB
Parking:	The site is paved for use as a gas station and parking.
Public Water Available:	Yes
Size of Water Main:	10"
Notes: (redevelopment potential, whether it could be a strategic site, access issues, noise/air issues).	This site contains 3 parcels, a gas station, small vacant lot, and residential use. The property is in a highly visible site facing the traffic circle in the southwest quadrant.
BUILDING DESCRIPTION	
Year Built:	Commercial: 1976-2000, Residential: 1926-1950
Building Size:	2,314.32 SF Commercial, 1,506.42 SF Residential
# of Stories:	1
Condition:	Good, currently in use
Building Description:	One story convenience store and associated gas station.
Accessory Building:	none
ADJACENT LAND USES:	
North:	Traffic Circle, Open Space
South:	Residential, Industrial
East:	Commercial
West:	Residential
TRANSPORTATION ENVIRONMENT:	
Walk Score:	71 – Very walkable *See www.walkscore.com for more information
Bus Stop within	Yes

Aerial Photograph



Site Photograph 1



Site Photograph 2



Site Photograph 3



Site Photograph 4



¼ mile?	
Sidewalks:	Yes
Historic Land Use (note sources):	The property appears on Sanborn Maps as a filling station with tanks present (1969). Underground storage tanks were removed and replaced in the 1990s according to COs. The property is currently used as a Shell gas station with convenience market.

ENVIRONMENTAL RESOURCES: (copy checkmark to use in boxes: ☐)

	YES	NO
Environmental Justice Area		☐
Central Suffolk SGPA	☐	
Area of Potential Archaeological Sensitivity	☐	
Within 300' of Tidal Wetlands		☐
Within 300' of Freshwater Wetlands	☐	
Pine Barrens CGA	☐	
Aquifer Protection Overlay District	☐	
WSRR (Recreational)	☐	

Groundwater Management Zone (circle one): III

Soil Type: **Urban land, cut and fill land**

Depth to Groundwater: **1-8 ft**

Groundwater Contributing Area (travel time in surface water): **0-2(Years)**

HISTORY OF ENVIRONMENTAL CONTAMINATION: (copy checkmark to use in boxes: ☐)

	YES	NO
CERCLA (Superfund) Site		
RCRA Generator		
Hazardous Materials Storage Site		
BCP Site		
VCP Site		
Previous Spill Site	☐	
If Yes, was the spill closed?	☐	

Local Contamination (based upon available info from EPA or NYSDEC)

Include links to any documentation of prior environmental contamination.

Evidence of contamination (Observations)

The property is listed as a PBS facility and as being the subject of several closed spill incidents, some of which have impacted groundwater. NP&V classifies this property as a **High Risk** due to its current and historical use and recorded spill incidents that impacted groundwater.

Property Inventory Form

Project Name:	Riverside Hamlet Revitalization
Identification No.	EC-4
Street Address:	30 East Moriches Road
Tax Map Number(s):	900-138-2-30
PROPERTY INFORMATION	
Owner:	Henry Scheinberg
Property Size (SF):	43,228.69 SF
Property Size (ac):	0.99 acres
Existing Land Use:	Commercial
Zoning:	OD
Parking:	Large private parking lot.
Public Water Available:	Yes
Size of Water Main:	8"
Notes: (redevelopment potential, whether it could be a strategic site, access issues, noise/air issues).	The property is a highly visible property on the southern end of the traffic circle which makes it a high priority for redevelopment. It is believed that redevelopment of this site would act as a catalyst for other redevelopment in the area.
BUILDING DESCRIPTION	
Year Built:	Between 1976 and 2000
Building Size:	4,839.8 SF
# of Stories:	1
Condition:	Poor, currently vacant
Building Description:	One story frame and masonry building formerly used as a diner and currently vacant.
Accessory Building:	None
ADJACENT LAND USES:	
North:	Traffic circle
South:	Commercial
East:	Commercial, Institutional
West:	Industrial, Residential
TRANSPORTATION ENVIRONMENT:	
Walk Score:	70 – Very walkable *See www.walkscore.com for more information
Bus Stop within	Yes

Aerial Photograph



Site Photograph 1



Site Photograph 2



Site Photograph 3



Site Photograph 4



¼ mile?	
Sidewalks:	Yes
Historic Land Use (note sources):	The property appears on Sanborn Maps as a Restaurant (1969). It is the location of the former Riverboat Diner, but currently the property is vacant.

ENVIRONMENTAL RESOURCES: (copy checkmark to use in boxes: Ⓟ)

	YES	NO
Environmental Justice Area		Ⓟ
Central Suffolk SGPA	Ⓟ	
Area of Potential Archaeological Sensitivity	Ⓟ	
Within 300' of Tidal Wetlands		Ⓟ
Within 300' of Freshwater Wetlands		Ⓟ
Pine Barrens CGA	Ⓟ	
Aquifer Protection Overlay District	Ⓟ	
WSRR		Ⓟ

Groundwater Management Zone (circle one): **III**

Soil Type: **Urban land**

Depth to Groundwater: **1-8ft and over 8ft**

Groundwater Contributing Area (travel time in surface water): **0-2** (Years)

HISTORY OF ENVIRONMENTAL CONTAMINATION: (copy checkmark to use in boxes: Ⓟ)

	YES	NO
CERCLA (Superfund) Site		
RCRA Generator		
Hazardous Materials Storage Site		
BCP Site		
VCP Site		
Previous Spill Site	Ⓟ	
If Yes, was the spill closed?	Ⓟ	

Local Contamination (based upon available info from EPA or NYSDEC)

Include links to any documentation of prior environmental contamination.

Evidence of contamination (Observations)

The property is listed as having been the subject of a closed spill incident. NP&V classifies this property as a **Low to Moderate Risk** for redevelopment due to former property use as a food preparation establishment and discharges to the sanitary system could present an issue.

Property Inventory Form

Project Name:	Riverside Hamlet Revitalization
Identification No.	EC-5
Street Address:	11 Flanders Road
Tax Map Number(s):	900-138-2-32
PROPERTY INFORMATION	
Owner:	9-11 Flanders Rd, LLC.
Property Size (SF):	35595.35 SF
Property Size (ac):	0.82 acres
Existing Land Use:	Commercial
Zoning:	HB
Parking:	The site is paved for use as a gas station and parking.
Public Water Available:	Yes
Size of Water Main:	16"
Notes: (redevelopment potential, whether it could be a strategic site, access issues, noise/air issues).	The site is located in the southeast quadrant of the traffic circle in a highly visible location. The building is currently vacant which makes it a high priority for redevelopment. However, the prior uses and numerous spill incidents may require additional environmental testing prior to redevelopment.
BUILDING DESCRIPTION	
Year Built:	Between 1976 and 2000
Building Size:	4,422.28 SF
# of Stories:	1
Condition:	Poor, currently vacant
Building Description:	Currently vacant, 1-story masonry auto service station with concrete slab and canopy.
Accessory Building:	None
ADJACENT LAND USES:	
North:	Commercial
South:	Commercial
East:	Commercial
West:	Vacant, Traffic Circle
TRANSPORTATION ENVIRONMENT:	
Walk Score:	69 – Somewhat Walkable *See www.walkscore.com for more information
Bus Stop within	Yes

Aerial Photograph



Site Photograph 1



Site Photograph 2



Site Photograph 3



Site Photograph 4



¼ mile?	
Sidewalks:	Yes
Historic Land Use (note sources):	The property appears on Sanborn Maps as a filling station and auto repair with tanks present (1969). The site is a former Getty fuel station. At least three 8,000 gal underground tanks were removed but some may remain (CO).

