Shoreham Hamlet Study

Shoreham, New York

July, 2002

ACKNOWLEDGMENTS

This Hamlet Study is the result of hard work, research, long hours and considerable patience on the part of many people. Particular thanks are due **Mr. Felix Grucci**, former Supervisor of the Town of Brookhaven, who agreed to support this study, and to his successor, **Supervisor John Jay LaValle**, who reiterated that support.

Dr. Lee Koppelman, Executive Directory of the Long Island Regional Planning Board, acted as a consultant on this project. We are grateful for the eminent expertise that he brought to bear, and for his wisdom and guidance as we struggled to turn idealistic ideas into more practical plans.

The Shoreham Hamlet Study Core Committee is a group of volunteers from the three communities that are covered by this report. In addition to determining the scope of the study, developing a structure and writing and distributing the Hamlet Study Survey, members of the committee also served as chairpersons for the subcommittees on History, Land Use, Recreation, Transportation, Environment, Institutions, Schools and Energy. Some of the subcommittees met frequently, while others focused on research. Some completed their work in hours; others needed months. We thank everyone who contributed in ways large and small, with special praise for the members of the Land Use subcommittee. In addition to several members of the Hamlet Study Core Committee, this group included **Brian Mahoney, Perry Milanese and Lou Sadler**.

A great many people reorganized their priorities in order to contribute their time and effort to these subcommittees. Those priorities changed again following the terrorist attacks of September 11, 2001. The work of the Hamlet Study was set aside for several weeks as families and the community came together in a time of tragedy and reassessment. This Hamlet Study was delayed as a result. We appreciate the patience of **The Town Board** and **the residents of our community** for enduring the long wait.

Many other people contributed to this Hamlet Study by sharing their own experience and knowledge. Suffolk County Legis. **Martin Haley** and his staff, and **Lori Baldessare**, President of the Mt. Sinai Civic Organization, have been very generous with their time. Special thanks go to **Sid Bail**, President of the Wading River Civic Association, who both helped get our Hamlet Study off the ground and served on the Land Use subcommittee.

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1 INTRODUCTION

1.1 A VISION FOR SHOREHAM'S FUTURE

Shoreham is a community in search of its center. Historically, environmentally and politically closer to Wading River, commercial gravity pulls it closer to Rocky Point. Shoreham is divided between east and west by the William Floyd Parkway and between north and south by NYS Rte. 25A. As we seek to unify and improve our community, opportunities to provide mutual benefit to Shoreham and to the Town of Brookhaven are evident.

Shoreham faces some difficult choices. Our desire to retain large stretches of open land faces significant development pressure and conflicts with our school district's need to broaden its property tax base. Private property owners, local and State government agencies all have their own goals. To address these choices and conflicts, we present a vision for Shoreham's future.

Our vision has four goals:

- To create a physical and social **center for our community**;
- To create **housing opportunities** for all stages of home ownership from entry level through retirement;
- To **develop and unify properties** for Brookhaven's and the hamlet's recreation needs;
- To make Shoreham a prime example of **Brookhaven Town's commitment to Smart Growth development** incorporating planning tools such as Planned Development Districts and traffic calming measures.

The initial rationale for this Hamlet study was to identify the **community's wishes** and to make recommendations about how to meet them. We call for the creation of a hamlet center along an enhanced and transformed section of Rte. 25A that will bring together and support our growing hamlet. We seek more recreational opportunities for all generations and a cultural center where history and science meet. We need safer roads paired with sidewalks and bike paths so children can walk or bicycle to schools and to after-school activities. We want to keep our families on Long Island by developing housing that young families and seniors can afford. And we call for constraints on development that cannot be supported by our schools and for preservation of some of Brookhaven's largest remaining tracts of open space.

This Hamlet study is an **opportunity for the Town**, too. Brookhaven's own vision was drawn in its 1996 *Comprehensive Land Use Plan* (Town of Brookhaven, 1996) and again most recently in Supervisor John Jay LaValle's 2002 State of the Town address (Appendix A). In that address he called for walkable, pedestrian-friendly communities; a balance between the rights of the community and the rights of property owners; protection of our environment; roads designed "with the thought of our residents and the aesthetics of a community in mind;" and exploration of alternative sources of energy. Our recommendations address these needs as well.

In the report that follows, we describe the process that led to this Hamlet study. We outline the history of our community and paint a portrait of the hamlet today – its environment, institutions,

transportation, recreation and current land use. We discover what works and we examine the issues that face us now and in the future.

1.2 SUMMARY OF RECOMMENDATIONS

This section summarizes the recommendations that are made in the body of this Hamlet Study. See the corresponding sections of the report for additional background, detail and rationale for these recommendations.

1.2.1 Convert the Rte. 25A corridor in central Shoreham into Shoreham's Main Street through mixed property uses, attractive buildings and use of innovative planning concepts.

- Implement recognized **traffic calming** methods on Rte. 25A, such as center median islands, creation of bicycle lanes and planting of grass and trees, to create a boulevard appearance.
- **Construct standardized sidewalks and curbs** on both sides of Rte. 25A to promote walking to the Shoreham center and to enable children to use recreational facilities.
- Install uniform, decorative, functional **lighting and street signs**; install bus shelters.
- Improve the appearance of the existing **Shoreham Plaza**, its parking and grounds, through the Town working with the business community and the hamlet's civic leaders to obtain public funding. Enforce Town code restrictions on temporary signs.
- Create a **community memorial** to the heroes and victims of September 11th.
- Allow **commercial use** of some land adjacent to the bus depot; maintain **existing residential zoning** on the remainder of Rte. 25A.
- Create a **science museum** at the Tesla property following its environmental cleanup.
- Require the **bus company** to confine its business footprint to its own property, including bus and employee parking. Limit bus access to the Miller Avenue drive. Landscape the property in accordance with new standards for sidewalks and curbs to create a visual buffer.

1.2.2 Improve traffic flow and safety throughout the community.

- Open **Miller Avenue** south from Route 25A to Cooper Street.
- Install **traffic lights** on Rte. 25A at Ridge Road, Blackfoot Trail, and Randall Road in Wading River.
- Install a **left turn signal** at eastbound Rte. 25A at Defense Hill Road.
- Install **turning lanes** at Randall Road, Deerfield Drive, Amber Lane, and Gateway Drive in Wading River.
- Install a **new drainage system** between the William Floyd Parkway and Defense Hill Road to avoid flooding;
- Create **off-street parking** at the Army Reserve road, west of the high school athletic fields.

1.2.3 Create two Planned Development Districts (PDDs), one on the KeySpan property in the northeastern corner of Brookhaven Town, the other on the remaining sod farm property south of Rte. 25A in Shoreham. Both districts would be mixed residential and other uses, with a goal of providing economic return to developers while meeting the community's wishes to retain open space and increase recreational opportunities.

- **The KeySpan PDD** will include a Brookhaven Energy Technology Park, modeled on business parks at Malta, NY, and Cape Charles, VA (Appendix B); two residential areas with medium (1-2 acre) to large (10 acre) lots; a nature preserve; and wide wooded buffers around the developed areas. Access would be from a limited access roadway to be constructed north of the William Floyd Parkway. The Technology Park would also have access from the existing LIPA access road.
- **The Sod Farm PDD** would include a small commercial area and housing options for different income levels. A neighborhood park would provide recreation with paths for biking and rollerblading, a playground and picnic area, and Frisbee golf. The park would link to a greenway bordering Miller Avenue, which would be extended south to Cooper Street and designed as a boulevard to maintain a green vista toward the Tall Grass Golf Club. A continuous footpath across the PDD would link the park to the open spaces west of Ridge Road and east of the William Floyd Parkway.

1.2.4 Preserve historical properties in the hamlet by classifying them as Historic Districts.

- The Josiah Woodhull House
- The LIRR Bridge
- The Tesla Property
- The Tower Hill Estate (Briarcliff School)

1.2.5 Ensure a clean, safe environment.

- Require comprehensive below-surface **soil sampling** prior to construction in areas of known long-term contamination, including the sod farms.
- **Preserve the bluffs and shoreline** through creation of a preserve on the KeySpan property.
- Require **cleanup to residential standards** at the Peerless (Tesla) site.

1.2.6 Improve management of Brookhaven State Park by transferring it to the New York State Department of Environmental Conservation.

1.2.7 Expand the property and recreational opportunities at Brookhaven Town facilities in Shoreham.

- C**onsolidate Town-owned land** by linking the Town property at the north end of Defense Hill Road with the Robert Reid Recreation Center and improve the usability of both parcels.
- Expand active and passive **recreational facilities** with a greater emphasis on youth recreation and services.
- Develop wider **community awareness and programs** for the youth and senior citizens at the Reid Recreation Center. This may be accomplished with cooperation from the

school district's Community Recreation program, which has broad community recognition, and with the North Shore Youth Council.

- Improve handicapped accessibility and add a children's park at the **Shoreham Town Beach**.

2 BACKGROUND

2.1 PURPOSE OF THE HAMLET STUDY

The Town of Brookhaven is the most rapidly developing town on Long Island, with Shoreham at its leading edge. In 1990 the *de facto* boundary between rural and suburban Suffolk County was widely considered to be the William Floyd Parkway. By 2000 that line had moved past Shoreham into Riverhead Town. Development pressure in Shoreham continues to intensify and open space is decreasing. The need for both short- and long-range land use planning is acute.

The Shoreham Civic Organization was formed in 1999, after a major project by the New York State Department of Transportation (NYSDOT) widened Rte. 25A through the hamlet against most residents' wishes. Community members discovered that the hamlet was not even recognized in the Town's 1996 *Final Comprehensive Land Use Plan*. Except for a brief mention of the former Tesla property, the description of Rte. 25A ended at Rocky Point (Town of Brookhaven, 1996). The community decided to come together to make its voice heard. At its early meetings representatives of neighboring civic organizations told the Civic about hamlet studies – reports describing a community's current land use and zoning and how it envisioned its future. The Shoreham Civic Organization wanted to bring together residents and business people and communicate to the Town our united vision for the future of our community. In 2000 the Civic requested and received support from Town Supervisor, Felix Grucci, and the Brookhaven Town Board to carry out a Hamlet Study.

Supervisor John Jay LaValle confirmed his support in his 2002 State of the Town address. "These [Hamlet] studies allow residents in the individual Hamlets to shape their own future, as well as define and protect their own distinct neighborhood character," said Mr. LaValle. "Brookhaven's Hamlet studies are a model in how democracy should work, because it puts the tools of land use in the hands of citizens." The full text of the State of the Town address is included in Appendix A.

The Shoreham Hamlet study considers key community issues including land use, open space, historic preservation, transportation, recreation needs, environmental resources and institutional services. When accepted by the Town Board, this study will be included in the Town's *Supplemental Land Use Plan*, a revision to the *Final Comprehensive Land Use Plan* that was adopted in 1996. The initial plan included studies from many Town hamlets. Written with strong citizen participation, each study included recommendations, most of which were adopted by Brookhaven Town when deciding development issues.

2.2 THE HAMLET STUDY PROCESS

The Shoreham Civic Organization invited several residents and civic leaders from various areas of the hamlet to evaluate if a study should be conducted. This group, which came to be known as the "Core Committee", determined there was, in fact, a need for a study and together they developed a

plan for implementing it. Dr. Lee Koppelman, Executive Director of the Long Island Regional Planning Board, assisted the Core Committee throughout the process.

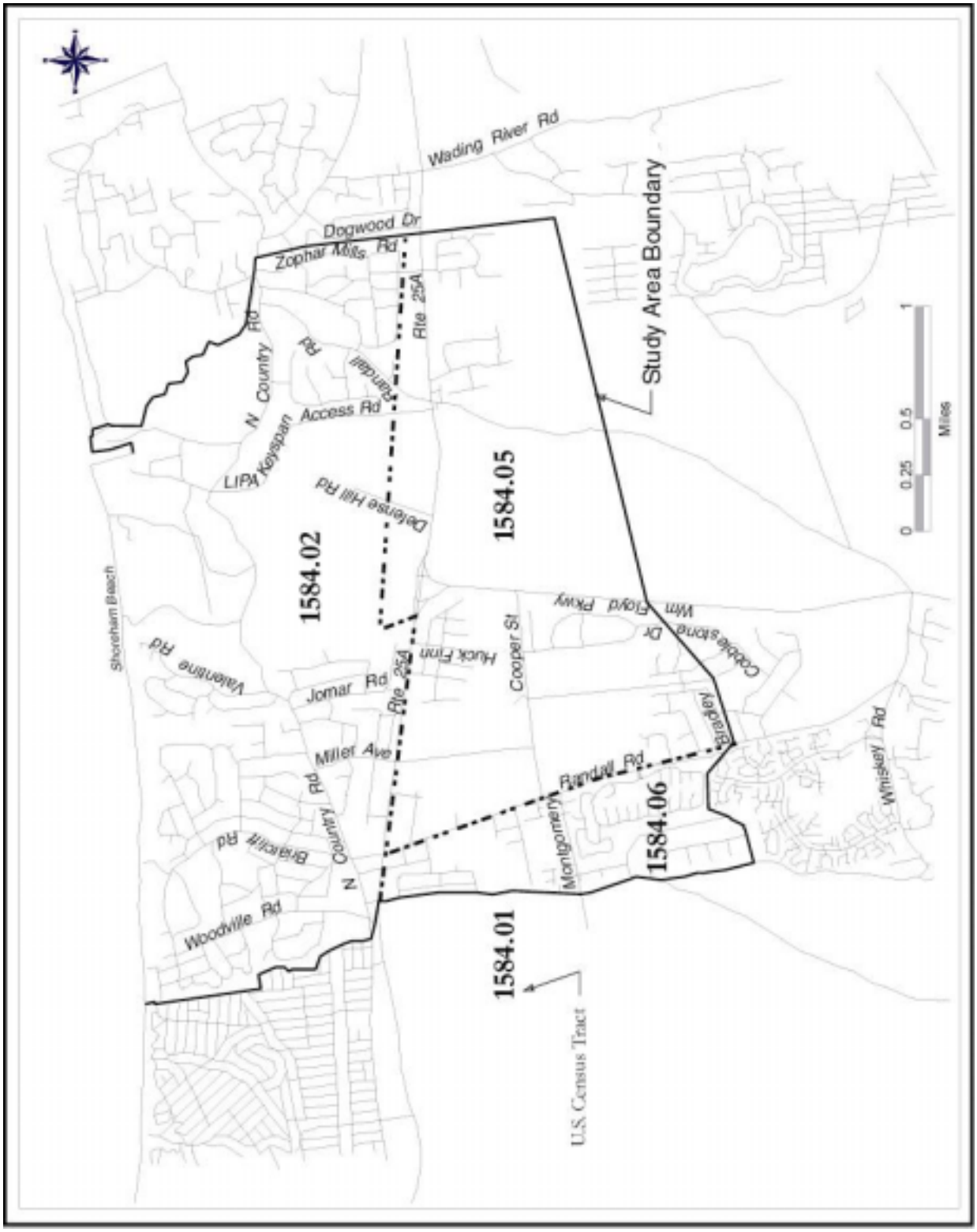

Figure 1. The Hamlet Study Area

2.2.1 Defining the Study Area

The first step was to define the area of the hamlet. It was decided the study would include Shoreham, Shoreham Village, Leisure Glen and the Brookhaven portion of Wading River, which together make up the Brookhaven portion of the Shoreham – Wading River Central School District (SWRCSD). Most of Wading River is in Riverhead Town and is included in Riverhead's Master Plan, but the Brookhaven portion was not covered. Leisure Glen is one part of a larger retirement community that is located in Ridge, but is the only part of that community in the SWRCSD. The Longwood Alliance Hamlet Study did not cover it. The Incorporated Village of Shoreham is politically distinct from Brookhaven Town. The Village was invited by the Core Committee to participate and the Town agreed to accept its written request to join.

There is planning rationale for accepting the Brookhaven portion of the SWRCSD as the study area. It is concise, definable and presents the greatest economic impact on the community. To choose any other study area would eliminate Shoreham Village, Wading River and/or the Ridge (Leisure Glen) portions of the District from participation in the planning process, although they would clearly be impacted. Throughout this report, "Shoreham" and "the community" refer to the study area as a whole, unless otherwise indicated. The Shoreham Hamlet Study Area is shown on Figure 1.

2.2.2 The Hamlet Study Survey

A survey (Appendix C) was developed and distributed to every residence in the Hamlet Study area, a total of 3581 households. The survey was mailed to households in Shoreham and Wading River and hand-distributed in Leisure Glen. Additional copies were available at the North Shore Public Library and several local stores in case of delivery problems. Coinciding with the survey distribution, three open workshops were held to inform residents of the proposed Hamlet Study, how it would be used, and how they might benefit by participating. A total of 355 residents returned their surveys. This response rate (10 percent) is considered high, indicating that the survey results are a statistically significant indicator of community opinion. The survey results are summarized in Appendix D.

The survey included a form for volunteers who wanted to be further involved in the study. A workshop for all interested community members was conducted in August 2001. The agenda included presentations from presidents of civic organizations in neighboring communities to hear, first hand, the successes, difficulties and issues they encountered and to seek advice and guidance, as well. In addition, speakers from Sustainable Long Island presented a vision for ways communities could meet the challenges of growth and development.

Committees were formed to address issues and develop recommendations regarding history, transportation, environment, institutions, and land use. These committees met regularly over a six-month period. They came together in February 2002 to integrate their findings. This report is the result of a year of work by many dedicated individuals.

2.3 SURVEY RESULTS

The goal of the survey was to gain a sense of what residents like and dislike about their community, what is valued, what needs to be improved, and what the Hamlet should look like in the future. The survey consisted of four parts:

- Information about the residents and their sense of community;
- Preferred use of 11 areas that are considered subject to possible future land use changes;
- Other community issues and concerns, including "hot topics" such as a cross-Sound ferry;
- Open-ended "essay" questions and general comments.

In this section the results of the Hamlet Study survey are summarized. More detailed results can be found in Appendix D.

Because this Hamlet Study covers several distinct areas (Leisure Glen (in Ridge), Wading River, Shoreham Village and the unincorporated Hamlet of East Shoreham), there was some concern that a large number of responses from one area might drive land use recommendations in another area, against the wishes of the residents there. Therefore a question was included asking people to indicate where they lived. The study area was divided into five sub-areas, splitting the unincorporated hamlet into northern and southern parts along Rte. 25A. The survey results showed virtually no statistical difference in the responses among the five sub-areas. The exceptions are noted in the discussion that follows.

2.3.1 What we treasure

Over 95 percent of the residents are Satisfied or Very Satisfied with Shoreham as a place to live and over 80 percent believe that it is a good place to raise their children. Residents particularly value Shoreham as a small, friendly, family-oriented community with the open space and peace and quiet of a rural area. Residents of Leisure Glen are more satisfied with the area as a place to grow old than are people in Shoreham and Wading River.

Despite their overall satisfaction with living in Shoreham, the majority of respondents believe there is only a moderate level of community spirit and feel only somewhat connected to the community. Church and the schools play the largest role in keeping the residents connected to the community.

2.3.2 Issues and concerns

Six issues stood out as causing the greatest concern for Shoreham residents. These were:

- **Loss of open space** – 95 percent concerned (80 percent very concerned). Most residents seemed to include all undeveloped land, including agricultural properties, as "open space."
- **Local taxes** – 95 percent concerned (75 percent very concerned). Concern focused on school taxes, with many comments calling for State aid to the Shoreham – Wading River school district to be more in line with that provided to similar districts in the area.