ENVIRONMENTAL RESOURCES: (copy checkmark to use in boxes:)

	YES	NO
Environmental Justice Area	<input type="checkbox"/>	
Central Suffolk SGPA	<input type="checkbox"/>	
Area of Potential Archaeological Sensitivity	<input type="checkbox"/>	
Within 300' of Tidal Wetlands		<input type="checkbox"/>
Within 300' of Freshwater Wetlands		<input type="checkbox"/>
Pine Barrens CGA	<input type="checkbox"/>	
Aquifer Protection Overlay District	<input type="checkbox"/>	
WSRR		<input type="checkbox"/>

Groundwater Management Zone (circle one): **III**

Soil Type: **Urban land**

Depth to Groundwater: **1-8 ft**

Groundwater Contributing Area (travel time in surface water): **0-2(Years)**

HISTORY OF ENVIRONMENTAL CONTAMINATION: (copy checkmark to use in boxes:)

	YES	NO
CERCLA (Superfund) Site		
RCRA Generator	<input type="checkbox"/>	
Hazardous Materials Storage Site		
BCP Site		
VCP Site		
Previous Spill Site	<input type="checkbox"/>	
If Yes, was the spill closed?	<input type="checkbox"/>	

Local Contamination (based upon available info from EPA or NYSDEC)

Include links to any documentation of prior environmental contamination.

Evidence of contamination (Observations)

The property located at 11 Flanders Road is listed as a Petroleum Bulk Storage (PBS) facility and a USEPA RCRA Generator as well as being the subject of several spill incidents reported on 05/15/2002, 01/14/2003, 09/04/2003, 10/15/2003, and 11/23/2004, as well as one major (05/27/2010 tank broke - equipment failure), for which the files have been closed. Reference to earlier cleanup from 1990 site investigation by Tyree and reference to approximately 9.5 tons of soil having been removed from the site. References were found in the database of waste oil having been discovered in monitoring well. There are no activities occurring on the site at present. At least 9 tanks have been documented to have been removed but one tank may remain. NP&V classifies this property as a **High Risk** due to its current and historical use and recorded spill incidents that impacted groundwater.

Property Inventory Form

Project Name:	Riverside Hamlet Revitalization
Identification No.	EC-6
Street Address:	35 Flanders Road
Tax Map Number(s):	900-138-2-33
PROPERTY INFORMATION	
Owner:	Bramloy Associates, LLC.
Property Size (SF):	16,653.51 SF
Property Size (ac):	0.38 acres
Existing Land Use:	Commercial
Zoning:	VB
Parking:	Adjacent parking lot
Public Water Available:	Yes
Size of Water Main:	16"
Notes: (redevelopment potential, whether it could be a strategic site, access issues, noise/air issues).	The property is in a highly visible area because it is located on Flanders Avenue just east of the traffic circle. Since the site is currently vacant and in a centrally located area, it is a high priority for redevelopment.
BUILDING DESCRIPTION	
Year Built:	Unknown
Building Size:	3,612.55 SF
# of Stories:	1
Condition:	Poor, currently vacant
Building Description:	Vacant 1 story commercial building.
Accessory Building:	None
ADJACENT LAND USES:	
North:	Commercial
South:	Commercial
East:	Medium Density Residential
West:	Commercial
TRANSPORTATION ENVIRONMENT:	
Walk Score:	69 – Somewhat walkable *See www.walkscore.com for more information
Bus Stop within	Yes

Aerial Photograph



Site Photograph 1



Site Photograph 2



Site Photograph 3



Site Photograph 4



¼ mile?	
Sidewalks:	Yes
Historic Land Use (note sources):	A CO from 1962, the site was used as a gas station and auto repair facility. The property appears on Sanborn Maps as a dwelling unit (1969). In 2012 the site was changed to allow for commercial use. Currently the site is vacant.

ENVIRONMENTAL RESOURCES: (copy checkmark to use in boxes:)

	YES	NO
Environmental Justice Area	<input type="checkbox"/>	
Central Suffolk SGPA	<input type="checkbox"/>	
Area of Potential Archaeological Sensitivity	<input type="checkbox"/>	
Within 300' of Tidal Wetlands		<input type="checkbox"/>
Within 300' of Freshwater Wetlands		<input type="checkbox"/>
Pine Barrens CGA	<input type="checkbox"/>	
Aquifer Protection Overlay District	<input type="checkbox"/>	
WSRR		<input type="checkbox"/>

Groundwater Management Zone (circle one): **III**

Soil Type: **Urban land**

Depth to Groundwater: **1-8 ft**

Groundwater Contributing Area (travel time in surface water): **0-2(Years)**

HISTORY OF ENVIRONMENTAL CONTAMINATION: (copy checkmark to use in boxes:)

	YES	NO
CERCLA (Superfund) Site		
RCRA Generator	<input type="checkbox"/>	
Hazardous Materials Storage Site		
BCP Site		
VCP Site		
Previous Spill Site	<input type="checkbox"/>	
If Yes, was the spill closed?	<input type="checkbox"/>	

Local Contamination (based upon available info from EPA or NYSDEC)

Include links to any documentation of prior environmental contamination.

Evidence of contamination (Observations)

The property located at 35 Flanders Road is known as the Slepboy Property and is the subject of a closed spill incident that occurred in 1990 that affected groundwater. The property is listed as a PBS facility and a RCRA Generator. NP&V has classified the property as having **Moderate Risk** with respect to development even though spill was closed due to issues related to the adjacent vacant Getty gas station which may present other issues including soil vapor intrusion.

Property Inventory Form

Project Name:	Riverside Hamlet Revitalization
Identification No.	EC-7
Street Address:	104 Flanders Road
Tax Map Number(s):	900-118-2-10
PROPERTY INFORMATION	
Owner:	Berta Camey
Property Size (SF):	4,598.86 SF
Property Size (ac):	0.11 acres
Existing Land Use:	Residential
Zoning:	VB
Parking:	Private driveway with parking
Public Water Available:	Yes
Size of Water Main:	16"
Notes: (redevelopment potential, whether it could be a strategic site, access issues, noise/air issues).	<p>The site is located on the north side of Flanders Road, east of the traffic circle, and south of the Peconic River. The site is in a highly visible area but currently utilized as a private residence.</p> <p>The site is within the state coastal zone management area.</p>
BUILDING DESCRIPTION	
Year Built:	Between 1951 and 2000
Building Size:	893.67 SF
# of Stories:	2
Condition:	Good
Building Description:	2 story, single family dwelling with fence and dirt driveway.
Accessory Building:	None
ADJACENT LAND USES:	
North:	Vacant
South:	Industrial
East:	Residential
West:	Vacant
TRANSPORTATION ENVIRONMENT:	
Walk Score:	53 – Somewhat walkable *See www.walkscore.com for more information
Bus Stop within	Yes

Aerial Photograph



Site Photograph 1



Site Photograph 2



Site Photograph 3



Site Photograph 4



¼ mile?	
Sidewalks:	Yes
Historic Land Use (note sources):	The property appears as a dwelling on Sanborn Maps and is currently used as a single family residence.