- **Traffic patterns and volume** – Over 90 percent concerned (60 percent very concerned). Specific issues included enforcing speed limits and improving the safety and appearance of Rte. 25A. However, 70 percent are satisfied with road maintenance in general. Coupled with the traffic issue was that of pedestrian safety, with over 80 percent of respondents expressing concern. More than 60 percent of the residents called for more sidewalks and the repair and maintenance of existing sidewalks.
- **Overdevelopment** – 90 percent concerned (75 percent very concerned). In general, comments focused on controlling residential development. While the majority of residents called for commercial development to be limited near residential areas, the community is also looking toward some increase in commercial or high tech industrial business to increase tax revenue.
- **Lack of recreational space and facilities** – 75 percent concerned. The lack of both adult and youth recreational opportunities was cited, with many comments calling for adding more playing fields, bike paths and hiking trails and for space for social and non-organized activities.
- **Lack of cultural opportunities** – 70 percent concerned. Comments called for adding more cultural development and events and preserving historic landmarks.

There was much commentary given to the subject of "sense of community." Many people called for the creation of a **town center** with shopping, cultural opportunities (*e.g.*, more stores, restaurants, a museum, a theatre) and transportation options that would enhance residents' feeling of community and civic pride. The appearance of the current Shoreham Plaza strip mall was a source of frequent criticism.

Improved housing availability was requested by 55 percent of the survey respondents, including **affordable housing** for both young people and senior citizens.

Finally, citizens did not appear to have strong faith that **local government** would help them retain what they enjoy, address their issues or solve their problems. Less than 50 percent of residents are satisfied with the attention given to the community by public officials. Sixty-five percent of survey respondents are concerned about law enforcement in the area and 85 percent are particularly concerned about vandalism. However, the majority of residents are satisfied with waste collection services (80 percent) and road conditions.

The survey is considered the most important component of the Hamlet Study, because it represents direct input by residents of the community on land use, quality of life and other local issues and provides their recommendations for the hamlet's future. The survey was not, however, a "vote." The results were joined with demographic, environmental and other data and with available information about the Town's own plans and vision to provide guidance for the Core Committee's recommendations for change.

3 THE HISTORY OF SHOREHAM

The area of Shoreham and the western section of Wading River have a common origin. In 1671 eight families from Southold and Brookhaven settled the area around the "Wading River," a meandering stream that ran south approximately one mile from the Long Island Sound to the Twin Ponds. Shoreham first began to take shape in 1729, when it was included in the Town of

Brookhaven's Division of Wading River Great Lots. In 1792 the Towns of Southold and Brookhaven agreed to divide this territory, using the Wading River as the dividing line. Land to the west of the river would be under the governmental control of the Town of Brookhaven. Land to the east would be under the governmental control of the Town of Southold and subsequently the Town of Riverhead.

Settlers in the Shoreham and Wading River areas in the late 17th and early 18th centuries survived by farming and fishing, including shell fishing. "Pauguaconsuk," the Native American name for Wading River, means "Place where we wade for thick round shelled clams." The Native Americans were instrumental in teaching the early residents these survival techniques.

Shoreham went through several name changes in its early history. According to Brookhaven Town records, the first land title was transferred to Richard and Nathaniel Woodhull in 1676, giving them 80 acres west from Long Chestnut Trees near the western banks of the Wading River. For years, title transfer within the area referenced the Long Chestnut Trees, so that Shoreham became known initially as "Long Chestnut." Due to its abundance of oak, chestnut and pine, a cordwood industry flourished in the area in the early 1800's. Then known as "Woodville Landing," Shoreham was the point of origin for cordwood shipments to New York City and across Long Island Sound. Both "Woodville" and "Cordwood" remain as road names in 21st century.

In the late 1800's the community was renamed "Swezey's Landing" after Daniel Swezey, who bought many acres of property in the area. Then, in 1895, the Wading River branch of the Long Island Rail Road was completed through Shoreham, allowing the area to develop into a seaside summer resort. James Warden took advantage of this situation and purchased 1400 acres in Swezey's Landing to develop the first summer resort, named Wardenclyffe-on-Sound. At the turn of the century, this area of present-day Shoreham was known as Wardenclyffe. It remained a summer community until after World War II, while the permanent community remained small. In 1926 there were only 10 students in the community school.

A Post Office was established in 1901 and Shoreham received its current name in 1906. The incorporated Village was designated in 1913. The original Village of Shoreham consisted of 40 acres west of Woodville Road from Long Island Sound south to the Woodville Store on Woodville Road. Today, Shoreham Village comprises 350 acres, due to two major land acquisitions: Wardenclyffe Estate east of Woodville Road in 1951, and the Slopes area south of the original village in 1959. East of the Village, the unincorporated Hamlet of East Shoreham consists of land south to Ridge and east to Wading River.

The western part of Wading River in the Town of Brookhaven also flourished during the 1800s, engaging in the logging industry and summer resort industry, as did Shoreham. Milling was common along the banks of the Twin Ponds. The grist mill located on the west end of the Mill Pond operated continuously for almost 200 years, 1709 to 1902. The adjacent building was originally the home of John Roe, who had obtained a permit to build a mill in 1708, followed by Jonathan Worth (during the Revolutionary War) and finally, Captain George Hawkins, who was the last to run the mill. Subsequently, it became the home of the Arthur Smith family. It is presently the home of Whitney and Fred Hoffman. The grist mill fell into ruins and is now gone.

There are several historically significant properties in Shoreham and the Brookhaven Town portion of Wading River. Most of the properties are located on North Country Road, which has previously been designated as an extension of the "North Shore Corridor" by New York State Parks, Recreation and Historic Preservation (S. Bail, private communication, June, 2002). Three of these properties are in imminent danger of being lost through neglect or destruction (the Woodhull house, the Tesla site and the LIRR bridge). Another building currently in use, Briarcliff School, is of significant historical value.

RECOMMENDATIONS

The Town of Brookhaven should place the following historical properties in Historic Districts and work with the community to restore and preserve them:

The Josiah Woodhull House. The Town should work with Keyspan to acquire and preserve the Woodhull house as soon as possible. The Town should work with community organizations to identify funding sources to repair and maintain the property.

The Tesla Property. The Town should rezone the property from L3 Industry to A2 Residential as a protective measure. Following the cleanup and release of the site, the parcel should be developed to include a museum and cultural center, with owner-occupied condos and attached single-housing on the remainder of the property.

The LIRR Bridge. This bridge is the last of its kind on Long Island. It should be incorporated into the "Rails for Trails" pathway that is currently under consideration by the State and maintained as part of that project. If the project is not funded, the Town and the community should work together to preserve this unique site.

In addition to these three properties, any future ownership or zoning change of Briarcliff School should preserve its historic value. Shoreham Village should be given first priority to acquire the property, if the School District decides to sell it.

3.1 JOSIAH WOODHULL ESTATE, C. 1720

Adjacent to the KeySpan property entrance at 170 North Country Road is the estate of Josiah Woodhull (Figure 2). Josiah was the grandson of Richard Woodhull, one of the original settlers of Brookhaven town and a key figure instrumental in defining the boundaries of Smithtown Township. He was a judge, much respected for his fairness, who in 1655 secured from Sachem, chief of the Seatalcoat Indians, a "confirmation" under which the Indians gave to the town of Brookhaven the entire northern section of the town. In gratitude for his efforts, the Town made a gift to Woodhull of 80 acres. This included the property west of the Josiah Woodhull house to Valentine Road. By some accounts, the property line ran just east of Woodville Road. Since July 2000 the Wading River Historical Society has been trying to help negotiate a transfer of ownership of this historic tract of land from KeySpan to the Town of Brookhaven. The Historical Society has been encouraged by Town officials, who indicated that they have been in contact with KeySpan officials concerning this matter. Senator Ken LaValle has offered to help facilitate the transfer.

Since KeySpan assumed ownership of the former Long Island Lighting Company property, the Woodhull House has fallen into severe disrepair. We recommend that the Town designate this as a Historic District and assist community organizations in identifying funding and other resources to acquire, repair and maintain this historical site.

Figure 2. The Josiah Woodhull House

3.2 TESLA PROPERTY, C. 1901

The Nikola Tesla Laboratory, most recently known as the Peerless Photo Plant, is located between Randall Road to the west and Tesla Street to the east, and between North Country Road to the north and Route 25A to the south (Figure 3). The original brick building was designed by famed architect, Stanford White and financed by J.P. Morgan. It was intended as the location of Tesla's prototype station for the World Broadcasting System. Dr. Nikola Tesla, a Croatian electrical engineer who immigrated to the US in 1884, was not only the inventor of the Alternating Current (AC) electrical supply system, fluorescent lighting, the Tesla induction motor, and the Tesla coil, but also the acknowledged inventor of the radio. A 1943 Supreme Court decision invalidated Marconi's radio patents because of Tesla's prior work. Stanford White's associate, W.D. Crow, designed the 187-foot dome-capped tower for the laboratory, but the project was never finished due to insufficient funding. In 1917 the property was foreclosed and the tower destroyed. The laboratory and its former "tower" were not only designed to transmit radio signals but also the wireless transmission of power. In fact, Tesla's "wonder tower" was the first transmission tower in the world.

During the remainder of the 20th century the Tesla property was used for a variety of industrial activities, most recently for the preparation of photographic emulsions. Significant soil contamination has occurred as a result (Sec. 4.7.1). Access to the property is currently controlled by a security guard. Any future use awaits the final cleanup of this contamination.

Figure 3. The Former Tesla Property

The property is currently zoned L3 Industry (Planned Industrial Park). Although this zoning category requires three-acre lots, Industrial zoning is inappropriate for this area. We recommend that the Town rezone it to A2 Residential as a protective measure. Following the cleanup and release of the site, the parcel should be developed to include a cultural center and science museum at the former Tesla laboratory. The remainder of the property should be used for attached single-family homes or owner-occupied condominiums. This proposal is discussed in greater detail in Sec. 5.2.3.

3.3 SHOREHAM BRIDGE, C. 1895

This brownstone bridge is the Long Island Railroad (LIRR) overpass spanning Woodville Road (Figure 4). It is the only LIRR bridge of its kind left on Long Island. The Long Island Railroad played a significant role in the development of the Rocky Point, Wading River and Shoreham area. In the mid 1920's, the NY Daily Mirror sold parcels of land in Rocky Point and the surrounding area to New Yorkers seeking a more rural lifestyle. The LIRR was the preferred method of transport to the area, providing the most comfortable and dependable ride out. Built in 1900, the local station remained busy enough to employ a ticket agent until 1935.

Originally called the Wardenclyffe Station, by 1910 the name was officially the Shoreham Railroad Station. The building was eventually torn down in 1950. While there is no exact date regarding the

construction of the underpass, both LIRR tracks and Woodville Road appear on a 1917 map, but neither on a map of 1873. Hence the underpass was probably built at the same time as the station.

Figure 4. The LIRR Bridge

In 1935, some community members wanted the underpass torn down, but effective citizen participation prevented its destruction. Because of its unique status on Long Island, the LIRR bridge should be preserved. We recommend that the State approve the proposed "Rails to Trails" pathway that is currently under consideration and that the bridge be incorporated into the pathway and maintained as part of that project. However, if the project is not approved, we recommend that State add the bridge to its Register of Historic Places and work with the community, the Town and/or the County to maintain it.

3.4 TOWER HILL ESTATE, 1930

Located on the south side of Briarcliff Road in the Incorporated Village, this estate is presently the site of Briarcliff School (Figure 5). It is believed to be a registered historical site. It was built by Donald Upham, one of the original turn-of-the-century developers of Shoreham, who helped lay out the Shoreham Estates. It is a fine example of early 20th century masonry construction. The building is a 2-½ story high, hip-roof, stucco mansion in the Chateauesque style with segmental arched dormers and arched windows on the first floor adjacent to the main entrance. It has a slate roof with breaks over two end bays and an entrance bay.

When school enrollment was dropping in the early 1990's, the school district considered selling the property, a prospect that was vigorously fought by many residents. In the Hamlet Study survey, the vast majority (70 percent) of residents wanted to see this remain as a school.

Figure 5. Briarcliff School (Tower Hill Estate)

The Briarcliff School should remain as an active school facility as long as practical and economically feasible. If future construction elsewhere in the district permits absorption of the primary-age population into other schools, the Briarcliff building should, if feasible, be used to house other District functions, such as administrative offices. Because of its historic value and its location in Shoreham Village near the Shoreham Country Club, the Village should be given the first opportunity to acquire the property if the School District ever decides to sell it. The Village Board has discussed acquiring the property, if the school district were to sell it.

3.5 OTHER HISTORIC PROPERTIES

Several other historic properties exist through the community.

- The New School, c. 1929. Located on North Country Road, east of Woodville Road this charming, picturesque stucco building of Spanish style was designed by Lewis Ingles. The school district sold the building in the 1980's to a private owner who recently renovated it.
- The LIRR Baggage Depot Buildings. At the fork of Route 25A and North Country Road stand two small wooden buildings. The white building is the old Shoreham LIRR station

baggage depot, moved to this site in 1939 after the Wading River branch was abandoned by the railroad.

- The Sadie Thompson House. Located on NE corner of Randall Road and Route 25A in Shoreham was the home of Sadie Thompson. Ms. Thompson became the first telegrapher in the country and worked at the railroad station in Shoreham. She was the station agent until the close of the station in 1935.
- The Sells family home, c. 1734. Located on North Country Road, northeast of Miller Avenue, is the Sells family home, later known as the Sylvester Woodhull House. The house has been sold several times and undergone various alterations, none to period.
- Benjamin (Nathaniel) Tuthill property, c. 1750. On North Country Road, east of Valentine Road, is the property of Benjamin (Nathaniel) Tuthill. Now privately owned by the Acker family, this house and horse farm is well maintained and preserves a charmingly rural aspect.
- Benjamin (Hiram) Tuthill property, c. 1723. Also located on North Country Road is the Benjamin (Hiram) Tuthill property, now owned by KeySpan. Nuns currently inhabit the house. It has been modernized to some extent and appears to be cared for and maintained.
- Dove and Turtle property, c. 1880. This house, located on Woodville Road in Shoreham Village, was built by Randall Warden. It is privately owned by the Lynn family and is undergoing restoration.
- The History House, c. 1826. Now the home of the Wading River Historical Society, this building stands on land deeded in 1780 by Frederick Hudson to Zophar Mills. It came into the hands of the Howell family in 1864 and was purchased by the Society in 1952.
- Shoreham Store and Post Office, c. 1908. Located on Woodville Road in Shoreham Village, this building is now a private residence and is well maintained. The general store and post office served the summer community through 1917.

4 DESCRIPTION OF THE HAMLET STUDY AREA

The Shoreham community is nestled in the extreme northeast portion of the Town of Brookhaven. It is bisected east-to-west by Rte. 25A. To the north of Rte. 25A, it is a hilly quiet place typical of most north shore communities. To the south, it is flat with a large area devoted to sod farms. There is no core, no central business district, very limited commercial use, and one active industrial area. The typical residential lot is one-half to one acre. Electrical utilities comprise the major non-residential land use. These include oil-fired electrical generating facilities operated for the Long Island Power Authority (LIPA) by KeySpan Energy and a new facility under construction to be operated by Pittsburgh Power and Light Global, LLC (PP&L). There is little vacant land north of NYS 25A in Shoreham, mostly scattered subdivision lots. In the Wading River portion of Brookhaven, however, KeySpan owns approximately 833 acres, most of which are undeveloped woodland. South of the roadway and west of the William Floyd Parkway are parcels devoted to the DeLalio sod farms. These parcels are currently zoned A Residence 1 (one acre single family). Considerable residential development has occurred on former sod farm land over the past decade, and the remaining land presents a significant potential for growth (Figure 6). East of the William Floyd is the northern end of the wooded and unimproved Brookhaven State Park. The Hamlet Study Area is shown in Figure 1.

Until recently, most residential development had occurred north of Rte. 25A. During the 1990s several developments were built south of the highway. At around the same time, the road was widened. This has had the effect of increasing the perceived separation between the older northern sections from the newer areas to the south, thus reducing the sense of community among Shoreham's residents.

Figure 6. The DeLalio Sod Farm

4.1 DEMOGRAPHICS

Including the entire Brookhaven portion of the SWRCSD makes sense from a planning perspective, but compiling the associated census data is problematic. The East Shoreham Census Designated Place (CDP) and the Village of Shoreham can be tracked in the census data (Census Tract 1584.02), but the Ridge CDP, which includes all of the study area south of Rte. 25A that is not part of the East Shoreham CDP, is split by the study area boundaries. In the data tables below, Census Tract 1584.01 is east of Ridge Road; 1584.06 lies between Ridge and Randall Roads, including Leisure Glen; and 1584.05 covers Shoreham south and the Wading River portion of the study area (see Figure 1).

4.1.1 Population

Table 1 compares population for census years 1980, 1990 and 2000 for the East Shoreham CDP, Shoreham Village, Suffolk County, the Town of Brookhaven and nearby CDPs. Population growth in unincorporated Shoreham was less than any of the other areas except the Village. Between 1980 and 1990 the population increased 10.4 percent, but from 1990 to 2000 the growth rate slowed to just under six percent. This figure reflects the fact that virtually no buildable land was available in East Shoreham, since the sod farm land had not

yet been put on the market. The Village had a net loss of population during the same period. By comparison, the population in the Wading River CDP, which includes the Riverhead portion of the SWRCSD, increased by over 25 percent. The 2000 Census reported a total of 7,686 persons within the School District. The total population for the unincorporated area (Shoreham, Wading River and Ridge) is 7,269 with 417 additional persons living in the Village. Two major areas of developable space remain: the KeySpan property between Shoreham and Wading River, and the sod farm south of Rte. 25A. At the time that this report was being prepared, an application had been filed to build 132 homes on two portions of the sod farm, leaving another 150 acres still in farmland.

Table 1. Population

	1980	1990	Increase 80-90	% Increase 80-90	2000	Increase 90-00	% Increase 90-00
Suffolk County	1284231	1321977	37746	2.94	1419369	97392	7.37
Brookhaven Town	365015	407977	42962	11.77	448248	40271	9.87
East Shoreham	4947	5461	514	10.39	5809	348	5.99
Village of Shoreham	555	540	-15	2.70	417	-123	-22.77
Rocky Point CDP	7012	8596	1584	22.59	10185	1589	18.48
Miller Place CDP	7877	9315	1438	18.26	10580	1265	13.58
Mount Sinai CDP	6591	8023	1432	21.73	8734	711	8.86

Source: 2000 U.S. Census

4.1.2 Census Characteristics

Ethnicity. The 2000 Census reports population in a different manner than previously presented. People had a choice of how they reported their race. In the case of those who reported that they were Hispanic or Latino, 41 chose Black or African American alone, and 97 as Asian alone. The remaining persons made other selections including two or more races. Table 2 analyzes the population characteristics by census tract.

Table 2. Population Ethnicity by Census Tract

A. Census Tract 1584.02 (East Shoreham and Village of Shoreham)

	Total	18 and over	Children	Village	Hamlet
TOTAL	4152	2954	1198	417	3735
Hispanic or Latino	106	73	33	12	94
Not Hispanic or Latino	4046	2881	1165	405	3641
Population of one race	4127	2870	1257	404	3723
White alone	3981	2781	1200	394	3587
Black or African Am. Alone	33	25	8	0	33
Am. Indian & Alaska Native alone	0	0	0	0	0
Asian alone	86	62	24	10	76
Native Hawaiian & other Pac.Isl alone	0	0	0	0	0
Some other race alone	27	2	25	0	27
Pop. of two or more races	25	11	14	1	24

B. Other Census Tracts in the Hamlet Study Area

	1584.01	1584.06	1584.05 (west)	1584.05 (east)	Study Area Total	School District
TOTAL	5	1779	1320	430	7269	7686
Hispanic or Latino	0	37	87	3	221	233
Not Hispanic or Latino	5	1742	1233	427	7048	7453
Population of one race	5	1733	1221	425	7107	7511
White alone	5	1703	12	419	5726	6120
Black or African Am. Alone		7	0	1	5767	5767
Am. Indian & Alaska Native alone		1	7	0	49	49
Asian alone		11	0	0	95	105
Native Hawaiian & other Pac.Isl. alone		13	0	0	100	100
Some other race alone		0	1	3	31	31
Population of two or more races		0	12	2	69	70
Adults 18 and over	4	1384	893	205	5138	5440
Children	1	395	427	225	2131	2246

Source: 2000 U.S. Census

Age. The preliminary 2000 data released from the Census Bureau report the number of persons 18 years or older as well as total population, thereby enabling a calculation of school-age and pre-school residents. The resulting total of 2,246 children in the Brookhaven portion of the SWRCSD represents 29 percent of the population as being under the age of 18. If census blocks with no children are removed (Leisure Glen), the remaining portion of the District has 31.6 percent of the population classified as under 18. These data are shown on Tables 2 and 3

Table 3. Age Cohorts

	Brookhaven Town		East Shoreham		Miller Place		Mt. Sinai	
Years	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Less than 5	31,187	6.87	397	6.83	814	7.69	624	7.14
5 to 19	100,079	22.36	1,466	25.24	2,597	24.55	2,196	25.14
20 to 24	27,769	6.2	280	4.82	470	4.44	432	4.95
25 to 64	243,129	54.33	3,231	55.62	5,930	56.05	4,700	53.81
65 and over	45,373	10.14	438	7.49	769	7.27	782	8.95
Total	447,537		5,809		10,580		8,734	

Source: 2000 U.S. Census

Income. Table 4 compares 1999 income for Brookhaven Town and the East Shoreham, Miller Place and Mt. Sinai CDPs. East Shoreham's income was higher than the Town in the three categories of median household, family mean and per capita income, and about equal to Mt. Sinai. The percent increase in per capita income was 21.8 percent greater than that of the Town as a whole. However, the 2000 Census showed 56 families in the East Shoreham CDP who were below the Federal poverty level.

Table 4. Income (1999)

	Brookhaven Town		East Shoreham		Miller Place		Mt. Sinai	
	Dollars	% incr. 89-99	Dollars	% incr. 89-99	Dollars	% incr. 89-99	Dollars	% incr. 89-99
Median Household	$62,475	34.8	$85,196	40.4	$80,455	33.7	$85,605	48.8
Family Mean	$69,358	38.1	$88,020	40.6	$87,656	38.1	$89,636	46.4
Per Capita	$24,191	47.1	$29,485	54.4	$27,895	37.4	$31,131	69.0

Source: 2000 U.S. Census

Housing values. Table 5 compares the same areas and establishes comparable values of housing estimated by the homeowner in March 2000. The value of housing in East Shoreham is significantly greater than in the Town as a whole, though slightly lower than in Mt. Sinai. According to local realtors, the average size of new homes in Shoreham is now 3000 – 3500 square feet. Over 50 percent of homes in East Shoreham were valued at $200,00 or higher, at or above the Long Island median value of $250,000. This boom, which reflects new housing starts *vs.* resales, has benefited some sectors of the population, but the Hamlet Study survey revealed a need for affordable starter homes and for seniors who want to "grow down" while remaining in the community.

RECOMMENDATION

Future residential development should include housing options for young families and retired people, homes priced at or under the median housing price of $250,000.

Table 5. Value of Housing

	Brookhaven Town		East Shoreham		Miller Place		Mt. Sinai	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Less than $99,000	94,689	8.7	27	1.6	61	2.1	32	1.3
$100,000 - $199,000	70,998	65.3	707	42.9	1434	48.9	872	36
$200,000 - $299,999	19.809	18.2	588	35.7	994	33.9	966	39.9
Over $300,000	8,325	7.7	323	19.7	444	15.1	549	22.7

Source: 2000 U.S. Census

4.2 INSTITUTIONAL SERVICES

Institutional services are tax-supported functions that provide aid or assistance to the residents of Shoreham. The service providers range from Federal, State, County and Town government to quasi-governmental entities, such as volunteer fire departments, and private organizations (*e.g.*, private hospitals and charitable organizations).

Shoreham is home to various not-for-profit community-based organizations that provide opportunities and care for special-needs populations. Among these are the Association for the Help of Retarded Children (AHRC), Concern for Living and the Community Development Corporation of Long Island. Because it is difficult to track the myriad private organizations and agencies that play a role in the community, the major institutions described in this report are public

-- the Police Department, Fire Department, Post Office, Public Library, Suffolk County Department of Health Services, and Town of Brookhaven.

4.2.1 The Suffolk County Police Department and the Village of Shoreham Police Department

These two agencies provide law enforcement and emergency response services to area residents. The unincorporated area of Shoreham is within the Seventh Precinct of the County organization, with headquarters in Shirley. The Village Police patrol within the Village limits and provide initial response services, but the Village uses the County police as well. The County Police provide normal patrols of the area and specialized responses to specific incidents, as necessary. COPE (Community Oriented Police Enforcement) units were established to respond to quality of life issues such as noise, loitering, and dirt bikes.

4.2.2 Fire and Ambulance Service

Neither the hamlet of East Shoreham nor the Village of Shoreham has its own fire department or ambulance service. The hamlet is serviced by two fire departments, which provide both fire and ambulance service to the community. The Rocky Point Fire Department covers most of the community, starting at William Floyd Parkway and proceeding west to Ridge Road; about 2 miles to the south of Route 25A and north of 25A to Long Island Sound. The Wading River Fire Department covers the remaining portion of Shoreham that is east of, and including, William Floyd Parkway, north to Long Island Sound and includes the portion of Shoreham known as Shoridge Hills. The Village of Shoreham is covered by contract with the Rocky Point Fire Department.

The Rocky Point Fire Department was organized in 1930. It currently has 114 members and covers approximately 15 square miles. One of its three stations is located in Shoreham. All officers and members of the Department are volunteer. The District employs a first responder for all medical calls. It has one full-time and 13 part-time employees. The Department provides the first level of organized response to any call for help in the event of fire, medical emergency, vehicle accidents, water rescue, and hazardous materials incidents. Equipment includes advanced life support ambulances, a heavy rescue vehicle, brush units and various water rescue equipment.

All of the community is now supplied with a hydrant system, making access to water easily achieved in all situations. The water supply throughout the community is generally sufficient to fulfill firefighting needs. With respect to the planned growth within the community, the district believes that it has adequate facilities and equipment. However, as in other volunteer departments, the level of active membership depends on several factors, especially the cost of living and the current state of the economy. As the cost of living continues to rise and the economy struggles, the number of members tends to decrease. As a result, manpower could become a critical issue within the next three to five years. It may become necessary to hire additional paid personnel to staff emergency calls.

The Wading River Fire Department covers Shoridge Hills, the Shoreham Town Beach, approximately 400 acres of LIPA/KeySpan land between Shoreham and Wading River, and the Shoreham-Wading River High School, as well as Wading River itself. The Department has two stations, both located in Wading River. All officers and members of

the Department are volunteer. As in the Rocky Point Fire District, the Wading River Fire Department provides the first level of organized response in its District to any call for help in the event of fire, medical emergency, vehicle accidents, water rescue, and hazardous materials incidents. The areas serviced by the Wading River Department are now supplied with a hydrant system, making access to water easily achieved in all situations. The water supply throughout the community is generally sufficient to fulfill firefighting needs.

4.2.3 The Post Office

The Shoreham Post Office is located in a leased building on Rte. 25A between Shoreham Plaza and the Fire Department. It moved from Woodville Road in Shoreham Village to its current location in 1980. It has parking space for nine cars. The staff of thirteen employees serves approximately 1300 stops in the 11786 ZIP code area and 900 post office boxes.

RECOMMENDATION

The Post Office should begin planning to move to a facility with better parking and safer access. Depending on availability, possible locations could include a building on the Tesla property or a new building at the current bus depot site with an entrance off of Miller Avenue.

According to the Postmaster, the building and parking area are adequate to accommodate anticipated area growth. Carriers have larger routes since mail sorting machines have reduced the time necessary to sort the mail for delivery, and routes can be expanded to meet potential increase before additional carriers are needed.

However, the community believes that parking is insufficient and dangerous. There is only one entrance to the actual parking area, and traffic tends to get backed up during peak business hours. Using Shoreham Plaza for overflow parking leads to cross-traffic in front of the Plaza entrance, and proximity to traffic lights on Rte. 25A at the Fire Department and Shoreham Plaza creates confusing and dangerous turning conditions.

The Shoreham Post Office is centrally located and convenient to the Shoreham Plaza. However, we recommend that the U.S. Postal Service seek space in another location in the same general area with better parking and safer traffic conditions. The Tesla property, with its central location and historic buildings, would be a good site. Another alternative would be as part of a commercial building at the current site of the Laidlaw Bus Depot.

4.2.4 The Suffolk County Department of Health

The Suffolk County Department of Health Services, through its many divisions and offices, provides public health services to Shoreham residents. Some of the many services available are patient care, mental health services, alcohol and substance abuse services, health education and public information, environmental quality, epidemiology and disease control, public health nursing, emergency medical services, forensic science and public health, environmental and crime laboratories. The nearest clinics are located in Coram and Riverhead.

4.2.5 Town of Brookhaven Services

The Town of Brookhaven's most visible presence in Shoreham is the Robert E. Reid Sr. Recreation Center on Defense Hill Road (Figure 7). Human services such as the North Shore Nutrition Center are available at the Center, as are indoor recreational programs, such as a Senior Citizen Club, a Homemaker's Club, square dancing and ceramics. The facility is also available for a fee as meeting space for community organizations. Individuals may use the Center for a fee. The grounds are generally open during the day, but if a Town employee is not available or no activities are scheduled, the gates occasionally remain locked.

Figure 7. The Brookhaven Town Robert Reid Recreation Center

The Robert Reid Center is an important social and recreational resource for the community. It should be expanded to provide additional facilities, such as an outdoor basketball court and a skateboard park, and social activities for area youth. The North Shore Youth Council (NSYC) currently holds its Battle of the Bands at the Center. The NYSC provides after-school and mentoring programs in Rocky Point for the SWRCSD,

but Shoreham's young people can't get to Rocky Point for after-school activities. The Robert Reid Center is located directly across from the SWR High School, which makes the site convenient for an open "drop-in" lounge. Many school buses in the District pass the site as well. The Council and the Town should work together to provide more activities, such as Safe Summer Nights. Additional recommendations are detailed in Sec. 4.8.2 and 5.2.8.

4.2.6 North Shore Public Library

The North Shore Public Library District serves the residents of Shoreham, Rocky Point, Wading River and portions of Sound Beach, Ridge and Calverton at its central location adjacent to the Shoreham - Wading River High School on the south side of Rte. 25A east of the William Floyd Parkway. Formed in 1997, the Library District encompasses an area of 22.3 square miles and serves approximately 27,908 residents.

In addition to the traditional audio/visual library services, the North Shore Public Library has a Long Island collection, a law library, computers, electric typewriters, copiers, talking books, State genealogical records, a special collection center, a community resource database, college information center, links to other libraries in Suffolk County and an extensive children's services program. The parking area is shared with the high school with some parking spaces designated for library use only. Parking is adequate except when there is a major event at the high school.

The library commissioned a "Charting the Future" Feasibility Study that was completed in January 2002. The purpose of the Study was to research community sentiment relative to how well a single, central facility serves its users. The conclusion of the study was that

> "The North Shore Public Library community presently does not, and would not, support any movement toward moving the NSPL to a different location. Moreover, the community would not back any plan to create a branch or satellite facility in another location within the Library District. There do not seem to be any decisive issues related to the Library location, services or resources. The NSPL appears to be serving its residents well. Our research did not show any identifiable segments of the community not being reached. When compared to neighboring library districts, particularly those serving similar numbers of patrons, NSPL resources are abundant, staff numbers are sufficient, building size is favorable, and the tax burden is in line with the norm. Most importantly, the community seems to recognize these facts" (NSPL, pp. 9-10).

4.3 SCHOOLS

The schools have long served as a principal unifying element for Shoreham. Because the hamlet lacks a "center" that defines it, the schools are both an educational institution and the location of most community activities. The Hamlet Study survey confirmed that the Shoreham-Wading River Central School District is a vital aspect of life in Shoreham. "Good schools" was selected as the second most important reason why residents moved into the Shoreham community. The community's schools were selected, in a virtual tie with church, as the most important connection

to the community. The "quality of education" and "school crowding" also scored highly among the "most important issues" to the residents responding to the survey. In addition, the changing fortunes of the Shoreham Wading River Central School District, discussed below, have had a profound impact on the community at large. Because of the importance that the school district holds for all residents, the schools are discussed separately from other community institutions.

4.3.1 History

Shoreham's first school was built on Woodville Rd. in 1815 and was in use for over 50 years. A series of fires destroyed several subsequent buildings, until the North Country Road school was built in 1929 (Sec. 3.4). When the SWRCSD was created in 1973, it included three elementary schools. A middle school was constructed the same year. Students went to high school in Port Jefferson until the current high school was completed in 1975.

The original three schools are still in use – Briarcliff and Miller Avenue in Shoreham and the Wading River Elementary School in Wading River. Briarcliff School is located on 8.6 acres of land in Shoreham Village (Sec. 3.4). It was originally constructed in 1930 as a private residence on the Long Island Sound. Additions were built in 1951 and 1967. Miller Avenue Elementary School, located on 10 acres, was built in 1962 with additions built in 1966, 1970, 1973, and 1975. The Wading River Elementary School, built in 1963 (with additions built in 1967, 1975, 1982, 1985, 1987, and 1988), is located on 9.6 acres of land.

The Albert Prodell Middle School was constructed in 1973 on 27 acres and has had additions built in 1979, 1983, and 1992. In the mid-1990s the school was dedicated to Dr. Albert G. Prodell, who was one of the founders of the school district and who served for two decades as president of the Board of Education. The Shoreham – Wading River High School was completed in 1975, with additions in 1977, 1979, 1981, 1983, and 1991. The entire high school site covers approximately 76.6 acres, much of which is in athletic fields, a nature trail and an exercise trail.

The dates associated with the pre-1990 school construction reflect one of the major external factors in the history of the SWRCSD, the now defunct Shoreham Nuclear Power Station (SNPS, Figure 8). Additions to buildings and the development of an outstanding school curriculum and staff were the results of the taxes provided by the SNPS. With the sudden closure of the SNPS in 1991, these taxes were replaced with declining payment-in-lieu-of-taxes (PILOT) payments that ended in 2001. Shoreham's handful of commercial establishments and Wading River's small commercial center have been unable to make up for the loss of the SNPS tax money, and residential property taxes have risen substantially over the last 10 years. Figures supplied by the school board show an average yearly increase of greater than 20 percent, while the compounded tax rate increased by more than a factor of six between 1991-91 and 2001-02. Some comparative statistics are shown in Table 6.

Table 6. School District Statistics

	Year	Enroll-ment	Assessed Value	Value/ Pupil	Property Taxes	State Aid	Fed. Aid	Total Revenue	Debt	Rev./ Pupil
Shoreham/ Wading River	1990	1940	$230,521	$2798	$30,562	$2106	$192	$34,390	$11,240	$17,727
	1995	2021	$82,091	$451	$31,068	$2475	$210	$34,648	n/a	$17,144
	1997	2146	$87,248	$435	$29,892	$2094	$172	$33,850	$31,280	$15,733
	1998	2217	$90,744	$448	$28,313	$2135	$232	$31,764	$35,380	$14,327
Miller Place	1997	2724	$15,412	$256	$16,307	$10,510	$259	$27,918	$9930	$10,249
	1998	2781	$15,635	$270	$16,874	$11,087	$360	$29,310	$9265	$10,539
Mount Sinai	1997	2094	$11,399	$246	$14,237	$11,139	$249	$26,246	$30,815	$12,534
	1998	2116	$11,627	$264	$14,954	$11,822	$278	$27,702	$22,115	13,092
Rocky Point	1997	2825	$15,976	$256	$15,836	$12,046	$435	$29,463	$4510	$10,249
	1998	3020	$16,188	$258	$16,618	$12,486	$515	$30,542	$3870	$10,113

Note: 1990 and 1995 data
Source: Comptrollers 08/10/01

4.3.2 Current Status

In September 2001 the SWRCSD had a student enrollment of approximately 2650 students. The grade schools serve as community schools for Shoreham and Wading River, while the middle and high schools accommodate students from throughout the district. Briarcliff is a primary school with 281 students in grades K and 1. Miller Avenue Elementary School accommodates 498 students in grades 2 through 5. Wading River Elementary School has 438 students in grades 1 through 5. The Albert Prodell Middle School serves 610 students in grades 6 through 8. The Shoreham-Wading River High School has an enrollment of 815 students (which includes 50 students from Manorville) in grades 9 through 12. The current enrollment reflects a growth of 35 percent in the 10 years since the SNPS closure.

In 2001 the Board of Education commissioned a demographic study to project future population growth in the SWRCSD. Later that year an advisory Space Committee of SWRCSD residents began meeting with the Superintendent of Schools to examine the future space needs of the school system and to make recommendations on ways to meet these future needs. The results of the demographic study were presented to the Board of Education and the public in February 2002. Based on the sizes of currently planned developments, the study projects an overall increase of 20 percent in the number of students in the district by 2011, with the number of high school students doubling. Residential developments for which applications have been filed were included in the population projections, but potential additional development in other areas that are identified in this Hamlet Study was not.

Continuing growth in residential development presents the school district with two challenges. The first challenge is **funding**. During the 2001-2002 school year, the State removed its cap on permitted annual increases in State aid to school districts and the SWRCSD's budget share from State aid increased significantly. Nonetheless, for the 2002-2003 school year, State aid will be 9.7 percent, compared to an estimated 33 percent in neighboring Rocky Point and 34.4 percent in Miller Place. Every new home that is built

represents a further drain on the SWRCSD and a potential increase in school taxes. Elsewhere in this report we make recommendations that, if implemented, may reduce the pace of residential development in the community. However, the community must also assume responsibility for its own future by supporting other forms of development that will broaden the tax base. We also make recommendations about such development later in this report, with the understanding that balance and compromise may be difficult to achieve.

Figure 8. The Defunct Shoreham Nuclear Power Station

The second challenge is sheer **physical space**. New space, in the form of temporary or permanent additions or as a new building, will be required. Our recommendations for meeting this challenge are presented in Sec. 4.3.3, below.

4.3.3 Future Growth

The Shoreham – Wading River School District's need for additional space does not reflect a temporary increase in population. Residential development is underway throughout the District, more is planned, and hundreds of undeveloped acres within the community are in residential zoning. New educational facilities, whether in the form of permanent additions or new buildings, are required. Based on the community's expressed desire for neighborhood schools, we recommend that an elementary school be located in Shoreham south of Rte. 25A. This is the area of rapid residential development, but unlike the

students north of the highway, the children here have no neighborhood school. Adding space to existing schools would be less expensive, but difficult where available property is limited. More important, it would still leave a significant proportion of our children without a neighborhood school. We recognize that children living along Defense Hill Road and in the Wading River developments south of Rte. 25A will remain somewhat isolated from their elementary schools. However, residential development in this "boundary area" between Shoreham and Wading River is not likely to increase enough in the next several years to support another school.