ENVIRONMENTAL RESOURCES: (copy checkmark to use in boxes: Ⓟ)

	YES	NO
Environmental Justice Area	Ⓟ	
Central Suffolk SGPA		Ⓟ
Area of Potential Archaeological Sensitivity	Ⓟ	
Within 300' of Tidal Wetlands	Ⓟ	
Within 300' of Freshwater Wetlands		Ⓟ
Pine Barrens CGA		Ⓟ
Aquifer Protection Overlay District		Ⓟ
WSRR		Ⓟ

Groundwater Management Zone (circle one): **IV**

Soil Type: **Urban land, Cut and Fill land gently sloping**

Depth to Groundwater: **1-8 ft**

Groundwater Contributing Area (travel time in surface water): **0-2 (Years)**

HISTORY OF ENVIRONMENTAL CONTAMINATION: (copy checkmark to use in boxes: Ⓟ)

	YES	NO
CERCLA (Superfund) Site		
RCRA Generator		
Hazardous Materials Storage Site		
BCP Site		
VCP Site		
Previous Spill Site	Ⓟ	
If Yes, was the spill closed?	Ⓟ	

Local Contamination (based upon available info from EPA or NYSDEC)

Include links to any documentation of prior environmental contamination.

Evidence of contamination (Observations)

The property located at 104 Flanders Road is still an active spill of unknown quantity according to DEC records, though the incident occurred in 2006. NP&V has classified the property as having **Moderate Risk** since still an active spill.

Property Inventory Form

Project Name:	Riverside Hamlet Revitalization
Identification No.	EC-8
Street Address:	113 Flanders Road
Tax Map Number(s):	900-139-1-72
PROPERTY INFORMATION	
Owner:	Riverhead Precision Collision, Inc.
Property Size (SF):	10,442.07 SF
Property Size (ac):	0.2 acres
Existing Land Use:	Industrial
Zoning:	VB
Parking:	Large private parking area in front of building.
Public Water Available:	Yes
Size of Water Main:	16"
Notes: (redevelopment potential, whether it could be a strategic site, access issues, noise/air issues).	The site is located on the south side of Flanders Road and east of the traffic circle. Flanders Road is a major road in the redevelopment area and the site is included in the proposed redevelopment scenario.
BUILDING DESCRIPTION	
Year Built:	Between 1976 and 2000
Building Size:	3,636.51 SF
# of Stories:	1
Condition:	Fair
Building Description:	One story concrete block with brick face building.
Accessory Building:	None
ADJACENT LAND USES:	
North:	Vacant, Residential
South:	Institutional
East:	Industrial
West:	Residential
TRANSPORTATION ENVIRONMENT:	
Walk Score:	60 – Somewhat walkable *See www.walkscore.com for more information
Bus Stop within	Yes

Aerial Photograph



Site Photograph 1



Site Photograph 2



Site Photograph 3



Site Photograph 4



¼ mile?	
Sidewalks:	Yes
Historic Land Use (note sources):	The property appears on Sanborn Maps and historically appears as an auto repair facility (CO 1987) and is currently developed with Riverhead Precision Auto Collision.

ENVIRONMENTAL RESOURCES: (copy checkmark to use in boxes: Ⓟ)

	YES	NO
Environmental Justice Area	Ⓟ	
Central Suffolk SGPA	Ⓟ	
Area of Potential Archaeological Sensitivity	Ⓟ	
Within 300' of Tidal Wetlands		Ⓟ
Within 300' of Freshwater Wetlands		Ⓟ
Pine Barrens CGA	Ⓟ	
Aquifer Protection Overlay District	Ⓟ	
WSRR		Ⓟ

Groundwater Management Zone (circle one): **III**

Soil Type: **Urban land, Cut and fill gently sloping**

Depth to Groundwater: **1-8 ft**

Groundwater Contributing Area (travel time in surface water): **0-2 (Years)**

HISTORY OF ENVIRONMENTAL CONTAMINATION: (copy checkmark to use in boxes: Ⓟ)

	YES	NO
CERCLA (Superfund) Site		
RCRA Generator	Ⓟ	
Hazardous Materials Storage Site		
BCP Site		
VCP Site		
Previous Spill Site		
If Yes, was the spill closed?		

Local Contamination (based upon available info from EPA or NYSDEC)

Include links to any documentation of prior environmental contamination.

Evidence of contamination (Observations)

The property is listed as a PBS facility and a RCRA Generator. NP&V has classified the property as having **Moderate Risk** for redevelopment due to the property use.

Property Inventory Form

Project Name:	Riverside Hamlet Revitalization
Identification No.	EC-9
Street Address:	310 Riverleigh Avenue
Tax Map Number(s):	900-139-1-48.1
PROPERTY INFORMATION	
Owner:	Southampton Town
Property Size (SF):	25,202.55 SF
Property Size (ac):	0.58 acres
Existing Land Use:	Currently vacant
Zoning:	VB
Parking:	No
Public Water Available:	Yes
Size of Water Main:	8"
Notes: (redevelopment potential, whether it could be a strategic site, access issues, noise/air issues).	The property is southeast of the traffic circle on Riverleigh Avenue. The site is in a highly visible area and is available for redevelopment since it owned by the Town of Southampton.
BUILDING DESCRIPTION	
Year Built:	Currently vacant
Building Size:	N/A
# of Stories:	N/A
Condition:	N/A
Building Description:	Property is now vacant with only concrete slab foundation of the building present.
Accessory Building:	None
ADJACENT LAND USES:	
North:	Commercial
South:	Residential
East:	Vacant
West:	Commercial
TRANSPORTATION ENVIRONMENT:	
Walk Score:	59 – Somewhat walkable *See www.walkscore.com for more information
Bus Stop within	Yes

Aerial Photograph



Site Photograph 1



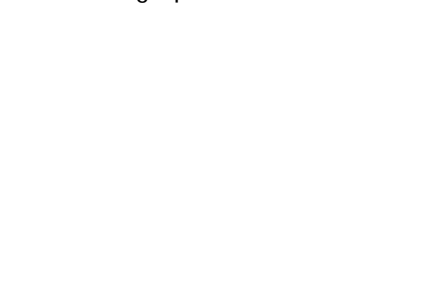
Site Photograph 2
Former Building



Site Photograph 3



Site Photograph 4



¼ mile?	
Sidewalks:	Yes
Historic Land Use (note sources):	The property is now vacant with only a concrete slab foundation of the prior building present towards the roadway (building was demolished between 2004 and 2006) and asphalt in the rear. Prior to demolition the site was used for auto repairs and office space. During site inspections, it was observed that this property is used for dumping of trash.