The school district apparently owns 22 acres of undeveloped land south and west of the high school. However, the property is in the Pine Barrens and in Suffolk County's Groundwater Management Zone III, potentially limiting the ability of the District to build there. Following a decade of steeply rising taxes, residents are unlikely to approve a bond issue that would cover the cost of both purchasing property and building a new facility. Therefore, in order to site a school for the south Shoreham residential neighborhoods, several options were explored.

RECOMMENDATION

The SWRCSD should create an elementary school south of Rte. 25A. We recommend that Prodell Middle School be converted to an elementary school. We strongly urge local government agencies to work with the District to permit construction of a middle school on undeveloped property at the high school.

Preferred Option: Local government – the Town, the County and the Pine Barrens Commission, if necessary – should work with the SWRCSD to obtain any necessary waivers or variances so that the District can build on the undeveloped high school property. The District should use this land to build a new Middle School, including space for administrative offices, which would then free up the current office space for high school educational space. The Prodell Middle School should be converted into an elementary school. This may not be the least-costly option, since it would involve both conversion and new construction. However, it has many benefits. Prodell Middle School needs upgrades in order to meet current Americans with Disabilities Act requirements, so some investment will be needed here regardless of any other changes. The District will gain flexibility to adapt to future population changes by having the middle school and the high school juxtaposed, since bathrooms, fields and other facilities could be adult-sized for both schools.

Alternative Options: If the Preferred Option cannot be achieved, several alternatives could be considered.

A. The Town is slated to acquire a 23-acre parcel of sod farm land on the west side of Ridge Road from the developer of The Greens at Shoreham. The Town could turn this land over to the school district. This parcel is marginally located for a new school, being the westernmost parcel in the District, and is not adjacent to any other developed (or developable) property. In Sec. 4.8.2 we will recommend recreational use of this property. Although we would prefer to see this parcel improved by the Town for active recreation, an educational facility would take precedence.

B. Any new developer of property in the remaining portion of the sod farms would be required to donate to the school district either land or funding to purchase land for a new educational facility. This would be a central, accessible location for children and buses. It would also be consistent with the mixed-use goals of a Planned Development District (PDD) that we recommend for the sod farm land elsewhere in this report (Sec. 5.2.2). However, this option is likely to be extremely difficult to achieve. Even if arrangements could be made, it might not be achievable in time to meet the immediate demand for additional educational space.

C. A third alternative would be for the SWRCSD to acquire the Nike site (Sec. 5.2.7) to build a new middle school and to convert Prodell Middle School into an elementary school. This option seemed like a strong alternative at the outset of this Hamlet Study. The Federal government was considering selling the property, and the school district would have been near the top of the list of preferred purchasers at a relatively low cost. This situation changed after September 11th; the site is currently in active use by a National Guard unit. It is uncertain when the property may become available.

D. The Town could facilitate the transfer of some LIPA or KeySpan property near Ret. 25A to the school district. As with Options A and C, the land would be used for a middle school, with the current middle school being converted to a grade school. Although the property would not be adjacent to the high school, this option has the advantage of transferring land north of Rte. 25A, outside of Groundwater Management Zone III.

4.4 LAND USE

Figure 9 shows land use based on data provided by the Suffolk County Planning and Assessment Departments. Several items immediately are apparent. First is the 883.3 acres shown as utility (LIPA/KeySpan). Second, most of the residential lots fall into the medium density category. Agricultural use is evident and occupies 320 acres. The County is currently finalizing the purchase of agricultural land that had been destined for subdivision (east of the William Floyd Parkway). The two parcels would total 83.2 acres. There are many large parcels devoted to open space, but few designated as local neighborhood parks (Table 7; Sec. 4.8).

The Tall Grass Golf Course occupies 145.1 acres. The high school and adjacent district property occupies 83.4 acres. Other than KeySpan and the sod farm, there is little developable vacant land, only a few scattered residential lots. Finally, there is one parcel devoted to industry (Peerless) and a few commercial properties including the Shoreham Plaza Shopping Center and the Laidlaw Bus Depot. This shopping center, constructed in the early 1980s, contains about 32,500 square feet of retail space on a five-acre site. Over the years, the center has usually had one or two vacant stores at any given time.

The Hamlet Study survey showed residents evenly divided between those who approve of current land use patterns and those who are dissatisfied. However, over 65 percent of respondents expressed concern about the lack of adult recreational activities in the area, and pressure on school facilities for young people is increasing. The need for more parks and recreational opportunities is discussed in detail in Sec. 4.8.

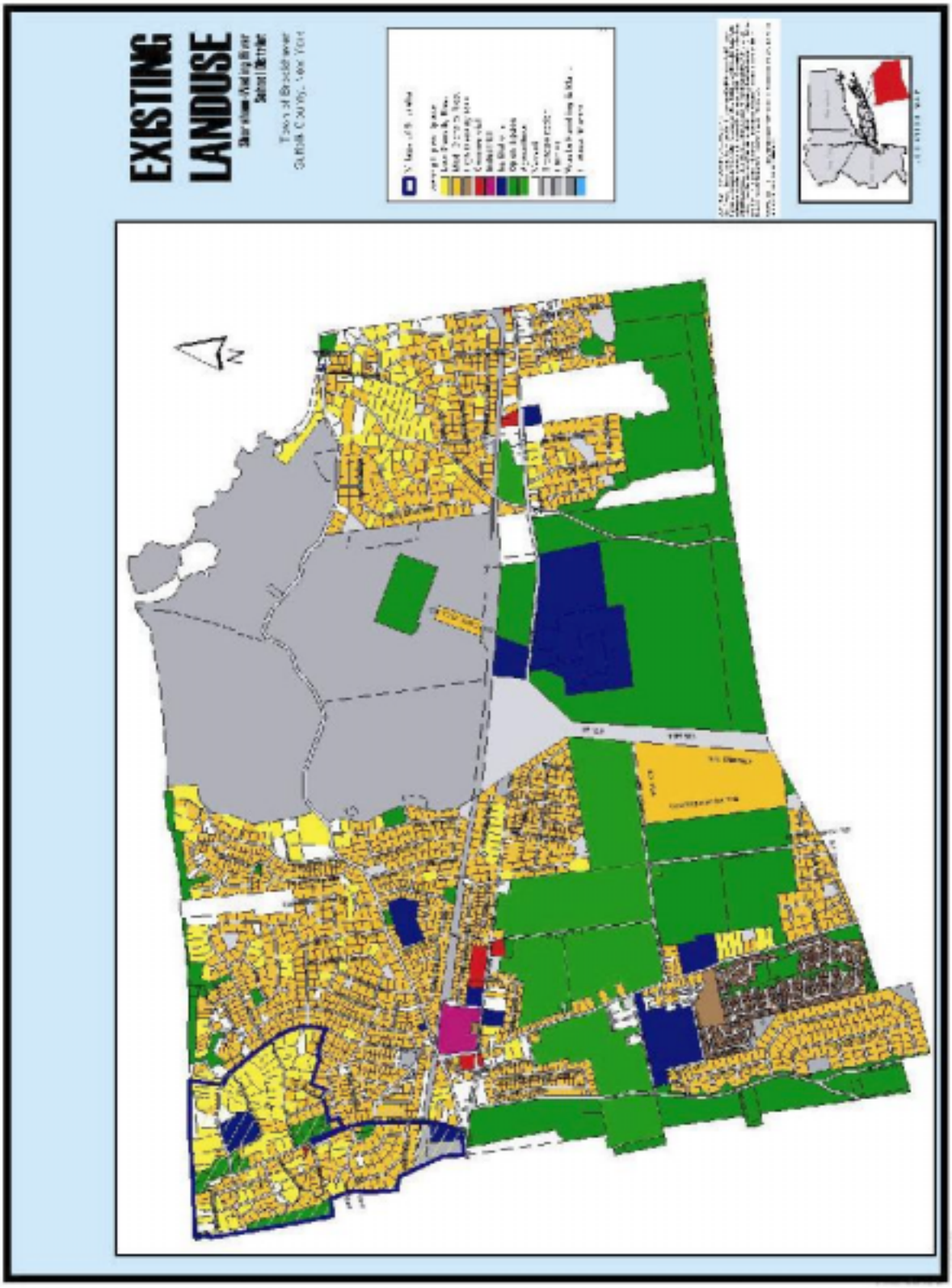

Figure 9. Existing Land Use

4.5 EXISTING ZONING

Figure 10 shows existing zoning in the study area and adjoining properties. This is based on the official zoning map of the Town dated August 20, 2000. Table 7 lists in general the permitted uses in the zoning districts in the study area. The Town of Brookhaven maintains the Town Code on line.[1]

Table 7. Zoning Categories and Permitted Uses

Zoning District	Permitted Uses (includes accessory uses and those requiring special permits)*
A-1 Residence	One-family dwelling (no mobile homes) Churches, schools Farming Professional office (primary use as residence) Day-care facilities. Parks, playgrounds, athletic fields, golf
A-2 Residence	Same as A-1 Convents and monasteries
A-10 Residence	Total building area shall not exceed three percent (3%) of the total lot area
B-1 Residence	Same as A Residence Convents and monasteries
D Residence	Same as B Residence Owner-occupied two-family dwellings
PRC Residence	Limited to persons 55 years of age or over
J-2 Business	Same as B-1, no single-family dwellings Retail, wholesale shops and stores Personal service shops (*e.g.*, barbershops, beauty parlors) Banks, offices, restaurants Playgrounds, athletic fields Ferry slips Dry-cleaning plants, laundries, laundromats Health clubs, fitness centers Mini-storage facilities
J-3 Business	Same as J-2 (some may not require special permits)
J-4 Business	Same as B Residential
L-3 Industrial	Any business or industrial use except as prohibited in L-1; requires special permit
L-4 Industrial	Transmission and distribution of electrical energy

* Lot size and other restrictions apply. See Town Code for details.

The area is predominantly in one, two and ten acre residential zoning with the exception of the LIPA property, which is zoned L-4 Industry. The permitted uses in this district (Industry L-4) states, "buildings, structures and premises may be used only in conjunction with the generation, transmission and distribution of electrical energy by a corporation subject to the jurisdiction of the Public Service Commission of the State of New York." (Article XXXII)

The lands owned by KeySpan and those included in Brookhaven State Park are zoned A-10 (10 acre) Residence. There is a narrow band of two acre zoning (A-2) immediately west of the KeySpan property. The current owner of the largest parcel in this zone is raising horses on his land. The remainder of East Shoreham north of the LIPA transmission right-of-way, between

[1] http://gcp.esub.net/cgi-bin/om_isapi.dll?clientID=217756&advquery=Chapter%2085&infobase=brookhvn.nfo&record={3E9C}&softpage=Browse_Frame_Pg42

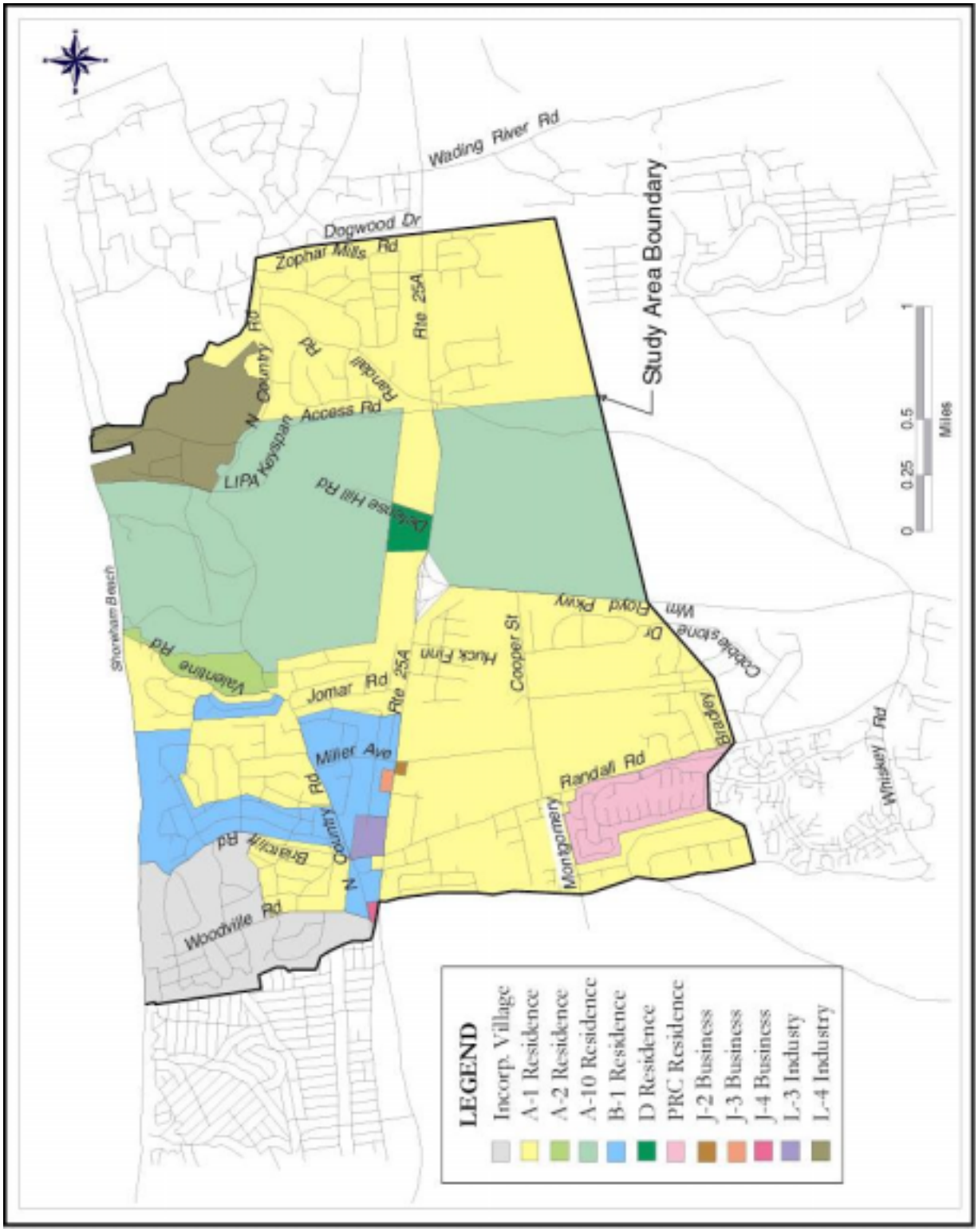

Figure 10. Existing Zoning

KeySpan and the Incorporated Village, is zoned either B-1 (half-acre) or A-1 (one acre) Residence. With the exception of the "Leisure" complexes, zoned PRC (Planned Retirement Community), and the bus storage facility (J-2), all private land south of Rte. 25A is zoned one acre residential.

Between the LIPA right-of-way and NYS 25A, there are two parcels zoned J-4 for office buildings (9,000 sq. ft. minimum lot size), the Tesla/Peerless property, zoned L-3 industrial, the Shoreham Plaza Shopping Center, zoned J-3, and two parcels occupied by the Association for the Help of Retarded Children, zoned Residence D. The Tesla property was recently rezoned from L-1 Industry including the frontage (J-4) to the current L-3 (Planned Industrial Park). This district requires a minimum lot area of three acres.

4.6 TRANSPORTATION

4.6.1 Roads and Traffic

County Road 46, the **William Floyd Parkway**, serves the community in a north-south direction. This is a limited access highway with medians and grade separations at major intersections. Its northern end terminates at Rte. 25A. It serves as the primary route for Shoreham commuters to the Long Island Expressway. There is a two-hour northbound peak in the afternoon between 4:00 p.m. and 6:00 p.m. and a southbound peak in the morning between 7:00 a.m. and 9:00 a.m. The individual peak hours represent about eight percent of the 24-hour flow. The directional distribution can be as high as 70 percent in the predominant direction (that is, 70 percent of the cars on the road are going in the same direction). The William Floyd between Shoreham and the Long Island Expressway is valued as a scenic roadway, passing through woodlands that include stretches dense with American dogwood.

Rte. 25A, a New York State highway, serves the community in an east-west direction (Figure 11). In 1999 the volume between Woodville Road and the William Floyd Pkwy reached 22,210 vehicles. As noted previously, this section of road was recently widened to provide one lane in each direction, a left/left turning lane with designated left turns at specific intersection and paved shoulders. East of the William Floyd the road narrows to one lane in each direction and narrow paved shoulders, with left turn lanes at the Shoreham – Wading River High School and at Randall Road in Wading River. Many people travel from west of the community to reach the William Floyd, the easiest means to access the Long Island Expressway. This is substantiated by a review of the hourly volumes. In the morning the predominant flow is eastbound from Woodville Road to the William Floyd (62.8 percent). In the evening (5:00 p.m. to 6:00 p.m.) the flow reverses with 60 percent westbound. The westbound volume an hour earlier (4:00 p.m.) is almost equal to the peak (1079 *vs.* 1186). The peak hour volume for both count locations represents about 8.5 percent of the 24-hour volume. The directional distribution east of the William Floyd is almost equal during the peak hour. The flow westbound from the Riverhead Town line to the William Floyd exceeds 600 vehicles per hour from 11:00 a.m. to 6:00 p.m. Fortunately, this segment is not encumbered by major commercial land use. But, as the eastern north shore develops, the volume will increase, ultimately exceeding the highway's capacity. Seasonal volume in autumn frequently causes backups down the William Floyd as people head east to pick pumpkins and stock up on the summer's harvest.

In the mid-1990's the NYSDOT widened Rte. 25A from two to five lanes from Mt. Sinai to Rocky Point. Under pressure from the Rocky Point Civic and local businesses and residents, the NYSDOT created a Rte. 25A bypass around downtown Rocky Point to reduce through traffic in the commercial center. At the time it would have been possible to extend this bypass to the William Floyd Parkway, but Shoreham had no unified leadership to address the NYSDOT's plans. The resulting road design now rejoins the local and bypass traffic as it enters Shoreham. The intersection forces westbound drivers on North Country Road (Business 25A in Rocky Point) to look backwards almost 180 degrees at the merge with the faster-traveling traffic from the main road, and forces eastbound local traffic to rejoin Rte. 25A through two traffic lights in order to reconnect with North Country Road in Shoreham. The road widens to five lanes (four lanes plus a turning lane) where the two roads come together, and then reduces to three lanes, including a striped median and a left-turn lane from Randall Road to the William Floyd Parkway. At the William Floyd intersection the road briefly widens to two westbound lanes. At either end of the highway, where the road is widest, raised medians are planted with Rose of Sharon and wildflowers.

Figure 11. The Rte. 25 Corridor at the Shoreham Fire House

The community has voiced its disapproval of this design, which has resulted in faster traffic speeds through the residential part of Rte. 25A and past the shopping plaza, post office and fire station. There have been several serious accidents involving pedestrians, some

with loss of life. The turning lane and median are frequently used as a passing lane in an effort to squeeze by other drivers. While other North Shore communities have an older "downtown" along North Country Road, in Shoreham the highway slices through the heart of the community. Even the medians draw disapproval, as the shrubs trap litter and the wildflowers look unkempt and weedy during most of the year.

In the Hamlet Study survey Shoreham residents clearly expressed their desire to take back their roadway and to make it part of the community again. We recommend that the NYSDOT work with the community to employ measures between Randall Road and the William Floyd Parkway that will improve pedestrian and traffic safety, enhance the aesthetic appearance of the roadway, and help create a sense of a hamlet center. We recommend that the NYSDOT replace portions of the painted medians east of Miller Avenue with raised median islands planted with deciduous trees. Shrubs in existing medians should be replaced with small trees that will not catch litter. This change will result in an improved appearance and will tend to slow down traffic, but will not block drivers' views of oncoming or crossing traffic. Islands, rather than a continuous median, will permit westbound traffic to turn left into the residential area south of the road and will provide a needed safe haven to pedestrians crossing the highway. A traffic light should be installed at Blackfoot Trail to permit safe left turns into westbound traffic. A traffic light will also be needed in the near future at Ridge Road as residential development increases south of Rte. 25A. Other improvements along the Rte. 25A corridor are discussed in detail in Sec. 5.2.11.

RECOMMENDATIONS

Apply the traffic calming principles of Smart Growth to Rte. 25A by redesigning the medians and planting trees.

Enhance traffic safety by adding traffic lights on Rte. 25A at Ridge Road and Blackfoot Trail in Shoreham and at Randall Road in Wading River. Add a left-turn signal for eastbound traffic at Defense Hill road.

Add right-turn lanes at intersections with access roads into the residential developments along Rte. 25A in Wading River.

Install an improved storm drainage system east of the William Floyd Parkway to eliminate flooding.

Add a parking lot at the Nike access road for families attending athletic events at the high school.

East of the William Floyd in Wading River, traffic safety is the predominant issue, closely followed by the need for safe bicycle and pedestrian paths. A persistent drainage problem on the north side of the road between the William Floyd Parkway and Defense Hill Road causes significant flooding and traffic congestion. A permanent solution is needed as soon as possible. Parking west of the high school athletic fields is limited and often spills out onto Rte. 25A. A parking lot is needed at or alongside the Nike property.

There is a dedicated left-turning lane westbound at Defense Hill Road, entering the high school, but eastbound traffic turning north onto Defense Hill Road at the Robert Reid Center has no left turn signal. There are no traffic signals between the High School and Wading River – Manor Road, making turns onto Rte. 25A from residential developments

to the north and south increasingly dangerous. Drivers pulling onto the shoulders to make right turns pose a risk to bikes and pedestrians.

With expected increases in residential development in Wading River and expanded recreational opportunities at the Robert Reid Center, additional traffic is anticipated. This portion of the road is residential, and residents seek safer conditions without the significant widening that occurred in Shoreham. Therefore we recommend measures that will allow traffic to flow while improving safety in this residential area. Eastbound, a left turn signal should be added at Defense Hill Road and a new signal should be located at Randall Road. If this light is correctly timed, it should facilitate turning out of Wading River Estates and Wading River Acres as well as directly out of Randall Road. A left-turn lane should be added at Gateway Drive in Wading River. Right-turn lanes should be added at Deerfield Court and Amber Lane. Westbound, right-turn lanes should be installed at Gateway Drive and Randall Road. The existing 45 mph speed limit should be retained except in front of the SWR High School, where a 20 mph speed limit should be posted and enforced.

The most heavily traveled two-lane feeder roads in the Hamlet Study area are those that serve as the main school bus routes. In Shoreham **Woodville Road** and **Briarcliff/Randall Roads** are north/south roads that meet near Briarcliff School in the incorporated Village. These two roads serve the oldest parts of Shoreham, the Village and the western part of East Shoreham. Woodville, which lies almost entirely within the Village, is relatively straight and wide and poses no serious risks. Briarcliff, however, is very narrow and has several blind curves. Recent installation of a four-way stop at Suffolk Down has slowed down traffic at the south end of the road, but farther north toward the elementary school the road remains dangerous. An additional all-way stop should be added at Mary Pitkin Path, where visibility is poor.

RECOMMENDATIONS

The Town should acquire the right-of-way for the paper road on the sod farm and extend Miller Avenue south to Cooper Street.

Add a traffic light on Randall Road at the Middle School.

Limit construction and fuel trucks to the LIPA access road.

Add stop signs on Briarcliff Road at Mary Pitkin Path and Soundview Drive.

Randall Road extends south of Rte. 25A, carrying traffic from both Shoreham and Wading River to and from Prodell Middle School. It is also the only road in Shoreham that links the community north of Rte. 25A to Leisure Glen and the residential developments to the south. South of the Middle School the road widens (though it is still two lanes), but the north end is narrow, hemmed in on both sides by homes and cannot be widened. It lacks any turning lane at Rte. 25A. To the west **Ridge Road** can be used by residents of Middlecross Estates and other developments to the south in Ridge to access Rte. 25A. Because of traffic density and speeds on Rte. 25A and increasing volume at the intersection at Randall Road, residents living south of the highway have an increasingly difficult time turning west on Rte. 25A. Unchanged, this situation will deteriorate.

Providing alternative north/south routes between Rte. 25 and Whiskey Road in Ridge can mitigate this problem. In addition to installing a traffic light at the Ridge/Rte. 25A intersection, Miller Avenue should be extended south to Cooper Street. This will provide improved access to and from existing and planned residential areas south of Rte. 25A and serve as the backbone of a recommended Planned Development District (Sec. 5.2.2.2). The road should be built as a boulevard, with a landscaped median and trees along the sides. A traffic light already exists at the corner of Miller Avenue and Route 25A. To create the extension, the Town would need to acquire the property along the variable-width paper road. We recommend that this process be initiated immediately.

In Wading River another **Randall Road** is the principal egress to Rte. 25A for the Clarendon development and adjoining residences north of Rte. 25A in Brookhaven.

The only east-west road other than Rte. 25A through the study area is **North Country Road**, a narrow, winding road lacking a shoulder and heavily wooded for most of its length. There are some residences at its western end, near the Shoreham/Rocky Point border, and again near the Riverhead Town line as it approaches the Hamlet of Wading River. The Shoreham Electrical Generating Facility lies directly north of North Country Road about halfway along its length. A designated access road just west of Randall Road in Wading River provides a direct route to the plants from Rte. 25A, so that heavy trucks need not use North Country Road. LIPA has committed in writing to establishing contractual requirements with construction and fuel-delivery contractors to limit their truck traffic to use of the access road[2].

4.6.2 Bus Service

Suffolk County Transit (SCT) is a County-financed bus service operated by individual operators under contract with the County. It provides service in the area. Route S-5A travels from Artist Lake in Middle Island via NYS Rte. 25 to Randall Road, westerly along Rte. 25A into the Shoreham, Rocky Point, Sound Beach communities on a one hour headway. Route S-62 begins in the Hauppauge Industrial Park, serves the County and State office buildings, Smith Haven Mall, Port Jefferson Railroad Station and continues along Rte. 25A through East Shoreham to the Riverhead County Center, generally on a one-hour headway, but sometimes as great as an hour and 25 minutes. Fifty percent of people answering the Hamlet Study survey were unhappy with the SCT bus service. The unreliability of the service reduces potential ridership, and many people indicated that the service was unimportant to them. SCT route S5-A should be rerouted to the Miller Avenue extension, when it is completed, to provide public transportation to the PDD.

RECOMMENDATION

After the Miller Avenue extension is completed, SCT route S5-A should be rerouted to follow Miller Avenue instead of the north end of Randall Road.

[2] Letter from E. Grilli, Chief of Staff, LIPA, to the Wading River Civic Association, April 5, 2002.

4.6.3 Other Transportation

As the volume of vehicular traffic, particularly trucks, increases on major regional roadways, the concept of a passenger ferry linking Shoreham with the Connecticut shore is periodically discussed publicly. Proponents list the large, low-lying land parcel in a lightly populated area at the SNPS, and the location of the large capacity William Floyd Parkway, which is directly in line with the LIPA and KeySpan industrial sites and intersects the east-west arteries Routes 25 and 25A, the Long Island Expressway, Sunrise Highway (SR 27) and Montauk Highway (SR 27A). A canal that was dug for the cooling water intake and discharge for the SNPS might facilitate the ability of a shallow draft ferry to get closer to the shore. The concept supporters visualize traffic, especially commercial, from Suffolk County using a large capacity, high-speed ferry rather than New York City crossings, theoretically reducing fuel usage and engine idling time in traffic jams.

Construction of a ferry terminus would require the extension of the William Floyd Parkway north to the shoreline, long- and short-term vehicle parking, ferry lanes for waiting traffic, office/ticket/waiting room building, mooring facilities for two boats, possible fuel oil storage tanks, staff facilities and vehicle loading ramps. Similar facilities and highway interconnects would have to be provided on the Connecticut side.

While the expansion of the area's commercial tax base intrigued some residents, only 15 percent of respondents to the Hamlet Study survey indicated that they would like to have a ferry terminus in the community. The potential negative impacts on traffic and the environment, including traffic noise, ferry engine and horn noise, floatables and oil slicks, and extended hours of operation, far outweigh possible economic benefits. The extension of the William Floyd Parkway as a heavy commercial use road would segment the community again, similar to the widening of Rte. 25A. It would likely encourage the use of narrow, winding North County Road as a North Shore bypass. The other Suffolk County ferries have increased the number and size of their boats in response to increased use, but even so, use a two-boat schedule in off-peak times. Officials from the Bridgeport – Port Jefferson Ferry Company have indicated that they currently have an excess capacity.

RECOMMENDATION

Due to environmental and traffic concerns, a passenger ferry terminus should not be built at Shoreham.

The use of the LIPA site has increased since earlier discussions of a ferry terminal. The site will soon have three electric peaking stations with support buildings and tanks, the onshore building for the TransEnergie electric cable and two large capacity natural gas lines. Thus the area for the support facilities would not be available unless the bluff area to the west or the wetlands to the east were to be used. The number of residential homes near the LIPA site has also increased significantly since early feasibility studies.

4.7 ENVIRONMENTAL RESOURCES

Essential factors contributing to the quality of life in Shoreham include the area's environmental resources, its terrestrial and coastal habitats, and its drinking water supply. Beach erosion, air and

drinking water quality, and soil contamination are important environmental issues appearing frequently in local newspapers. Our environmental resources must not be adversely impacted by future land use.

This section provides background and current information on environmental factors within the Shoreham community.

4.7.1 Terrestrial Resources

With several large tracts of undeveloped land, Shoreham is blessed with large oak forests and pine barrens and a diversity of wildlife. Together, the flora and fauna of natural spaces provide important recreational and educational opportunities, and are a valuable resource for the community.

Many portions of Shoreham have substantial areas of large mature oak trees. Particularly valuable are the large natural areas north and south of North Country Road near the Shoreham Electrical Generating Station. It provides habitat for many species of birds and animals, including hawks, wild turkeys, red fox and quail. Equally important is the Brookhaven State Park land south of Rte. 25A and east of the William Floyd Parkway, which is discussed in the context of recreation in Sec. 4.8.

In recent years Shoreham has experienced significant incursions of wildlife within residential areas, particularly deer and raccoons. This has created nuisance problems associated with deer eating plants and trees and increased potential for traffic accidents and animal borne disease such as Lyme disease and rabies. Further reduction in the natural areas will intensify this problem.

The **DeLalio Sod Farm** (Figure 6) dominates the area south of 25A between Randall Road and the William Floyd Parkway. As the farmland gives way to development, previous applications of pesticides and fertilizers over a period of 50+ years pose potential hazards associated with residual products in the soil and the associated threat to the ground water.

Limited soil testing was conducted in 2000 in portions of the sod farm as a part of an application for a permit to build a new private home community. Several typical residual pesticide compounds (lindane, DDT, DDE, DDD) were present in the majority of the samples; with concentrations in some samples above the New York State Soil Cleanup Objectives. To address these issues during construction of the homes, a soil management plan has been developed and submitted as a part of the application. There has been considerable discussion within the community about the adequacy of the sampling and the soil management plans.

Pesticide residues have also been detected in groundwater north (downgradient) of the sod farm (Sec. 4.7.3). This indicates that these contaminants have migrated below the surface depths at which soil was tested for current construction. To protect the health and safety of the residents of Shoreham, the Town should require testing of the soil to at least anticipated excavation depth (10 feet) prior to residential construction on former sod farm land. In addition to pesticides, the soil should be tested for solvents where equipment was stored. In the event that contamination exceeds NYSDEC guidelines, developers should

be required to clean up or remove the soils, not merely to dilute the contamination by mixing. With limited access to local beaches (Sec. 4.8.4), we assume that many new homeowners in the development will build swimming pools. The Town should be able to assure these new residents that all soil on their property is within State guideline contaminant levels.

The Town should require conservative soil management practices during construction in the sod farm area. Shoreham is subject to daily land and sea breezes as far south as the sod farm. Lacking trees or any other vegetation that could act as a wind barrier, dust is already a problem when the sod farm is being plowed. It is imperative that nearby residential neighborhoods, which have a high concentration of children, be protected from fugitive dust during construction. In addition, the site will be a lure to young children and to youths with dirt bikes and ATVs. Construction areas with active digging need to be fenced to discourage entry.

RECOMMENDATIONS

The Town should require testing of the soil to the foundation depth prior to residential construction on former sod farm land. Soil should be tested for solvents as well as pesticides in equipment storage areas.

The NYSDEC should require soil cleanup to residential standards at the site of the former Peerless Photo Plant to permit future residential and recreational use.

A second known area of soil contamination is the site of the former **Peerless Photo Plant** (the Tesla property, Figure 3). This 16-acre site was used for many years for preparation of photographic emulsions. These activities discharged wastewater into on-site recharge basins and resulted in a number of areas of environmental concern. Contamination in soil and groundwater has been detected during investigations sponsored by the NYSDEC. This location has been identified by New York State as a Hazardous Waste Disposal Site and has been undergoing review and investigation since 1993. The NYSDEC is currently awaiting an environmental report prepared by AGFA, the current owner, evaluating the cleanup options for this site. The report was scheduled for completion during the spring of 2002, but was delayed following detection of contamination in the soil at greater depths than expected. The report will be completed following additional soil testing, at which time the NYSDEC will propose final cleanup plans for the site. A public comment period will be scheduled for review of these proposed actions. AGFA is now in discussions with potential buyers who would remediate and then develop the site. The NYSDEC should ensure that the site is cleaned up to residential standards.

4.7.2 Coastal Resources

Shoreham's beaches and bluffs offer swimming, fishing and boating opportunities on Long Island Sound, and provide nesting areas for shoreline bird populations, including endangered species such as the Piping Plover and the Least Tern. Land use along the coast is regulated by a number of agencies, including NYSDEC, the NYS Department of State and the U.S. Army Corps of Engineers. NYSDEC has a Coastal Erosion Hazard Areas plan (New York Codes, Rules and Regulations Part 505) and Shoreham Village has adopted its own plan as Shoreham Local Law 89-2 (5). The village plan must be at least as

protective as the state plan. There are no known data regarding water quality along the Shoreham beaches, but beach users report that visual appearance has improved in recent years and debris and smell within the water is not normally a problem.

The Shoreham coastline has been periodically subject to beach and bluff erosion. Erosion of coastal bluffs is evident in a number of places between the Shoreham electrical plant and Shoreham Village. No homes have been lost due to coastal erosion in recent years, but there are clearly potential problem areas in a number of locations. Beach erosion was a severe problem in the 1970s and 80s, but less damage has been experienced in recent years. The Shoridge Hills Association began a program several years ago in which the residents plant hundreds of plugs of beach grass along the bluffs in their neighborhood each spring. The grass has taken hold and the project appears to have slowed erosion along that stretch of beach.

The Shoreham shoreline has been the featured site in several recent proposals for commercial or industrial development at the LIPA/KeySpan site. When the Shoreham Nuclear Power Station was built in the 1970s, an extended set of jetties into the Sound was constructed to serve as a navigation channel for ships accessing the docks at the site and also as the intake canal for cooling water used in the plant. This intake canal continues to be a significant factor in current proposals involving the site. Two cross-sound gas pipelines and an electrical transmission cable are currently planned to come ashore at Shoreham via the intake canal. Such projects generate significant quantities of sand and sediment that require disposal. An estimated 9000 cubic yards of excavated material from dredging for the cable has already been disposed on nearby Shoreham beaches west of the jetty.

Fishing is an important recreational resource for the community. From the shoreline and on Long Island Sound fishermen seek migratory species such as striped bass, bluefish, fluke and weakfish, and year-round inhabitants such as blackfish and flounder. Recreational opportunities along the shore are discussed in detail in Sec. 4.8.4.

4.7.3 Groundwater Resources and Water Supply

The Suffolk County Water Authority (SCWA) provides the water supply for Shoreham from interconnected well fields in the Shoreham area. The main well field, along with an associated storage tank, is on Knight Street. A second well field is located on Tower Hill Road in Shoreham Village. The third well field is on Fish Road in Rocky Point, directly west of the Shoreham Village boundary. The Water Authority bought out the previous water supplier, the Shorewood Water Company, in 1993. Because of the high costs of the buy-out, the cost of water supplied to Shoreham is subject to a fixed term surcharge, making the rate twice that of other SCWA customers. Even so, the current rates are about one half the rates charged by the previous supplier.

Most of Shoreham – the area south of Rte. 25A – lies in Groundwater Management Zone III; the remainder is in Zone VIII. Standards for construction projects within these zones are regulated by the Suffolk County Department of Health Services, Division of Environmental Quality, and are designed to protect groundwater quality of the sole-source aquifer that is the source of our drinking water (Suffolk, 1995). In general, regulations

pertaining to Zone III are more restrictive than those in Zone VIII. Zone III includes regulations and requirements that limit the occupancy ratio or floor area of commercial buildings and the number of residential units, depending on the type of sewage system. These regulations are often more restrictive than the zoning.

Low levels of the pesticide dacthal were detected in water at the Briarcliff Road well field. According to a representative from the NYSDEC, the dacthal contamination may be related to sod farming activities upgradient (south) of the well field. The SCWA officially abandoned the well field in 1994 because of projected high costs associated with upgrading the systems. Tetrachloroterephthalic acid (TCPA), a breakdown product of dacthal, has been detected in the Knight Street well. The water from this well is treated by carbon filtration to remove the TCPA before being released to distribution. Contaminant concentrations in the drinking water are now within drinking water standards.

Industrial discharges at the former Peerless Photo Plant (Tesla) resulted in groundwater contamination both on the site and in its vicinity. As noted in Sec. 4.7.1, this has been designated by the State as a Hazardous Waste Disposal Site. According to the NYSDEC, the site's contamination problems did not impact the drinking water supply.

4.7.4 Air Quality

There are no on-going data available for air quality in the Shoreham community. The NYSDEC performs continuous monitoring in Suffolk County at locations in Babylon (sulfur dioxide and ozone) and Riverhead (ozone). Data summaries are available at http://www.dec.state.ny.us/website/dar/reports/99annrpt/99ar_reg1.html. The most recent available data are for 1999.

The only major industrial sources of air emissions effecting air quality in the Shoreham area are located at the Shoreham Electrical Generating Station. These include two existing generators owned by KeySpan and a new 79.9 MW generator, scheduled to begin operation in July 2002. The new plant has been sized to keep annual emissions below "major stationary source" thresholds as defined in Federal regulations. An environmental assessment of the impact of the proposed plant indicates that under all operating loads and ambient temperatures, emissions would not result in air quality concentrations that would exceed Significant Impact Levels nor result in concentrations above ambient air quality standards. At the request of the Shoreham Civic Organization and the Wading River Civic Association, PPL Global, operator of the new facility, has agreed to provide copies of its monthly emissions reports to the North Shore Public Library for public inspection[3].

Some community members have expressed concerns about the bus emissions from the Laidlaw Bus Depot on Rte. 25A near Miller Avenue (Figure 12). Lacking monitoring, no definitive data are available regarding effect on air quality, but the impact of the many diesel buses starting and idling under some weather conditions is a potential issue during peak travel periods, particularly in the morning when many buses start up at the same time. New York State has established State regulations that limit idling time for buses to 5

[3] Letter from E. Grilli, Chief of Staff, LIPA, to the Wading River Civic Association, April 5, 2002.

minutes or less. Air quality issues at this site may warrant further evaluation, particularly if any plans were developed to increase the size of the bus fleet.