ENVIRONMENTAL RESOURCES: (copy checkmark to use in boxes: ☐)

	YES	NO
Environmental Justice Area	☐	
Central Suffolk SGPA	☐	
Area of Potential Archaeological Sensitivity	☐	
Within 300' of Tidal Wetlands		☐
Within 300' of Freshwater Wetlands		☐
Pine Barrens CGA	☐	
Aquifer Protection Overlay District	☐	
WSRR		☐

Groundwater Management Zone (circle one): **III**

Soil Type: **Urban land**

Depth to Groundwater: **Over 8 ft**

Groundwater Contributing Area (travel time in surface water): **0-2 (Years)**

HISTORY OF ENVIRONMENTAL CONTAMINATION: (copy checkmark to use in boxes: ☐)

	YES	NO
CERCLA (Superfund) Site		
RCRA Generator	☐	
Hazardous Materials Storage Site		
BCP Site		
VCP Site		
Previous Spill Site		
If Yes, was the spill closed?		

Local Contamination (based upon available info from EPA or NYSDEC)

Include links to any documentation of prior environmental contamination.

Evidence of contamination (Observations)

Regardless of its vacant status, the site is listed as a RCRA Generator. The property appears to have been developed since at least 1903, based upon historical mapping. NP&V has classified the property as having **Moderate Risk** due to former property use. Development may be hindered due to soil vapor resulting from off-gassing in a shallow water table so mitigation measures for future development may be warranted.

Property Inventory Form

Project Name:	Riverside Hamlet Revitalization
Identification No.	EC-10
Street Address:	454 Riverleigh Avenue
Tax Map Number(s):	900-139-2-69
PROPERTY INFORMATION	
Owner:	Continental Industrial Center, LLC.
Property Size (SF):	8,658.33 SF
Property Size (ac):	0.199 acres
Existing Land Use:	Commercial
Zoning:	SCB
Parking:	Large private parking area.
Public Water Available:	Yes
Size of Water Main:	8"
Notes: (redevelopment potential, whether it could be a strategic site, access issues, noise/air issues).	The property is located on Riverleigh Avenue which is a main road where revitalization efforts are focused and the site is included in the plan proposed by the Master Developer.
BUILDING DESCRIPTION	
Year Built:	Unknown
Building Size:	1,287.25 SF, 7,455.26 SF, 2,264.67 SF, 10,007.18 SF total
# of Stories:	1
Condition:	Good
Building Description:	Historically the property consisted of 3 parcels: one vacant lot, one story concrete block garage and one story warehouse/showroom (which has been demolished), and one story residence with detached garage.
Accessory Building:	Detached garage
ADJACENT LAND USES:	
North:	Residential, Vacant
South:	Residential, Commercial
East:	Vacant, Residential, Commercial
West:	Commercial, Residential
TRANSPORTATION ENVIRONMENT:	
Walk Score:	42 – Car dependent

Aerial Photograph



Site Photograph 1



Site Photograph 2



Site Photograph 3



Site Photograph 4



	*See www.walkscore.com for more information
Bus Stop within ¼ mile?	Yes
Sidewalks:	Across the street only
Historic Land Use (note sources):	The property appears on Sanborn Maps and historically appears as being occupied by dwellings. is currently used as an automobile repair facility (Best Price Auto Repair and Tires)

ENVIRONMENTAL RESOURCES: (copy checkmark to use in boxes: ☐)

	YES	NO
Environmental Justice Area	☐	
Central Suffolk SGPA	☐	
Area of Potential Archaeological Sensitivity	☐	
Within 300' of Tidal Wetlands		☐
Within 300' of Freshwater Wetlands		☐
Pine Barrens CGA	☐	
Aquifer Protection Overlay District	☐	
WSRR		☐

Groundwater Management Zone (circle one): **III**

Soil Type: **Cut and fill land gently sloping, Carver and Plymouth sands 0-3% slope**

Depth to Groundwater: **Over 8 ft**

Groundwater Contributing Area (travel time in surface water): **5-10 (Years)**

HISTORY OF ENVIRONMENTAL CONTAMINATION: (copy checkmark to use in boxes: ☐)

	YES	NO
CERCLA (Superfund) Site		
RCRA Generator	☐	
Hazardous Materials Storage Site		
BCP Site		
VCP Site		
Previous Spill Site		
If Yes, was the spill closed?		

Local Contamination (based upon available info from EPA or NYSDEC)

Include links to any documentation of prior environmental contamination.

Evidence of contamination (Observations)

The property is listed as a PBS facility and a RCRA Generator. NP&V has classified the property as having **Moderate to High Risk** due to property use.

Property Inventory Form

Project Name:	Riverside Hamlet Revitalization
Identification No.	EC-11
Street Address:	500 Riverleigh Avenue
Tax Map Number(s):	900-139-2-50.2
PROPERTY INFORMATION	
Owner:	Dealer Subprime Solutions, LLC.
Property Size (SF):	110,851.44 SF
Property Size (ac):	2.54 acres
Existing Land Use:	Commercial
Zoning:	SCB
Parking:	Large parking area.
Public Water Available:	Yes
Size of Water Main:	8"
Notes: (redevelopment potential, whether it could be a strategic site, access issues, noise/air issues).	The site is located south of the traffic circle on Riverleigh Avenue which is a major road in the revitalization area. The property is closer to the outskirts of the revitalization area but is still included in the redevelopment plan.
BUILDING DESCRIPTION	
Year Built:	Unknown
Building Size:	13,501.9 SF
# of Stories:	2
Condition:	Good
Building Description:	2 story cement block building
Accessory Building:	10 ft x 20 ft accessory building
ADJACENT LAND USES:	
North:	Commercial, Vacant
South:	Vacant
East:	Vacant, Residential, Industrial
West:	Institutional, Residential
TRANSPORTATION ENVIRONMENT:	
Walk Score:	39 – Car dependent *See www.walkscore.com for more information

Aerial Photograph



Site Photograph 1



Site Photograph 2



Site Photograph 3



Site Photograph 4



Bus Stop within ¼ mile?	Yes
Sidewalks:	Only on opposite side of street
Historic Land Use (note sources):	The property appears on Sanborn Maps and historically appears as being occupied by dwellings. Formerly the property was occupied by Dyer Motors and currently is used by Riverhead Trailer.

ENVIRONMENTAL RESOURCES: (copy checkmark to use in boxes: p)

	YES	NO
Environmental Justice Area	p	
Central Suffolk SGPA	p	
Area of Potential Archaeological Sensitivity		p
Within 300' of Tidal Wetlands		p
Within 300' of Freshwater Wetlands		p
Pine Barrens CGA	p	
Aquifer Protection Overlay District	p	
WSRR		p

Groundwater Management Zone (circle one): **III**

Soil Type: **Cut and fill land gently sloping**

Depth to Groundwater: **Over 8 ft**

Groundwater Contributing Area (travel time in surface water): **2-5 (Years)**

HISTORY OF ENVIRONMENTAL CONTAMINATION: (copy checkmark to use in boxes: p)

	YES	NO
CERCLA (Superfund) Site		
RCRA Generator	p	
Hazardous Materials Storage Site		
BCP Site		
VCP Site		
Previous Spill Site		
If Yes, was the spill closed?		

Local Contamination (based upon available info from EPA or NYSDEC)

Include links to any documentation of prior environmental contamination.

Evidence of contamination (Observations)

The site is listed as a PBS facility and RCRA Generator. NP&V has classified the property as having **Moderate Risk** due to former site use.

Property Inventory Form

Project Name:	Riverside Hamlet Revitalization
Identification No.	EC-12
Street Address:	568 Riverleigh Avenue
Tax Map Number(s):	900-140-1-10
PROPERTY INFORMATION	
Owner:	Jose Ortega
Property Size (SF):	15,433.28 SF
Property Size (ac):	0.35 acres
Existing Land Use:	Residential
Zoning:	R15
Parking:	Private driveway/parking for residence
Public Water Available:	Yes
Size of Water Main:	8"
Notes: (redevelopment potential, whether it could be a strategic site, access issues, noise/air issues).	The site is located on Riverleigh Avenue south of the traffic circle. It is privately owned and utilized as a single family residence. It is located on a main road in the redevelopment area.
BUILDING DESCRIPTION	
Year Built:	Between 1926 and 1950
Building Size:	1,093.83 SF
# of Stories:	1
Condition:	Good
Building Description:	1 story single family residence
Accessory Building:	1 story shed for residence
ADJACENT LAND USES:	
North:	Residential, Vacant
South:	Residential
East:	Residential
West:	Residential
TRANSPORTATION ENVIRONMENT:	
Walk Score:	26 – Car dependent *See www.walkscore.com for more information
Bus Stop within	Yes

Aerial Photograph



Site Photograph 1



Site Photograph 2



Site Photograph 3



Site Photograph 4



¼ mile?	
Sidewalks:	No
Historic Land Use (note sources):	Listed on Sanborn Maps and Town of Southampton Building Permit 1977 CO as historically being occupied by dwellings. Currently, the property is a single family residence.

ENVIRONMENTAL RESOURCES: (copy checkmark to use in boxes: Ⓟ)

	YES	NO
Environmental Justice Area	Ⓟ	
Central Suffolk SGPA	Ⓟ	
Area of Potential Archaeological Sensitivity		Ⓟ
Within 300' of Tidal Wetlands		Ⓟ
Within 300' of Freshwater Wetlands	Ⓟ	
Pine Barrens CGA	Ⓟ	
Aquifer Protection Overlay District	Ⓟ	
WSRR		Ⓟ

Groundwater Management Zone (circle one): **III**

Soil Type: **Carver and Plymouth sands 0-3% slope, Cut and fill land gently sloping**

Depth to Groundwater: **Over 8 ft**

Groundwater Contributing Area (travel time in surface water): **5-10 (Years)**

HISTORY OF ENVIRONMENTAL CONTAMINATION: (copy checkmark to use in boxes: Ⓟ)

	YES	NO
CERCLA (Superfund) Site		
RCRA Generator		
Hazardous Materials Storage Site		
BCP Site		
VCP Site		
Previous Spill Site	Ⓟ	
If Yes, was the spill closed?		Ⓟ

Local Contamination (based upon available info from EPA or NYSDEC)

Include links to any documentation of prior environmental contamination.

Evidence of contamination (Observations)

The property located at 568 Riverleigh Avenue is listed as an active spill incident that occurred in 1999. According to database records the spill resulted in the release of 250 gallons of fuel oil that impacted soil. **Moderate Risk** due to active spill incident and quantity of product released. However, since it is an older spill the contaminated may now be limited.

Property Inventory Form

Project Name:	Riverside Hamlet Revitalization
Identification No.	EC-13
Street Address:	182 Old Quogue Road
Tax Map Number(s):	900-140-2-71.1
PROPERTY INFORMATION	
Owner:	Juniors Auto Salvage
Property Size (SF):	27,068.27 SF
Property Size (ac):	0.62 acres
Existing Land Use:	Industrial
Zoning:	R15
Parking:	Parking area for current use as junkyard.
Public Water Available:	Yes
Size of Water Main:	8"
Notes: (redevelopment potential, whether it could be a strategic site, access issues, noise/air issues).	This property is located on Old Quogue Road and is currently not included in the redevelopment plan proposed by the Master Developer. The property is not as highly visible as other Sites of Environmental Concern however; current uses may require environmental testing before any redevelopment.
BUILDING DESCRIPTION	
Year Built:	Unknown
Building Size:	594.74 SF
# of Stories:	1
Condition:	Poor
Building Description:	Small 1-story structure
Accessory Building:	1-story shed. Current status unknown.
ADJACENT LAND USES:	
North:	Residential, Vacant
South:	Residential
East:	Residential
West:	Vacant
TRANSPORTATION ENVIRONMENT:	
Walk Score:	51 – Somewhat walkable *See www.walkscore.com for more information
Bus Stop within	Yes

Aerial Photograph



Site Photograph 1



Site Photograph 2



Site Photograph 3



Site Photograph 4



¼ mile?	
Sidewalks:	No
Historic Land Use (note sources):	There is no Sanborn Map provided for this property. CO from 1993 claims 2 sheds and junkyard were pre-existing as of 1957. The property located at 182 Old Quogue Road is now occupied by Juniors Auto Salvage.

ENVIRONMENTAL RESOURCES: (copy checkmark to use in boxes:)

	YES	NO
Environmental Justice Area	<input type="checkbox"/>	
Central Suffolk SGPA	<input type="checkbox"/>	
Area of Potential Archaeological Sensitivity		<input type="checkbox"/>
Within 300' of Tidal Wetlands		<input type="checkbox"/>
Within 300' of Freshwater Wetlands		<input type="checkbox"/>
Pine Barrens CGA	<input type="checkbox"/>	
Aquifer Protection Overlay District	<input type="checkbox"/>	
WSRR		<input type="checkbox"/>

Groundwater Management Zone (circle one): **III**

Soil Type: **Carver and Plymouth sands 0-3% slope, Cut and fill land gently sloping**

Depth to Groundwater: **Over 8 ft**

Groundwater Contributing Area (travel time in surface water): **5-10 (Years)**

HISTORY OF ENVIRONMENTAL CONTAMINATION: (copy checkmark to use in boxes:)

	YES	NO
CERCLA (Superfund) Site		
RCRA Generator		
Hazardous Materials Storage Site		
BCP Site		
VCP Site		
Previous Spill Site	<input type="checkbox"/>	
If Yes, was the spill closed?	<input type="checkbox"/>	

Local Contamination (based upon available info from EPA or NYSDEC)

Include links to any documentation of prior environmental contamination.

Evidence of contamination (Observations)

The property is an active junk yard that was previously the subject of a closed spill incident. NP&V has classified the property as having **High Risk** due to property use and poor housekeeping practices.