Because of the potential air quality impacts, as well as traffic and parking problems, we recommend that the Laidlaw Bus Company move to a more remote location, away from busy traffic and residential areas. An ideal location would be relatively central within the school district. We therefore further recommend that Laidlaw investigate purchase of an alternative site from KeySpan, which owns the property along the hamlet boundaries of Shoreham and Wading River (note: this would require rezoning of a portion of the KeySpan property; see Sec. 5.2.1). The existing bus depot site should be commercially developed. Additional recommendations for this property are made in Sec. 5.2.5.

Figure 12. The Laidlaw Bus Depot

4.7.5 Other Environmental Concerns

According to the Hamlet Study survey, most people moved to Shoreham for its rural environment. Yet as more people arrived, this "rural" environment has gradually become more suburban. The prospect of future non-residential development in the community raises concern about potential noise and light pollution. Although most residents (90 percent) are still satisfied with the peace and quiet of the community today, 75 percent are

concerned about increasing noise in the area. Immediate concern focuses on the new generators at the LIPA property. Although its Environmental Impact Assessment indicates no significant noise impacts are expected from the plant, PPL Global plans to construct a sound barrier wall to shield residents to the south. Residents along Creek Road, to the northeast of the site in Wading River, remain concerned. The Environmental Assessment did not address the issue of potential reflection of sound off the sound barrier back to the north.

4.7.6 Cancer Incidence in the Shoreham Community

Environmental factors are often assumed to play an important role in the incidence of cancer within a community. Although it is not clear what are the leading causes of cancer and what the role that the environment might play in its incidence, studies have been done of cancer incidence in Long Island communities as a potential indicator of unusual incidence within specific communities. These reports have been released by New York State and are available at the New York State Department of Health Web Site: http://www.health.state.ny.us/home.html.

Based on these data, cancer incidence rates within the Shoreham community are similar to the prevailing incidence rates within New York State during the years of this Hamlet Study.

4.8 OPEN SPACE AND RECREATION

Parklands and open space enhance the ambience and quality of life in numerous ways: besides providing recreational and educational opportunities, they help preserve ecosystems, habitats, and water quality, as well as refresh the spirit. Parks help create a sense of community, and provide a welcoming space for social interaction as well as recreation.

Shoreham has long enjoyed the pleasure of open space, which the Hamlet Study survey confirmed has been a primary attraction of living in the community. Figure 13 and Table 8 show the parks and open space within the study area. Many of these areas are privately owned and not available to the public. There is a significant amount of land devoted to "open space" but a minimal amount of land designated as "park," especially small "neighborhood" (five acre) and mid-size "district" (20 acre) parks. These are the backbone of a region's park system. Ideally there should be 2.5 acres of neighborhood and district parks per 1000 population; neighborhood parks should be located within one-half mile of the populations they serve (Town of Brookhaven, 1996). The difference between open space and parkland is significant; open space cannot be used for active recreation. As a result there is a lack of land where baseball, soccer, basketball, and even bocci or horseshoes can be located. The Town of Brookhaven has been aggressive in acquiring open space, but there is pressure to make future acquisitions within the core Pine Barrens area, where development of active recreation areas is limited. At the same time, the need for recreational opportunities is increasing with the growing population.

Shoreham is a small residential community with rapidly receding open spaces and few other amenities to offer to its growing population. At the same time, improved, active recreation parks within the Town that meet the neighborhood park standard of 5 to 20 acres comprise only about one-fifth of the recommended acreage (Town of Brookhaven, 1996, p. 165). Among larger facilities, many that are listed as "improved" have only minimal improvements. Few improved

Town parks are in the northeastern part of Brookhaven. The Town of Brookhaven has in Shoreham a unique opportunity to create a network of recreation areas by using zoning and other planning instruments to transition undeveloped public and private lands to a variety of recreational uses. In so doing, both the Town and Shoreham residents would benefit. Much-needed recreational facilities would be added to the inventory in the rapidly growing northeastern portion of Brookhaven. In keeping with the community's wishes, significant areas of "open" space (*i.e.*, no residential/commercial/industrial development) would be retained.

Table 8. Parks and Open Space

Section	Block	Lot	Owner	Size (A)	Remarks
36	1	4	P	9	Shoreham Club
20, 37	2, 1	1.1, 8.2	C	5.5	
20	2	2,3	P	1.4	Soundview Acres
20, 2	2	7.1	P	0.5	Soundview Acres Parking
21	1	1	P	6.4	Shoridge Hills Association
21	1	14.1	P	2.5	Valentine Road Property Owners
58	3	32.1	B	1	Woods
81	1	25	B	3.5	Playground
82	1	3	B	26.6	Aerodrome
60	4	2	B	2.5	Parks, Recreation, Open Space
243	3	1	B	25.2	Robert Reid Rec. Center
104	2	19	B	1.6	Being used by bus company
103	5	75	B	48.6	
104	2	11, 12	C	.8	Nature Preserve
125, 147	5, 1	1, 43.1, 44-46	S	34.4	
125	3	2	S	3.75	
148, 170	various	various	B	11.7	Buffer along Ridge Road
238.2	1	9.2	B	54.3	
125, 147, 238.20	various	various	B	7.9	Buffer along Ridge Road
2	3.4	94, 112	H	1.8	Leisure Glen Common Area
126, 127, 148	2, 1, 2	2, 3, 6	P	145.1	Golf course
149	1	46	B	8.9	Drainage
149	1	48	B	4.6	Parks, Recreation, Open Space
243	1	1.3	B	191.6	
243	1	1.1	S	p/o 394.9	Brookhaven State Park
243	1	1.4	S	24.4	Brookhaven State Park
128	2	19.19	B	6.3	Nature Preserve
128	1	16.1	C	61.6	
150	1	1	C	20.7	
128	1	15	C	25.1	
128	1	13.82	B	29.7	Nature Preserve

* Estimated acreage
B-Brookhaven
S-New York State
C-Suffolk County
P-private
H-Homeowners' Association

Currently the only major recreational area in Shoreham outside of the schools is the Robert Reid Recreation Center, which belongs to the Town. On the grounds are a BMX track and a small play lot. At the north end of Defense Hill Road is a remote control airplane field, leased by a private group. Besides the Recreation Center, there are small parks with playground equipment on Miller Avenue and Royal Way. There are no public parks south of Rte. 25A.

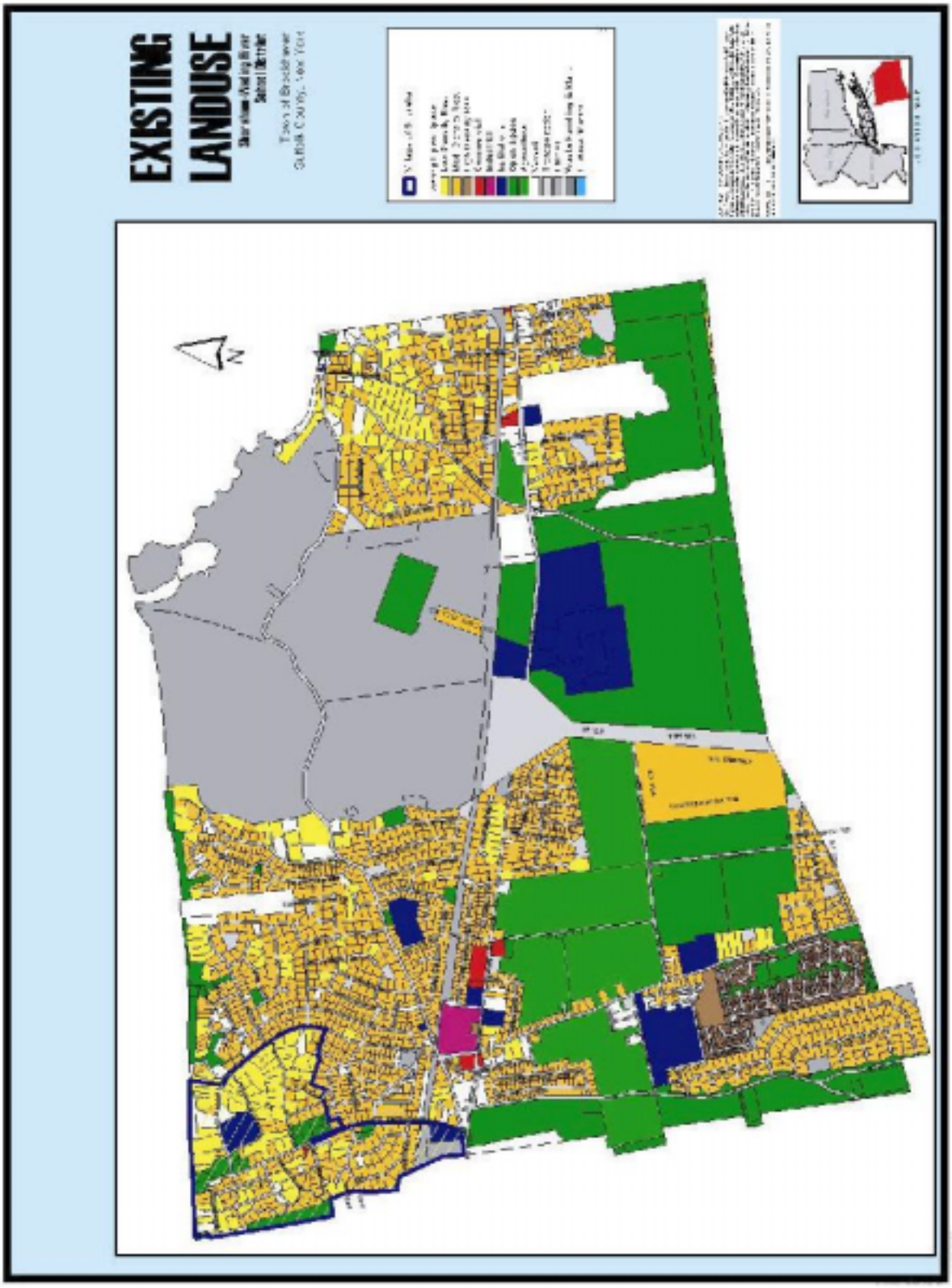

Figure 13. Existing Open Space

True open space with the potential for use for passive recreation already exists in the public lands of Brookhaven State Park. In the course of this report we make many recommendations for recreational use of land. Other areas – the sod farm (Figure 6), the KeySpan property and the Town lands at Defense Hill Road – provide the opportunity to create a network of recreational facilities for youth and adults. Traffic impacts can be distributed throughout the community and residential, commercial and industrial development can continue while reinforcing the rural image of the hamlet.

4.8.1 Existing Open Space

The nearly 870 acres of wooded hills belonging to **LIPA** and **KeySpan** represent a significant open space area that is not publicly held. Careful planning is essential if this land is to avoid the segmented fate of so much of Long Island's former open spaces to the west. North of North Country Road, a large portion of the property is already devoted to utility use and is zoned accordingly. To the west and south of the industrial area, the land is mostly wooded. Because of its size, heavy woods, and location between the hamlets of Shoreham and Wading River, this large property could be used simultaneously in multiple ways, ranging from industrial to commercial to open space preservation. Specific recommendations for the future land use of the LIPA/KeySpan property are made in Sec. 5.2.1.

RECOMMENDATION

The Town should take advantage of existing opportunities in Shoreham to create a network of recreation areas for northeastern Brookhaven. Large tracts of undeveloped land are distributed through the community, so traffic impacts can be minimized or mitigated. Distributed parkland provides an open, rural atmosphere while accommodating residential and non-residential development.

Brookhaven State Park comprises 835 acres of primarily oak forest south of Rte. 25A and east of the William Floyd Parkway. The park was created in 1971 in response to President Nixon's Executive Order 11508 and Legacy of Parks Program, when 2,137 acres of property belonging to the Atomic Energy Commission north of Brookhaven National Laboratory were transferred to the State of New York. The park is managed by the State Office of Parks, Recreation and Historic Preservation but is not actively maintained. Use of the parkland is free, but an application is required that frequently takes several weeks to process. As a result it is frequently used for unapproved activities such as ATVs and dirt bikes, and illegal dumping.

RECOMMENDATION

Brookhaven State Park should be transferred to the NYSDEC to be managed as a natural resource and available to residents to enjoy it.

More people responded to this property than to any other, and over 91 percent wanted this land preserved as natural open space. This valuable open space should be managed in such a way that residents can enjoy its value as a natural resource with minimal impact on the environment. The park should be more accessible for passive recreational use, but should also be monitored by the managing agency to protect against dumping and vandalism. We recommend that the State transfer responsibility for this parkland to the NYSDEC, which has experience in maintaining such properties.

The issues involved with the preservation of large tracts of land are difficult, and must be resolved with respect for the owners of the land, as well as the community, but the consideration of the community should not be denied in the process.

4.8.2 Youth Recreation

In the past the school district provided fields and facilities for **organized youth sports** such as Little League, soccer clubs, and church organized intramural sports. However, with the growth of the community, expansion of sports offered in schools, the promotion of women in sports, and budget difficulties, the schools are no longer able to accommodate all the requests from the club and church leagues. The school fields are becoming overused, with ensuing maintenance, budget, and safety issues.

Table 9 shows registration numbers for six major sports in which Shoreham youth participate. Involved are eleven organizing bodies and over 4,000 youths registered. Some of these organizations have been forced to schedule their practices as well as their events away from the community because of the lack of fields. Shoreham families must drive to Miller Place three nights each week so that teams can practice on lighted fields, or outside Brookhaven Town to Calverton, where soccer and lacrosse are played on the former Grumman grounds. Some organizations are endangered because the playing fields they have used in the past are no longer available or because fees have increased due to the costs associated with procuring space. These fees are becoming prohibitive for many families.

Table 9. Sports Registration

Sport	Organization	Registrants
Soccer	Sound Beach Soccer Club	350
	Father Joe Basel Soccer	525
	PAL Soccer	450
Baseball	Father Joe Basel Baseball	325
	SWR Little League	500
Football	Father Joe Basel Football	80
	PAL/ Long Island Sharks	400
Lacrosse	SWR Lacrosse League	200
Softball	Father Joe Basel Softball	150
	SWR Little League	450
Track	Father Joe Track	600

A shortage of playing fields for youth sports is a common community dilemma throughout Long Island. Plans call for the Town to build fields on County-owned property at the Wedge in Mt. Sinai, but development of the facilities has to date been nonexistent. Rocky Point does not have enough school facilities or other dedicated space for youth sports. To the south, the Longwood sports organizations are able to utilize school facilities, but as development increases, they are also beginning to feel the pressure of competition for facilities. Shoreham still has the open space available to provide for new fields, and with every new house that is built in northern Brookhaven Town, the need becomes more acute to convert some open space into active recreation space.

Various sports organizations have met and formed a coalition with the objective of securing land for playing fields for general community use. A model for cooperation involving a public/private partnership has been proposed by the coalition. If land can be secured, the coalition can develop and maintain facilities through usage fees, grants, sponsorships, and events.

The Town of Brookhaven is expected to receive 23 acres on the west side of Ridge Road in conjunction with a planned residential development (Sec. 5.2.2). This property is surrounded to the north, west and south by public woodlands that are protected as open space. This Town parcel, however, is currently part of an active sod farm. Ten percent of the land is currently slated for use as a recharge basin. We recommend that the Town build athletic fields on the remaining 20 acres. The property can accommodate two or three baseball fields, two soccer/lacrosse fields, restrooms, walking paths and parking. With good design there may also be room for a winter (outdoor) ice skating rink, a pleasant reminder of the times when children could skate on the frozen puddles of the sod farm. A skating rink would be intergenerational and would make good use of the property in the winter when the fields would be quiet and parking would be available.

RECOMMENDATION

The Town should build lighted ball fields of the land that it is slated to acquire from the developer of The Greens at Shoreham. The property should also include an outdoor ice skating rink.

The fields and skating rink should be lighted. Lighted fields are needed for evening practice – Shoreham teams currently need to go to Miller Place for after-dark practice – and lights would extend the hours that ice skating could be enjoyed. If the Town agrees to the Shoreham Civic's request for a wooded buffer along Ridge Road at The Greens, the few residences near the proposed fields would be shielded from the lights. LIPA may be willing to assist the community in installing the lighting.

In addition to organized athletics, there is a great need for **general unstructured recreational opportunities** for the community's young people. Many do not participate in organized sports. Signs in the shopping centers that read "NO SKATEBOARDS" and the community's great concern with vandalism (85 percent "Concerned" in the survey) indicate that alternatives are needed. Facilities are needed for pick-up basketball and softball, skateboarding and rollerblading, and frisbee. Opportunities must also be available for social activities. The Town's Parks and Recreation Department should continue to work with the North Shore Youth Council and the Brookhaven Youth Bureau to expand existing services for the Shoreham – Wading River School District.

4.8.3 Adult and Family Recreation

Many adult recreation needs are met by various public and private organizations within the community. Leisure Glen and the incorporated Village provide a wide variety of opportunities to their residents only. Other local recreational organizations include the North Shore Community Library, Brookhaven Town (the Robert Reid Recreation Center), the BMX Track, the Remote Control Model Airplane field on Defense Hill Road and the

SWRCSD, which maintains an exercise trail and a nature trail at the High School and which offers many community education and recreation programs. A growing segment of the community comprises senior citizens who are not residents of the Leisure Community, who are seeking more senior organizations and activities and who would like to share time with their grandchildren. Two-thirds of the Hamlet Study survey respondents identified a need for more open park space for family use, such as picnic areas, walking trails and safe bike trails. The Town should take steps to add to the variety and inventory of parkland in Shoreham. A T-ball field should be added at the existing park on Royal Way. The Town should require developers to create small neighborhood parks (2-3 acres) in new residential developments by providing for common land owned and maintained by a homeowners' association or by transferring property for a park to the Town. Some detailed recommendations are found in Sec. 5.2.2 and 5.2.8.

RECOMMENDATION

The Town should require creation of small neighborhood parks in order to approve new residential developments.

4.8.4 Beaches

Shoreham and Wading River have several miles of beach that stretch along the Long Island Sound. However, access is difficult because of the high bluffs. There is only one point of public access operated by the Town of Brookhaven on a seasonal basis, and is difficult for the physically challenged to actually reach the beach. The Village of Shoreham and several neighborhood organizations provide private access to the beach. Most new residential developments do not offer deeded beach rights. Although 80 percent of respondents to the Hamlet Study survey expressed satisfaction with access to local beaches, the majority was from Shoreham Village and the northern part of East Shoreham, the areas with deeded beach rights. The portion of the community that depends on the Town Beach was considerably less satisfied. Eighty-five percent of residents, representing all sectors of the study area, are concerned about the condition of the beaches. The Town should improve the facilities at Shoreham Beach by making it more handicapped accessible and adding a park for children.

Fishing is an important recreational resource for the community. From the shoreline and in near-by waters fishermen seek migratory species such as striped bass, bluefish, fluke and weakfish, and year-round inhabitants such as blackfish and flounder. However, there is no public access to boat ramps into Long Island Sound in the Shoreham area, and no public access points for canoes or kayaks. Some residents requested in the Hamlet Study survey that the Town provide a boat ramp at Shoreham Beach, but the steep access road down from the bluffs would appear to make boat hauling so difficult as to preclude this. Shoreham residents will have to continue to rely on other Town and County access points or pay for Riverhead Town access.