Property Inventory Form

Project Name:	Riverside Hamlet Revitalization
Identification No.	EC-14
Street Address:	219-223 Flanders Road
Tax Map Number(s):	900-139-3-54.3
PROPERTY INFORMATION	
Owner:	223 Flanders Road, Inc.
Property Size (SF):	38,376.88 SF
Property Size (ac):	0.88 acres
Existing Land Use:	Commercial
Zoning:	HB
Parking:	Paved driveway to provide parking and access to rear buildings.
Public Water Available:	Yes
Size of Water Main:	16"
Notes: (redevelopment potential, whether it could be a strategic site, access issues, noise/air issues).	The property is located on the south side of Flanders Road and east of the traffic circle. The property is located on a main road in Riverside.
BUILDING DESCRIPTION	
Year Built:	Unknown
Building Size:	4,283.65 SF, 934.6SF, 571.75 SF, 5790 SF total
# of Stories:	The property contains multiple buildings appearing to be 1 or 2 stories.
Condition:	Poor and Fair
Building Description:	Building previously used as funeral home appears to be vacant. Other buildings used for multi-family housing.
Accessory Building:	N/A
ADJACENT LAND USES:	
North:	Vacant, Residential
South:	Vacant
East:	Residential
West:	Vacant
TRANSPORTATION ENVIRONMENT:	
Walk Score:	43 – Car dependent *See www.walkscore.com for more information
Bus Stop within	Yes

Aerial Photograph



Site Photograph 1



Site Photograph 2



Site Photograph 3



Site Photograph 4



¼ mile?	
Sidewalks:	Yes
Historic Land Use (note sources):	Town of Southampton Building Department 1962 CO indicates the property was utilized as a motel and owner's apartment. A CO from 1975 indicated that a building constructed prior to 1957 that was previously utilized as a restaurant and bar was converted to Arbordale Funeral Home. Currently the property is developed with multi-family housing.

ENVIRONMENTAL RESOURCES: (copy checkmark to use in boxes: p)

	YES	NO
Environmental Justice Area	p	
Central Suffolk SGPA	p	
Area of Potential Archaeological Sensitivity	p	
Within 300' of Tidal Wetlands		p
Within 300' of Freshwater Wetlands		p
Pine Barrens CGA	p	
Aquifer Protection Overlay District	p	
WSRR		p

Groundwater Management Zone (circle one): **III**

Soil Type: **Cut and fill land gently sloping, Deerfield sand**

Depth to Groundwater: **1-8 ft**

Groundwater Contributing Area (travel time in surface water): **0-2 (Years)**

HISTORY OF ENVIRONMENTAL CONTAMINATION: (copy checkmark to use in boxes: p)

	YES	NO
CERCLA (Superfund) Site		
RCRA Generator		
Hazardous Materials Storage Site		
BCP Site		
VCP Site		
Previous Spill Site	p	
If Yes, was the spill closed?		p

Local Contamination (based upon available info from EPA or NYSDEC)

Include links to any documentation of prior environmental contamination.

Evidence of contamination (Observations)

The site is reported to have an Active Spill on file for an incident that occurred in 2007 of unknown quantity. **Moderate to High Risk** since the spill is still active but the spill appears to be limited to the soil. The soil was excavated to 12 feet and a strong odor is reported to still be present.

Property Inventory Form

Project Name:	Riverside Hamlet Revitalization
Identification No.	EC-15
Street Address:	301 Flanders Road
Tax Map Number(s):	900-141-2-2
PROPERTY INFORMATION	
Owner:	301 Flanders Realty LLC.
Property Size (SF):	22,911.39 SF
Property Size (ac):	0.53 acres
Existing Land Use:	Commercial
Zoning:	HB
Parking:	The property is paved for use as gas station and parking.
Public Water Available:	Yes
Size of Water Main:	16"
Notes: (redevelopment potential, whether it could be a strategic site, access issues, noise/air issues).	The site is situated on the southwest corner of Flanders Road and Ludlam Avenue and east of the traffic circle. The property is located on a main road in Riverside however this property is currently outside of the proposed development scenario.
BUILDING DESCRIPTION	
Year Built:	Between 2001 and present
Building Size:	1,144 SF
# of Stories:	1 or 2 stories
Condition:	Good
Building Description:	Gasoline service station with convenience store.
Accessory Building:	N/A
ADJACENT LAND USES:	
North:	Residential, Recreation/Open Space
South:	Residential
East:	Commercial
West:	Commercial
TRANSPORTATION ENVIRONMENT:	
Walk Score:	7 – Car Dependent *See www.walkscore.com for more information
Bus Stop within	Yes

Aerial Photograph



Site Photograph 1



Site Photograph 2



Site Photograph 3



Site Photograph 4



¼ mile?	
Sidewalks:	Yes
Historic Land Use (note sources):	The Town of Southampton Building Department CO from 1968 indicated the property has been used as a gas station since 1968. The property is currently the Shamrock Gas Station.

ENVIRONMENTAL RESOURCES: (copy checkmark to use in boxes: Ⓟ)

	YES	NO
Environmental Justice Area	Ⓟ	
Central Suffolk SGPA	Ⓟ	
Area of Potential Archaeological Sensitivity		Ⓟ
Within 300' of Tidal Wetlands		Ⓟ
Within 300' of Freshwater Wetlands		Ⓟ
Pine Barrens CGA	Ⓟ	
Aquifer Protection Overlay District	Ⓟ	
WSRR		Ⓟ

Groundwater Management Zone (circle one): **III**

Soil Type: **Cut and fill land gently sloping**

Depth to Groundwater: **Over 8 ft**

Groundwater Contributing Area (travel time in surface water): **2-5 (Years)**

HISTORY OF ENVIRONMENTAL CONTAMINATION: (copy checkmark to use in boxes: Ⓟ)

	YES	NO
CERCLA (Superfund) Site		
RCRA Generator		
Hazardous Materials Storage Site		
BCP Site		
VCP Site		
Previous Spill Site	Ⓟ	
If Yes, was the spill closed?	Ⓟ	

Local Contamination (based upon available info from EPA or NYSDEC)

Include links to any documentation of prior environmental contamination.

Evidence of contamination (Observations)

The site is listed as a PBS facility and having been the subject of a closed spill incident. While no active spills, NP&V has classified the property as having a **High Risk** due to its use as a gas station.

Property Inventory Form

Project Name:	Riverside Hamlet Revitalization
Identification No.	EC-16
Street Address:	Intersection of Ludlam Avenue and Flanders Road
Tax Map Number(s):	900-141-2-3

PROPERTY INFORMATION

Owner:	BCB Properties LLC.
Property Size (SF):	27,403.92 SF
Property Size (ac):	0.63 acres
Existing Land Use:	Commercial
Zoning:	HB
Parking:	The property is paved for parking and use as a gasoline service station.
Public Water Available:	Yes
Size of Water Main:	16"
Notes: (redevelopment potential, whether it could be a strategic site, access issues, noise/air issues).	The property is located on the south side of Flanders Road east of the traffic circle. The property is located near the eastern boundary of the study area and is currently not included in the proposed redevelopment scenario.

BUILDING DESCRIPTION

Year Built:	Between 1951 and 2000
Building Size:	1,038.55 SF
# of Stories:	1
Condition:	Good
Building Description:	Property mostly consists of covered fueling stations with a small structure convenience store.
Accessory Building:	Small shed appears to be located in rear of property.

ADJACENT LAND USES:

North:	Commercial, Industrial, Residential
South:	Residential
East:	Commercial
West:	Residential

TRANSPORTATION ENVIRONMENT:

Walk Score:	12 – Car dependent *See www.walkscore.com for more information
Bus Stop within	Yes

Aerial Photograph



Site Photograph 1



Site Photograph 2



Site Photograph 3



Site Photograph 4



¼ mile?	
Sidewalks:	Yes
Historic Land Use (note sources):	Town of Southampton Building Department CO indicated the property was used as a service station since 1972. Previously used as an Ocean Gas Station and currently a Valero Gas Station.

ENVIRONMENTAL RESOURCES: (copy checkmark to use in boxes: Ⓟ)

	YES	NO
Environmental Justice Area	Ⓟ	
Central Suffolk SGPA	Ⓟ	
Area of Potential Archaeological Sensitivity	Ⓟ	
Within 300' of Tidal Wetlands		Ⓟ
Within 300' of Freshwater Wetlands		Ⓟ
Pine Barrens CGA	Ⓟ	
Aquifer Protection Overlay District	Ⓟ	
WSRR		Ⓟ

Groundwater Management Zone (circle one): **III**

Soil Type: **Carver and Plymouth sands 0-3% slope, Cut and fill land gently sloping**

Depth to Groundwater: **1-8 ft**

Groundwater Contributing Area (travel time in surface water): **2-5 (Years)**

HISTORY OF ENVIRONMENTAL CONTAMINATION: (copy checkmark to use in boxes: Ⓟ)

	YES	NO
CERCLA (Superfund) Site		
RCRA Generator	Ⓟ	
Hazardous Materials Storage Site		
BCP Site		
VCP Site		
Previous Spill Site	Ⓟ	
If Yes, was the spill closed?		Ⓟ

Local Contamination (based upon available info from EPA or NYSDEC)

Include links to any documentation of prior environmental contamination.

Evidence of contamination (Observations)

The property contains an active spill that occurred in 1998. Also, it is the subject of several closed spills and listed as a RCRA Generator as well as PBS facility. The groundwater is reported to have been affected because of elevated levels of MTBE in on-site monitoring wells. Site is also at risk site due to property use which may have resulted in a soil vapor intrusion issue at the home located at 404 Flanders Road. NP&V has classified the property as having **High Risk** due to use as a fuel station as well as active incidents that affected groundwater and possibly air quality at a nearby home.

Property Inventory Form

Project Name:	Riverside Hamlet Revitalization
Identification No.	EC-17
Street Address:	117 Ludlam Avenue
Tax Map Number(s):	900-141-2-36.3
PROPERTY INFORMATION	
Owner:	Greater NY Corp of Seven Day Adventists
Property Size (SF):	62,423.82 SF
Property Size (ac):	1.43 acres
Existing Land Use:	Institutional
Zoning:	R15
Parking:	There appears to be a paved driveway.
Public Water Available:	Yes
Size of Water Main:	8"
Notes: (redevelopment potential, whether it could be a strategic site, access issues, noise/air issues).	The property is located near the eastern boundary of the study area. The site is not currently included in the proposed redevelopment scenario.
BUILDING DESCRIPTION	
Year Built:	Between 1926 and 1950
Building Size:	10,002.5 SF
# of Stories:	1
Condition:	Poor
Building Description:	1 story masonry building.
Accessory Building:	There appears to be only 1 structure.
ADJACENT LAND USES:	
North:	Residential
South:	Institutional
East:	Residential
West:	Institutional
TRANSPORTATION ENVIRONMENT:	
Walk Score:	8 – Car dependent *See www.walkscore.com for more information
Bus Stop within	No

Aerial Photograph



Site Photograph 1



Site Photograph 2



Site Photograph 3



Site Photograph 4



¼ mile?	
Sidewalks:	No
Historic Land Use (note sources):	The property was formerly occupied by Cedar Graphics, Inc. The building has been abandoned, but appears to have been recently used as a church.

ENVIRONMENTAL RESOURCES: (copy checkmark to use in boxes: p)

	YES	NO
Environmental Justice Area	p	
Central Suffolk SGPA	p	
Area of Potential Archaeological Sensitivity		p
Within 300' of Tidal Wetlands		p
Within 300' of Freshwater Wetlands		p
Pine Barrens CGA	p	
Aquifer Protection Overlay District	p	
WSRR		p

Groundwater Management Zone (circle one): III

Soil Type: **Cut and fill land gently sloping**

Depth to Groundwater: **Over 8 ft**

Groundwater Contributing Area (travel time in surface water): **5-10 (Years)**

HISTORY OF ENVIRONMENTAL CONTAMINATION: (copy checkmark to use in boxes:)

	YES	NO
CERCLA (Superfund) Site		
RCRA Generator	p	
Hazardous Materials Storage Site		
BCP Site		
VCP Site		
Previous Spill Site		
If Yes, was the spill closed?		

Local Contamination (based upon available info from EPA or NYSDEC)

Include links to any documentation of prior environmental contamination.

Evidence of contamination (Observations)

The property is listed as a PBS facility and as a RCRA Generator. NP&V has classified the property as having **Moderate to High Risk** due to former use as a printing facility and regulatory listings.

Property Inventory Form

Project Name:	Riverside Hamlet Revitalization
Identification No.	EC-18
Street Address:	97 Old Quogue Road
Tax Map Number(s):	900-139-2-45
PROPERTY INFORMATION	
Owner:	Alexander and Salome Fleming
Property Size (SF):	15,079.06 SF
Property Size (ac):	0.3 acres
Existing Land Use:	Industrial
Zoning:	R15
Parking:	Front of lot is paved and rear of lot also stores vehicles.
Public Water Available:	Yes
Size of Water Main:	8"
Notes: (redevelopment potential, whether it could be a strategic site, access issues, noise/air issues).	This property is located on Old Quogue Road which is one of the main roads in the Riverside area. This site is included in the redevelopment scenario proposed by the Master Developer.
BUILDING DESCRIPTION	
Year Built:	Between 1926 and 1950
Building Size:	795.86 SF
# of Stories:	1
Condition:	Fair
Building Description:	1 story single family home situated in the front of the lot
Accessory Building:	None
ADJACENT LAND USES:	
North:	Institutional
South:	Residential
East:	Residential, Commercial
West:	Vacant, Commercial
TRANSPORTATION ENVIRONMENT:	
Walk Score:	19 – Car Dependent *See www.walkscore.com for more information
Bus Stop within	Yes

Aerial Photograph



Site Photograph 1



Site Photograph 2



Site Photograph 3



Site Photograph 4



¼ mile?	
Sidewalks:	None
Historic Land Use (note sources):	The property has been issued junk yard permits from the Town of Southampton since 2009. Additionally, the property contains a single family home.

ENVIRONMENTAL RESOURCES: (copy checkmark to use in boxes: Ⓟ)

	YES	NO
Environmental Justice Area	Ⓟ	
Central Suffolk SGPA	Ⓟ	
Area of Potential Archaeological Sensitivity		Ⓟ
Within 300' of Tidal Wetlands		Ⓟ
Within 300' of Freshwater Wetlands		Ⓟ
Pine Barrens CGA	Ⓟ	
Aquifer Protection Overlay District	Ⓟ	
WSRR		Ⓟ

Groundwater Management Zone (circle one): III

Soil Type: **Cut and fill land gently sloping, small section of Carver and Plymouth sands 0-3% slope**

Depth to Groundwater: **Over 8 ft**

Groundwater Contributing Area (travel time in surface water): **2-5 (Years)**

HISTORY OF ENVIRONMENTAL CONTAMINATION: (copy checkmark to use in boxes: Ⓟ)

	YES	NO
CERCLA (Superfund) Site		
RCRA Generator		
Hazardous Materials Storage Site		
BCP Site		
VCP Site		
Previous Spill Site		
If Yes, was the spill closed?		