5 ISSUES AND OPPORTUNITIES

5.1 ISSUES

Many issues have been highlighted in the preceding sections of this report. Most were identified in the planning stages of this hamlet study and were confirmed in the Hamlet Study Survey. Others came to light as we examined the practicality of our draft recommendations in the context of regulatory constraints and economic feasibility. The following key issues need to be addressed in future land use planning.

- Loss of open space; overdevelopment; preservation of the rural character of the community and its scenic vistas.
- The impact of continued residential development on school overcrowding and property taxes.
- Lack of recreation, including multi-purpose parks and playing fields for organized sports.
- The desire to have an identifiable hamlet center.
- Traffic patterns and volume.
- Environmental and quality of life impacts of industrial development.
- The lack of housing options that are affordable for young families and seniors.

5.2 OPPORTUNITIES

The Hamlet Study Core Committee identified 11 properties or areas within the study area that are considered by planning experts to be subject to possible significant future land use changes, changes that could affect the character and/or quality of life of the community. Land use changes on any of these properties could lead to intense residential development with ensuing pressures on the schools, to commercialization of a predominantly residential community, or to enhancements that reflect the residents' expressed wishes for more cultural and recreational opportunities. In some cases changes are already underway. Each of these areas presents a particular opportunity or set of opportunities to address the key issues, to integrate the community's needs and wishes with the Town's long-range land use planning and to use those plans to bring to life our vision for Shoreham's future.

5.2.1 LIPA/KeySpan Property

Although this area was presented on the map in the survey as a single piece of land, in fact it is two distinct areas. LIPA owns approximately 40 acres of property north of North Country Road to Long Island Sound. This includes the former Shoreham Nuclear Power Station, two older oil-fired generators owned by KeySpan, and two new turbines currently under construction by PP&L Global. Since the demise of the nuclear plant, many ideas have been fielded about potential uses for this property that might generate much-needed tax dollars for the Shoreham – Wading River School District as well as much-needed electricity for Long Island. Among these ideas have been cross-Sound utilities and transportation facilities, including a passenger ferry, a natural gas pipeline, a bridge, and an electric cable, as well as construction of additional fossil fuel plants on the site.

KeySpan also owns 833 acres west of the industrially developed land north to the Sound and west of Randall Road between North Country Road and Rte. 25A. All of this land is zoned A-10 residential and is currently natural open space, except for an access road running north from Rte. 25A to the industrial complex. This is a private road, but is sometimes used by residents in the immediate area. Several high voltage overhead transmission lines traverse the property as well. The KeySpan property constitutes the single largest privately owned undeveloped acreage within the study area. Brookhaven Town has suggested that this property could be used for additional electrical generating facilities. However, a cross-sound electrical cable, scheduled for completion in July 2002, will saturate the existing transmission capacity, so that any additional generators would require installation of more transmission lines. During the course of preparing this Hamlet Study, LIPA announced plans to "fast track" construction of a small (79.9 MW) oil-fired generator at the Shoreham site. This generator is to serve as a "peaking plant," providing power as needed during times of peak demand. It is designed to operate on natural gas when this becomes available. Subsequently, a plan to site seven trailer-mounted 22 MW generators was submitted.

RECOMMENDATIONS

A cross-Sound natural gas pipeline should be approved and constructed soon. Existing generators at the Shoreham site should switch to gas fuel as soon as possible and practical.

The community should be involved early and continuously in the planning process of any potential new electrical generating plant at Shoreham.

A Planned Development District should be planned for the current KeySpan property. This mixed-use development should include a **Brookhaven Energy Technology Park**, modeled on a business park at Malta, NY, **residential areas** with ½-acre to 10-acre lot sizes, a **nature preserve**, and wide wooded buffers around the developed areas. Access would be from a limited access roadway to be constructed north of the William Floyd Parkway. The Technology Park would also have access from the existing LIPA access road.

Fifty-four percent of the survey respondents indicated "Utility" as a recommended land use for the industrially zoned area, but the majority was unwilling to accept additional industrial or commercial development if there would be significant environmental or quality-of-life consequences. A cross-sound electric cable was favored by 60 percent of the respondents, a gas pipeline by 30 percent, and gas-fired generators by 30 percent. The cable is schedule to begin carrying power in mid-2002. We recommend the approval and construction of a gas pipeline.

The community is united in agreeing that any new electrical generating facility at Shoreham would have to undergo a complete and thorough environmental review that took into consideration the cumulative impacts of the existing plants as well as the new one. Beyond this, there is no clear indication of the community's preference regarding a potential additional facility. The merits of one large plant, several small units, or a windmill farm have been hotly debated. We recommend that if any new construction is considered, the community be brought in early in the planning process, prior to any decisions being made about this property, and be given abundant opportunity for input.

The KeySpan property to the west and south has the potential to meet many of the expressed needs of the community, including tax-producing commercial/industrial uses, natural preservation, and even recreational areas. The Town should create **Planned Development District (PDD)** for the KeySpan property in order to manage its development intelligently when such development appears likely. Within this PDD we recommend mixed commercial, industrial and residential use and preservation of large areas of open space. The PDD should include a nature preserve adjacent to the existing Town Beach, a planned industrial/office development, and residential areas. This development plan will provide KeySpan with a reasonable return when it sells the land, will expand the tax base for the SWRCSD, yet will also protect the bluffs and shoreline and permit wide wooded buffers around the developed areas to maintain the open space appearance of the land.

This centerpiece of this development would be a **Brookhaven Energy Technology Park** similar to Research Triangle Park in North Carolina or the business parks at Malta, NY, in Saratoga County and Cape Charles, VA (Figure 14, Appendix B). The Park would include research and generating facilities as well as housing with preference given to researchers and employees.

The Technology Park would comprise 250-300 acres devoted to the development of clean, environmentally sound energy resources and related technology. The present LIPA site should be gradually retrofitted to introduce clean energy alternatives. Existing fossil fuel generators would be supplemented or replaced, within economic constraints, in order to provide power for the site as well as a potential surplus for the power grid. Use of photovoltaics, fuel cells, green construction techniques and wind turbines would be developed and applied within the Park. The design of the Technology Park should ensure that a heavily wooded buffer area is left to surround the Park, with access provided by a spur from the existing access road. An energy-efficient **housing project** with single-family residences on ½-acre lots and some rental units, designed to accommodate those who work at the Technology Park would give a competitive advantage over other proposed technology parks in Suffolk County. The design, construction and retrofitting of building structures might be a key focus of the Technology Center. Some small retail and food service establishments might also be included within the Technology Park for workers and residents.

Figure 14. Saratoga Technology & Energy Park, Malta, NY

Another small zone of commercial development could be established if necessary, to provide expansion area for the bus depot that is now located in the center of Shoreham. Access to the Park would be directly off the existing LIPA road and from a two-lane, limited-access road north of Rte. 25A where the William Floyd Parkway ends.

The second key component would be a **Shoreham Sound Nature Preserve**, dedicated to preserving the beach, bluffs and about two hundred contiguous acres for a nature preserve. This is consistent with Gov. George Pataki's stated goal of preserving one million acres of land statewide over the next decade. The SWRCSD, SUNY-Stony Brook and Brookhaven National Laboratory could help to provide maintenance and could use the area for ecological research and education.

Two **residential areas** would also be included in the Brookhaven Technology PDD outside of the Park itself. South of North Country Road, on the west-central portion of the KeySpan property, 10-acre HF (Horse Farm) zoning would be established with access to riding trails through the area. This use would accommodate the growing number of horse owners on eastern Long Island, help to maintain the rural character of this property, and could evoke the area's recent history as home to the Smithtown Hunt Club. A second area of two-acre home sites would be created south of the Nature Preserve on the north side of North Country Road.

To avoid adding traffic to North County Road, a separate dedicated entrance road should be constructed at the head of the William Floyd Parkway. This would be a two-lane road with access points only to the Technology Park, the residential neighborhoods and the Nature Preserve. No commercial development would be permitted along the road.

5.2.2 Sod Farm

The large **sod farms** located between Randall Road and William Floyd Parkway (Figure 6) dominate the area of Shoreham south of 25A. In recent years, substantial parts of the sod farms have been developed with a golf course and private homes. The sod farm is, for the most part, a contiguous open space of about 300 acres. This area poses special challenges for future land use and the community health and safety (see Sec. 4.7.1). Although smaller in total acreage than the KeySpan property, it is an extremely sensitive parcel of land because it is in the heart of the community and highly visible. In the past the property owner has been generous in allowing residents access to his land for recreational purposes such as jogging and ice skating. Following a school budget defeat in the mid-1990s, when most school district facilities were not available except for a fee to community members, the DeLalio family allowed children's softball teams to use part of the sod farm for their games. This land has been giving away to development over the recent past and is presently the subject of a subdivision application (The Greens at Shoreham). The remaining property (about 150 acres) is the most susceptible open space in the hamlet for residential development or conversion to public use, such as recreational space. In response to the survey an overwhelming majority (85 percent) indicated that they did not want to see development on the sod farm land. While this is unrealistic, we believe that well-planned development of these properties can allow for additional residential building while providing the open vistas cherished by the community.

The Greens at Shoreham is expected to be a two-part subdivision. Phase I will comprise 57 homes on 76 acres between Ridge and Randall Roads, immediately north of the Prodell Middle School. An adjacent 23 acre parcel immediately to the west of Ridge Road would be dedicated to the Town of Brookhaven and would include a recharge basin occupying about 10 percent of the property (2.1 acres). Phase II, north of the Tall Grass Golf Club at

Cooper Street and Cobblestone Drive, is planned as 75 homes on 69.5 acres. The remaining 150 acres of sod farm lie between these two subdivisions. Clearly, its existence as an undeveloped area will not be long. It is critical that the future use of this land be carefully planned to benefit the local and Town communities as well as the property owners and future developers.

5.2.2.1 Current development. The community is extremely concerned about possible environmental contamination. The proposed development of The Greens at Shoreham should proceed only after adequate soil testing and mitigation. Detailed recommendations are made in Sec. 4.7.1.

An improved traffic mitigation plan is needed to support these subdivisions. The two principal north/south roads that would service the two sections, Randall Road and Ridge Road, both already face problems. Several recommendations, including traffic lights, that were made in Sec. 4.6.1 would help to mitigate the traffic impacts of these subdivisions. Additionally, there should be an extension of Miller Avenue, which parallels Ridge and Randall Roads, south to Cooper Street. The extension would serve to minimize traffic on Randall Road, which cannot be widened in the residential area south of Rte. 25A.

Throughout Long Island there are larger parcels of land that are preserved by the governments for recreational or watershed purposes. It has been recognized that if these parcels can be linked together for the free passage of wildlife and recreational usage, their value grows significantly. The developer should be required to create a wide wooded buffer with a bike/pedestrian trail along the margin of both phases of the subdivision, connecting State and Town open space west of Ridge Road to Brookhaven State Park east of the William Floyd. Since the area is currently sod farm, the Town should require the developer to plant trees along the buffer, marking it as the link between the true open space areas. Curbs, sidewalks and bike lanes, following a unified design, should be installed along the full length of Cooper Street on both sides of the road.

RECOMMENDATIONS

The Greens at Shoreham subdivision should proceed only after

- comprehensive soil testing and mitigation as necessary;
- implementation of traffic mitigation measures on Randall and Ridge Roads and extension of Miller Avenue south to Cooper Street;
- creation and maintenance of a wooded greenbelt linking State open space to the east and west;
- construction of sidewalks and bike lanes on Cooper Street.

The development should include underground utilities and landscaped buffers on all sides.

5.2.2.2 Future Development. A second Planned Development District should be created covering the remaining 150 sod farm acres, which are currently under segmented ownership by several private corporate entities. The plan would include:

- Wide (100 ft.) grassed **greenways** on both sides of the Miller Avenue boulevard, interspersed with shade trees. The greenways would include winding paths for walking and biking.
- Owner-occupied **town homes and small single-family homes** on 1/3 – ½ acre lots, to be located west of the Miller Avenue boulevard and south of the commercial area. These homes would provide housing opportunities that do not currently exist or are in short supply in the community.
- Large (~3500 sq. ft.) **homes on one-acre lots** west of the boulevard, north of the Tall Grass Golf Club and adjacent to Phase II of The Greens at Shoreham.
- A six-acre **community park** including a multi-use field, open grass, a playground, and a picnic area with a shelter and barbecue grills. Paths through the park would link to the Miller Avenue greenway.
- **Commercial development** of the section bordering Rte. 25A west of Miller Avenue. Access from Miller Avenue, south of the bus depot, would maintain traffic flow, since there is already a traffic light at Miller Avenue. East of Miller Avenue the sod farm also reaches Rte. 25A. However, all the surrounding land is in residential use, so we recommend that this section remain residentially zoned, as well.

The park and greenway would be created by requiring developers to transfer property (3-4 acres each) to the Town.

This plan would offer a developer the density allocated by current one-acre zoning and the higher density in this area would also provide a stronger customer base for the hamlet center.

RECOMMENDATIONS

A Planned Development District should be created on the remaining 150 acres of sod farm property. The mixed-use district would include a **boulevard greenway**, a **commercial area** on Rte. 25A, a **park** and **residential developments** aimed at a cross-section of income levels.

Suffolk County should review the appropriateness of classifying the sod farm property as Groundwater Management Zone III.

These recommendations assume that the SWRCSD will succeed in siting an elementary school in Shoreham south of Rte. 25A. If not, provision of land in the PDD for an educational facility should be part of any future development scenario. Also, because lands south of Rte. 25A are in Groundwater Management Zone III, regulations regarding allowable amounts of domestic sewage would need to be addressed. In order to satisfy the development rights of the current landowners and future developers and to meet the requirements of the PDD outlined above, a sewage treatment plant might need to be built in the area. The appropriateness of the Zone III requirements should be reviewed. In addition, environmental concerns due to agricultural use of this property would have to be addressed prior to any construction

5.2.3 Tesla (Peerless Photo) Property

The historic and environmental aspects of the Tesla site are discussed in detail in Sections. 3.2 and 4.7.1. The property was recently rezoned from L-1 Industry including the frontage (J-4) to the current L-3 (Planned Industrial Park).

Although in general the survey results pointed to a "keep things as they are" mentality, this was not the case with the Peerless Photo property. Over 41 percent of the respondents preferred to see the property converted to a cultural use. Some commercial use was suggested by 33 percent, and professional was cited by 25 percent. Many survey comments mentioned the Tesla site as an opportunity for conversion to public space, such as a focal point for a town center.

The location of the Tesla site near the center of Shoreham makes future industrial use undesirable. This parcel should be rezoned A-5 Residence as a holding action and cleaned up to residential standards. Once the cleanup of the site is completed, the property should be developed for mixed cultural and residential use.

The historical significance of the former Tesla laboratory and its associated buildings is valued not only by Shoreham, but by neighboring communities as well and is considered to be of international significance.[4] It is important that this piece of Shoreham's history be preserved. The property is ideally situated to serve a cultural function. It is located at the westerly end of Shoreham's commercial area on the main highway and has adequate space for museum parking with an entrance off a side road. It abuts the LIPA right-of-way that is currently under consideration as a pedestrian and bicycle pathway, so it will be accessible to non-automobile traffic as well. Stores in the commercial area along Rte. 25A would offer restaurants and shopping to those visiting the museum. If funding can be secured, the historic Tesla laboratory should become a science museum. Much of the groundwork for this proposal has already been laid by Friends of Science East. A community activity/meeting center could be associated with the museum.

A museum and cultural center would not require all the available space on the Peerless property. Several options have been suggested by various organizations for use of the remainder of the property. We recommend that it be used for two-story owner-occupied town homes or condominiums and/or for single-family residences on small ($^1/_3$ – ½ acre) lots. This would provide additional housing options in the community, add density to the hamlet center, and offer proximity to shopping and services to people such as young families and the elderly who might want to live in a smaller residence.

5.2.4 Briarcliff School

Recommendations for the Briarcliff School (the Tower Hill Estate) can be found in Sec. 3.4.

[4] More information is available at the Tesla Wardenclyffe Project, http://www.teslascience.org/index.html#HOME

5.2.5 Bus Depot

The school bus depot occupies a corner at the eastern end of Shoreham's commercial area on the south side of Rte. 25A. It is currently zoned J-2 Business. Formerly a relatively small, family-owned business, it was subsequently acquired as a franchise by Laidlaw, a national corporation, resulting in a noticeable increase in the number of buses based there. Most of the bus traffic enters and exits through a gate on the east side of the property, off a short extension of Miller Avenue that quickly ends. This entrance appears to have mitigated some traffic problems that used to occur when the main entrance was directly onto Rte. 25A. However, the gate on Rte. 25A remains in use. Some conflict has arisen due to insufficient parking space on the property for the bus drivers while they are on duty. Some drivers are parking in the shopping center lot across the street, causing occasional space shortages there. A small parcel immediately south of the bus depot was donated to the Town several years ago. Although designated as a park, the bus drivers frequently use it as parking space. If the Town does not wish to maintain the site, it should formally return it to the bus company, which should be required to pay taxes on the property.

Some residents have expressed concern about air quality in the vicinity of the bus deport (Sec. 4.7.4). Early in the morning, when the buses are warming up, a heavy cloud of diesel exhaust often hangs over the depot and surrounding areas. South of the bus depot lies the portion of the sod farm that is not yet under contract for residential development. Nearly 70 percent of the survey respondents recommended "light commercial" use for this property. It is not clear whether this response means that people want to see the bus depot remain as a transportation facility, prefer to have it converted to commercial use, or possibly both. Professional office space was suggested by about 17 percent and 16 percent wanted to see the land revert to open space. Some commented that the property would make a good hamlet center.

The Bus Depot should ensure that its operation fits the available area. Until the owner is able to relocate, the property should be buffered with trees and other landscaping; the buses should be serviced to eliminate noxious emissions, and access should be limited to the Miller Avenue gate.

If the business has outgrown the property, it should relocate to an area more remote from residences and the hamlet's

RECOMMENDATIONS

The Bus Depot should ensure that its operation fits the available area. Until the owner is able to relocate, the property should be buffered with trees and other landscaping; the buses should be serviced to eliminate noxious emissions, and access should be limited to the Miller Avenue gate.

If the business has outgrown the property, it should relocate to an area more remote from residences and the hamlet's commercial area. We recommend that the business relocate to the industrial park area of the current KeySpan property. This is a central location in the SWRCSD but is not adjacent to residences.

We recommend that the owner sell the property to a commercial developer and the land be used for a professional office building or retail space with small specialty shops. If the Post Office cannot lease space at the Tesla site, the Post Office could lease space in a building at this location.

commercial area. We recommend that the business relocate to the industrial park area of the current KeySpan property. This is a central location in the SWRCSD but is not adjacent to residences.

In the event that the bus depot should relocate, the land should be used for a small professional office building or small specialty shops. This property would become part of the new commercial core and hamlet center of Shoreham. A strip mall would be undesirable. A U-shaped building, or buildings perpendicular to Rte. 25A, would be more attractive. Commercial buildings should be no more than two stories high, in a New England architectural style consistent with the "hamlet center" aesthetic of that area (Sec. 5.2.11). Parking should be on the south side, accessed from Miller Avenue only.

5.2.6 The Triangle

This small (two acres) triangular piece of land lies immediately east of the intersection of Rte. 25A, North Country Road and Woodville Road. It includes two parcels. The smaller (0.34 acres, zoned B-1 Residential) contains a small abandoned office building that at various times has housed a veterinary practice and an accountant's office. Squatters have also used the building from time to time since it was abandoned. A bank was once located on the larger parcel (1.18 acres, zoned J-4 Business). The bank closed in the 1980s, but the building and associated small parking lot remain.