Local Contamination (based upon available info from EPA or NYSDEC)

Include links to any documentation of prior environmental contamination.

Evidence of contamination (Observations)

The site has been permitted for use as a junk yard for numerous years and there are many vehicles stored on the property. The storage of the vehicles could potentially lead to contamination of the soil. Prior to redevelopment, environmental testing may be required to determine if there is any contamination on the site.

Property Inventory Form

Project Name:	Riverside Hamlet Revitalization
Identification No.	EC-19
Street Address:	48 Old Quogue Road
Tax Map Number(s):	900-139-3-2.2
PROPERTY INFORMATION	
Owner:	Helen Goff
Property Size (SF):	11,897.6 SF
Property Size (ac):	0.2 acres
Existing Land Use:	Residential
Zoning:	R15
Parking:	Property contains large paved area for parking.
Public Water Available:	Yes
Size of Water Main:	8"
Notes: (redevelopment potential, whether it could be a strategic site, access issues, noise/air issues).	The property has been condemned by the Town of Southampton and is currently tax delinquent. The property is under consideration for a TDR Program. Environmental testing may be required before development.
BUILDING DESCRIPTION	
Year Built:	Unknown
Building Size:	2598.66 SF
# of Stories:	2.5 stories
Condition:	Poor
Building Description:	Large vacant building that is currently vacant and boarded up.
Accessory Building:	301 SF vacant and boarded up building near the street
ADJACENT LAND USES:	
North:	Residential
South:	Residential, Vacant
East:	Residential, Vacant
West:	Residential, Vacant
TRANSPORTATION ENVIRONMENT:	
Walk Score:	40 – Car dependent *See www.walkscore.com for more information
Bus Stop within	No

Aerial Photograph



Site Photograph 1



Site Photograph 2



Site Photograph 3



Site Photograph 4



¼ mile?	
Sidewalks:	None
Historic Land Use (note sources):	This property is reported to have been used as ground floor auto repair with multifamily housing above. A Town of Southampton CO from 2005 indicates the property contained an automotive repair garage and 1 apartment on the first floor, 3 apartments on the 2 nd floor, and a detached 1 story cottage.

ENVIRONMENTAL RESOURCES: (copy checkmark to use in boxes: Ⓟ)

	YES	NO
Environmental Justice Area	Ⓟ	
Central Suffolk SGPA	Ⓟ	
Area of Potential Archaeological Sensitivity	Ⓟ	
Within 300' of Tidal Wetlands		Ⓟ
Within 300' of Freshwater Wetlands		Ⓟ
Pine Barrens CGA	Ⓟ	
Aquifer Protection Overlay District	Ⓟ	
WSRR		Ⓟ

Groundwater Management Zone (circle one): **III**

Soil Type: **Cut and fill land gently sloping**

Depth to Groundwater: **Over 8 ft**

Groundwater Contributing Area (travel time in surface water): **0-2 and 2-5 (Years)**

HISTORY OF ENVIRONMENTAL CONTAMINATION: (copy checkmark to use in boxes: Ⓟ)

	YES	NO
CERCLA (Superfund) Site		
RCRA Generator		
Hazardous Materials Storage Site		
BCP Site		
VCP Site		
Previous Spill Site		
If Yes, was the spill closed?		

Local Contamination (based upon available info from EPA or NYSDEC)

Include links to any documentation of prior environmental contamination.

Evidence of contamination (Observations)

The large building is currently boarded up and according to SC Department of Economic Development and Planning has been condemned by the Town of Southampton and is tax delinquent and being considered under their TDR program. The program seeks to transfer properties that have become tax delinquent for redevelopment and has Phase I ESA and if necessary Phase II Testing completed make properties more palatable for the development community to purchase, clean up and redevelop. However, funds have yet to be made available for a Phase I ESA for this particular site.

Property Inventory Form

Project Name:	Riverside Hamlet Revitalization
Identification No.	EC-20
Street Address:	98 Old Quogue Road
Tax Map Number(s):	900 - 139 - 3-37
PROPERTY INFORMATION	
Owner:	Matthew and Anastasia Alfaro
Property Size (SF):	24,418 SF
Property Size (ac):	0.5 acres
Existing Land Use:	Commercial
Zoning:	R15
Parking:	Site contains large paved area for use as junkyard.
Public Water Available:	Yes
Size of Water Main:	8"
Notes:	This site is located on Old Quogue Road and across the street from EC-18. The property is not located in an area with as high visibility as some of the other Sites of Environmental Concern. The site is not currently included in the proposed redevelopment scenario and environmental testing may be required before any development.
BUILDING DESCRIPTION	
Year Built:	Between 1926 and 1950
Building Size:	1,154 SF, 604 SF, 1,843 SF
# of Stories:	1
Condition:	Good
Building Description:	The site contains 3 buildings for use of automobile towing facility.
Accessory Building:	N/A
ADJACENT LAND USES:	
North:	Residential
South:	Vacant
East:	Vacant
West:	Residential, Vacant, Industrial
TRANSPORTATION ENVIRONMENT:	
Walk Score:	24 – Car dependent *See www.walkscore.com for more information
Bus Stop within	No

Aerial Photograph



Site Photograph 1



Site Photograph 2



Site Photograph 3



Site Photograph 4



¼ mile?	
Sidewalks:	None
Historic Land Use (note sources):	Town of Southampton COs indicated the property was used for automobile repairs in 1962 and a body shop with office space in 1966. A 1977 CO indicates the property was used as a junk yard with 4 buildings for various automobile repairs and storage. Currently the site is used as an automobile towing facility.

ENVIRONMENTAL RESOURCES: (copy checkmark to use in boxes:)

	YES	NO
Environmental Justice Area	<input type="checkbox"/>	
Central Suffolk SGPA	<input type="checkbox"/>	
Area of Potential Archaeological Sensitivity		<input type="checkbox"/>
Within 300' of Tidal Wetlands		<input type="checkbox"/>
Within 300' of Freshwater Wetlands		<input type="checkbox"/>
Pine Barrens CGA	<input type="checkbox"/>	
Aquifer Protection Overlay District	<input type="checkbox"/>	
WSRR		<input type="checkbox"/>

Groundwater Monitoring Zone (circle one): **III**

Soil Type: **Cut and fill land gently sloping, small section of Carver and Plymouth sands 0-3% slopes**

Depth to Groundwater: **Over 8 ft**

Groundwater Contributing Area (travel time in surface water): **2-5 (Years)**

HISTORY OF ENVIRONMENTAL CONTAMINATION: (copy checkmark to use in boxes:)

	YES	NO
CERCLA (Superfund) Site		
RCRA Generator		
Hazardous Materials Storage Site		
BCP Site		
VCP Site		
Previous Spill Site		
If Yes, was the spill closed?		

Local Contamination (based upon available info from EPA or NYSDEC)

Include links to any documentation of prior environmental contamination.

Evidence of contamination (Observations)

NP&V has classified the property as having **Moderate to High Risk** due to property use. Prior to redevelopment, a Phase I ESA would be appropriate to determine whether testing is required.