The Shoreham Civic Organization is considering seeking to use a portion of this property, for a September 11 Memorial Garden and Park. A local sculptor has indicated his wish to create a memorial, and the Chamber of Commerce has made an initial donation to the project. This piece of land is ideal for such a park. It is easily accessible from Rte. 25A, North Country Road, and the planned Rails to Trails pedestrian pathway along the LIPA right-of-way. A small parking lot already exists next to the old bank building. This could be expanded, if necessary. Both buildings have been abandoned for several years. Any future development of the remainder of the business-zoned parcel should be compatible with the aesthetics of the Memorial Garden.

5.2.7 The NIKE Site

This 17.7-acre parcel is currently owned by the U.S. Department of Defense. This Nike Hercules missile-equipped site operated as Nike Battery NY-25 from 1957 to 1974. Its purpose was to defend the nuclear research facilities at Brookhaven National Laboratory, Grumman's Calverton test facility, Suffolk County Air Force Base, and the New York metropolitan area in general. It is now utilized as a U.S. Army Reserve Center. Adjacent to the building that houses the SWR High School, the District administrative offices, and the North Shore Public Library, it has been viewed by many in the community as a potential solution to the School District's space problems. When this Hamlet Study was begun, it appeared that the Nike Site would soon be available. However, after September 11, the site became home to an active medical unit. Although it is expected that the property may become available again in the future, its near-term status is uncertain.

The community's survey response for this location reflected the fact that it is adjacent both to a large open space area (State unimproved parkland) and to School District property.

Forty-one percent of the respondents preferred to have this parcel used for youth recreation. Thirty-two percent want open space; and 24 percent cited some school usage.

The School District has considered seeking to obtain this property when it might become available. It is ideally located and appropriately sized for an educational facility. Depending on circumstances at the time, it could be used for construction of administrative offices, a K-1 primary school for Wading River, additional Middle School or High School classroom space, or sports facilities for High School teams. However, the District's need for space is immediate, especially south of Rte. 25A in Shoreham. If the Nike Site is not available in time to be acquired and used for classroom space, the SWRCSD should try to obtain it for athletic fields. Following the Gulf War the Nike Site was renamed for Kerry Hein, a local man who was killed during Desert Storm. Any future use should retain this commemoration.

5.2.8 Town Land at Defense Hill Road

Behind the residential development on Defense Hill Road north of the Robert Reid Recreation Center is a 25-acre parcel that is owned by the Town. Currently this property is undeveloped open space, designated as parkland. In the Hamlet Study survey, youth recreation and adult recreation topped the recommended land uses with 47 percent and 44 percent respectively. The remainder suggested retention as open space.

The Town property is located near the geographic center of the SWRCSD, on the S6 bus route and close to the William Floyd Parkway. It is adjacent to the Town recreation center, the BMX track and the Remote Control Model Plane club, so it is ideal for recreational use. If the Rails for Trails proposal is approved and if LIPA agrees to donate its right-of-way to the extent requested, this parcel will also adjoin that pathway. Much of the land is relatively open. It does have some disadvantages, however. Because it is generally hilly, it would not be useful for ball fields or other recreation requiring a large extent of flat land. Also, the only access to the property at this time is through the Defense Hill Road residential area.

We recommend that the Town seek to exchange some of the land on the west side of this parcel for KeySpan property east of Defense Hill Road. This would consolidate the Town's property and bypass the residential area as an access route, giving the Town considerable flexibility in planning future recreational opportunities at the Robert Reid/Defense Hill site. The Town should then develop the area around the Robert Reid center with a strong focus on youth activities. Existing outdoor activities are youth-oriented; the Town should add basketball courts. A skateboard park should be added in the more open area. By providing access from the Robert Reid center, the area would be easily accessible to youths without cars, and the residential area would not become a traffic corridor. In this property the Town has an excellent opportunity to create a magnet for youth recreation and is sufficiently buffered by wooded open space from the nearby residential area. As we

RECOMMENDATIONS

Town land at Defense Hill Road should be consolidated.

The Robert Reid Center and adjoining property should be come a focus for youth-oriented activities for the Town.

stated in Sec. 4.2.5, youth outreach and services should also be expanded at the Robert Reid center.

5.2.9 Town/State Open Land

The publicly owned open spaces within the Shoreham Hamlet Study area are discussed in detail in Sec. 4.8.1.

5.2.10 Vegetable Farm

On the northeast corner of the intersection of Randall Road and Rte. 25A in Wading River is one of the last parcels in the study area that is still devoted to agriculture. A small farm stand sells produce and flowers that are grown on this popular family farm. It appears to be only a matter of time until economic pressures put these 14 acres on the market. It is zoned A1 Residential.

Seventy percent of the survey respondents preferred that this farm remain in agriculture. Eighteen percent would like to see it preserved as open space if the family decides to sell the land, and 11 percent suggested single-family residential development.

Despite the preference expressed in the survey, it is unlikely that this property will remain as farmland for many more years. It is adjacent to both the undeveloped portion of the KeySpan property and residential developments to the east, north and south. The LIPA right-of-way that is being considered for a pedestrian pathway runs through the northern edge of the property. We recommend that this parcel be used for a small development of single-family homes, with an entrance off of Randall Road.

5.2.11 Rte 25A Corridor

Changes to Rte. 25A were the impetus that led to the creation of the Shoreham Civic Organization and its decision to carry out this Hamlet Study. In Sec. 4.6.1 we recommend implementation of measures to improve traffic and pedestrian safety along this artery. Among these recommendations are replacement of some parts of the striped median to create small traffic islands for pedestrians and right-turn lanes in Wading River to allow traffic to flow smoothly and safely.

Currently, the land on the north side of Rte. 25A between Randall Road and Miller Avenue is in commercial use. The industrial zoned Peerless property is at the west end alongside the Fire Department, the Post Office and the Shoreham Plaza. The bus depot sits at the east end, about mid-way along the full section of the road that is within the study area. Some professional offices have been built to the east and west of this commercial/industrial zone. Recharge basins are located on the southwest corner of Randall Road at Rte. 25A and on the south side of the highway directly across from the Shoreham Plaza. A small portion of the sod farm extends north to the highway on the west side of the bus depot. The remainder of the land along Rte. 25A is residential, including group homes across from the Post Office and west of the Town Recreation Center. The areas alongside the roadway that are most vulnerable to changing land use lie (1) on the south side of the highway between Randall Road on the west and the William

Floyd Parkway on the east, and (2) in the Wading River portion of the study area, where much of the land is still open space.

Survey respondents were equally divided between extending current light commercial/mixed land uses along the Rte. 25A corridor and seeking to prevent any additional development. Open space was selected by 50 percent of those responding; light commercial was cited by 25 percent and the remaining 25 percent mentioned mixed use. Comments indicated that most people do not want to see the commercial shopping area extend beyond its current location between Randall Road and Miller Avenue, but many would like to see this area become a Shoreham hamlet center, with shopping, cultural activities and restaurants. Gas stations and big box stores would be unwelcome. Enhancement of the current shopping center and conversion of the Tesla property and the Bus Depot sites into public space were mentioned in many responses.

Our recommendations for specific properties in the Rte. 25A corridor have been detailed in previous sections. We also recommend that the parcels east of Miller Avenue and west of George Street remain in residential zoning, with one significant exception. Suffolk County should complete the purchase of the remaining property now known as Spring Meadow in Wading River to ensure that this land is protected as open space.

In addition to its role as a transportation artery, Rte. 25A is also a key piece to our vision, linking our neighborhoods and forming a hamlet center. Planning in this corridor is critical, for it has the potential to divide or unite the community. To convey its role as a hamlet center, a unified aesthetic theme should be designed and repeated within the core. The choice and selection of materials in the hardscape (*e.g.*, curbs and sidewalks, lighting) and softscape (lawn and trees) are the key elements that can unify the design. Currently there is a mix of sidewalks and curbs that are a variety of materials, colors and widths, as well as no sidewalks or curbs at all. We recommend that sidewalks, curbs and wide grass strips be standardized and implemented in the most attractive design possible and that the design be used on both the north and south side of Rte. 25A. A standard design for lighting poles and fixtures should replace the variety that is currently in place.

RECOMMENDATIONS

Retain residential zoning east of Miller Avenue and west of George Street.

Suffolk County should complete the purchase of the remainder of the open space at Spring Meadow in Wading River.

Traffic islands should be installed on Rte. 25A for both safety and aesthetic purposes.

Sidewalks, curbs and wide grass strips be standardized and constructed on both the north and south side of Rte. 25A in the hamlet's center.

Trees and lawn should be included into the redesign of Rte. 25A.

Likewise, the 25A corridor needs traffic calming measures, especially in the hamlet center. The wide median strips that have no interference with overhead wires provide a perfect opportunity to create a Main Street effect. Landscaped traffic islands would provide a boulevard effect while protecting pedestrians and without impeding the flow of traffic.

Placing trees in the curb strip would provide for pedestrian safety as well as traffic calming. These curb strips should be made as wide as possible. Lawn underneath street trees and along woodland edges would also create an easy-to-maintain parkway like setting. The trees would replace shrubbery, which serve now to only collect garbage and weeds.

Parts of the 25A corridor have vast quantities of mature oak and pine woods. Though varied development will occur in the future, we recommend keeping development behind woodlands and creating visual buffers between the corridor and development.

6 A VISION FOR SHOREHAM'S FUTURE

The purpose of this Hamlet Study was to bring together residents and business people, listen to their hopes for their community's future, develop recommendations for improvement and change in keeping with the community's ideas and the Town's needs, and communicate to the Town our united vision for the future of our community. Our recommendations for future development and land use changes in Shoreham have been highlighted throughout this report, and were summarized in Sec. 1.2. Along the way, the recommendations have organized themselves into a set of broader goals and become integrated into a vision that, when implemented, would preserve those elements that are cherished by the community and set new standards for development within the Town.

6.1 OUR GOALS

Through this process we developed four planning goals that join the idealistic and the practical and balance social, environmental and economic needs at the community and Town levels. Each of the recommendations that we have made throughout this report is aimed at meeting one or more of these goals.

6.1.1 To create a physical and social **center for our community**;

6.1.2 To create **housing opportunities** for all stages of home ownership from entry level through retirement;

6.1.3 To develop and unify properties for Brookhaven's and the hamlet's **recreation needs**;

6.1.4 To make Shoreham a prime example of Brookhaven Town's commitment to **Smart Growth** development by incorporating planning tools such as Planned Development Districts and traffic calming measures.

6.2 THE ELEMENTS OF THE VISION

Planning involves not only discrete goals; it succeeds when the goals point to a broader vision of principles and themes. The principles that apply to our vision for the Hamlet of Shoreham may be interpreted in different ways in other communities, but they can be applied across Brookhaven Town.

6.2.1 **Seamless integration** of the community's needs and wishes with the Town's plans and existing land use and zoning through the establishment of planned multiple-use districts;

6.2.2 **Forward-looking planning** for the future with research in innovative energy technology; educational and recreational opportunities for children, and community-friendly Smart Growth;

6.2.3 **Conserving our past** by acquiring and preserving unique historical properties;

6.2.4 Ensuring a **safe, clean environment;**

6.2.5 Making Brookhaven Town the most **desirable place to live** on Long Island by creating parks and recreation for children and seniors, providing organized sports and unstructured fun.

We recognize the roles played by various government agencies within our hamlet and that these agencies may have differing goals. We also recognize the Town's limitations in fulfilling some of the vision set forth in this study. In cases outside the Town's jurisdiction, we ask the Town to support us in achieving our vision. This hamlet study was written not only for incorporation into the Town's Master Plan, but also to document the common goals of our community. Working together, we can make a difference.

7 REFERENCES

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8 APPENDICES

Appendix A. 2002 State of the Town Address

Appendix B. Saratoga Technology & Energy Park at Malta

Appendix C. The Shoreham Hamlet Study Survey

Appendix D. Summary of Results

Appendix A. 2002 State of the Town Address

PRESS COPY
2002 State of the Town Address

Supervisor John J. LaValle

March 21, 2002

Good morning, ladies and gentlemen, and thank you for attending this year's State of the Town Address.

Thomas Jefferson once said, "When people assume a public trust, they should consider themselves public property."

The first obligation of those who have been elected to serve the public is to ensure that citizens are able to effectively participate in their own government.

Of course achieving this goal takes a team of progressive individuals with new ideas like Councilman Charlie Lefkowitz, Glenn Murphy, and Councilwoman Geri Esposito. As the newest faces on the board, they bring fresh ideas to a Town with centuries of history.

Partnering with senior members of the Town Board like Councilman Gene Gerrard, Dominic Santoro, and Edward Hennessey gives us invaluable insight to understanding our past as we collectively strive to reform this place we call our home.

I thank each and every Board member for their hard work and attention to detail in 2001. Together, let's continue our fast pace and keep up the good work.

Last May, in my first State of the Town Address, I said, "Let no one doubt that we are dedicated to setting a new course that will permanently open the doors of Brookhaven Town government."
For the past 14-months, we have worked to create an environment in Brookhaven that welcomes debate and dissent.

Last year, despite personally opposing changing this town's form of government, we supported a referendum, and I appointed a special, independent citizen's task force to evaluate the at-large and councilmatic structures of government.

Now, that the vote has taken place, and the people have spoken, I am committed to ensure that there is a smooth transition. From the moment following the January 22nd election, I have stated that I <u>will not</u> support any efforts to thwart, undermine, or circumvent the transition from an at-large system to councilmatic districts. That commitment is as strong today as it was on January 22nd.

In the past two months, I have spent a great deal of time trying to find a way to make this new structure of Town government work. I toured, and have spent significant time with other towns

who currently have councilmatic districts in place. This, I did, in an effort to understand and learn the impact and ramifications the change will have upon our residents.

We have established an open line of communication with those who have put forth solid ideas on making this transition successful.

In an effort to guarantee that the councilmatic districts are drawn fairly, I will be creating a commission of community leaders to review and make recommendations to the Suffolk County Board of Elections.

While the Board of Elections is charged with this important responsibility, I challenge them to listen to, and take into consideration, the people who will ultimately be affected.

Often in our democracy, public officials are insulated from the people they are elected to represent. Democracy is the art of thinking independently together. We who are elected to represent must actively encourage citizens to participate in their government.

Failure to foster this participation produces public cynicism and stands democracy on its head and people perceive government as the business of insiders. This administration is determined to fundamentally alter the way government represents the people. However, for this change to be permanent and real, it will require a significant change in the way the town conducts much of its public business.

Let us be candid……The reason that many people feel cut-off from government is because they have been for a long time. Those outside of partisan politics have rarely been selected to serve on official boards, whose decisions shape communities and neighborhoods.

Since taking office, we have encouraged and brought into the mix, independent, qualified and professional citizens to serve on every board and agency in the Town.

Ladies and Gentlemen, in the Town of Brookhaven, the perception that government is the business of the insider, by the insider, and for the insider…..has come to an end.

Today, we renew this commitment. In the weeks ahead, we will be putting our words into action.

The foremost responsibility of town government is to regulate the use of land within our communities.

The Planning Board and the Zoning Board of Appeals are two of Brookhaven's boards that deal with such issues. We intend to create new majorities on both by expanding the membership of each of these boards from five members to seven.

In the future, all appointments in this Town will be free of partisan entanglements, and selection will be based on qualifications, performance, and merit. To help increase the accountability of these boards, I hope to reduce the term of service to three years. In fact, this past Tuesday, the Town Board conducted a public hearing on this matter.

I assure you, we will be taking a careful look into the qualifications of future appointments. We will seek out individuals who will reach out and consider input from the community, before making final decisions.

We will look for ways to better notify the public of the issues in their own neighborhood; perhaps through the use of email or perhaps mailing to a greater radius of property owners surrounding a proposed project.

With the recent retirement of our Planning Commissioner, we have a unique opportunity to select an individual who possesses smart growth principles and new ideas for progress and reform.

In addition, I will be creating a Planning Review Task Force to help streamline processes, improve workflow, update the Town code, and ultimately make our Planning and Building Departments a less frustrating experience for both the employees and the residents.

Residents, developers and contractors should be able to do business with the Town in a much easier, more efficient, and satisfying manner.

Brookhaven's future is not a matter of chance. Our future is the by-product of the choices and decisions we make today.

According to Abraham Lincoln, "The legitimate object of government is to do for a community of people whatever they need to have done, but cannot do at all in their separate and individual capacities."

Land use touches every aspect of community life. The nature of economic development, environmental protection, traffic mitigation and the general quality of life are all a function of land use.

Let us begin to shape the future by adopting land use plans that start to balance the rights of the community with the rights of the property owner; a future that will protect our environment, preserve our neighborhoods and enhance our quality of life.

We must all work together to avoid the land use mistakes of the past.

Sixteen percent of the commercial space in the this Town is vacant. This is unacceptable. We must put an end to unsustainable and inappropriate commercial zonings. Since I have been on this Town Board, hundreds of acres of commercial property have been eliminated by zoning changes. We are committed to continuing and accelerating this policy.

Strip malls despoil the landscape and exacerbate traffic conditions. Our legacy to our children must not be a town that is littered with the by-products of such poor planning.

However, economic development and protecting the environment are not mutually exclusive concepts.

We must implement innovative uses of our empire development zones that foster existing businesses and stimulates new commercial activity. By encouraging development in the empire zone areas of the Town, where there is an existing infrastructure to support it, creates and retains jobs, tax ratables, and improves our general economic health.

Brookhaven must remain faithful to the 1996 Master Plan. However, that Master Plan is not set in concrete. It must be a living document that adjusts to new ideas and circumstances.

While we are protecting each neighborhood's character, this past year we have rezoned more than 200 parcels as part of our Supplemental Land Use Plan. These parcels had mismatched zoning classifications with the surrounding areas and were overlooked during the 1996 Land Use Plan process. Through these changes, we are meeting our goal of keeping residential areas residential, and commercial areas commercial.

In fact, this past year the Town also embarked upon an aggressive and comprehensive review of various communities in the form of Hamlet studies.

These studies allow residents in the individual Hamlets to shape their own future, as well as define and protect their own distinct neighborhood character. Brookhaven's Hamlet studies are a model in how democracy should work, because it puts the tools of land use in the hands of citizens.

Three years ago, we passed the $10 million Environmental Bond Act, which was overwhelmingly approved by the residents of Brookhaven. Under this special program, we have acquired and protected hundreds of acres of environmentally sensitive land throughout our Town.

I believe it's time to begin the planning process which will lay the foundation in the near future for a second $10 million Environmental Bond Act. These environmental initiatives will enable us to continue to preserve and protect the rural character of this Town.

As we all know, as our Town grows, our traffic increases. The better design and construction of our roadways must be a priority of this administration.

We want Brookhaven's roads to be safe and pedestrian friendly. We want to calm traffic, and make walkable communities that are hospitable to children, senior citizens, the disabled, bicycle riders, and joggers. Ultimately, our roads should be designed with the thought of our residents and the aesthetics of a community in mind.

We intend to work with our citizen's through our planning and engineering departments to make these planning principles become a reality in Brookhaven.

Community outreach is a critical component in establishing a true partnership between citizens and their government. As Town Board members, we try to speak before as many groups and organizations as possible. But this is not enough.

We need to do more to bring Town government closer to the people. Now, for the first time, you can go online instead of standing in line for hours, to get the information you need. Our 2002 Technology Platform was created with our residents in mind in an effort to open the doors to Town government through the use of efficient electronic and digital methods.

On a day to day basis, I want my administration to be a true partner with the people of Brookhaven. We shall therefore institutionalize public participation. I intend to meet on a regular basis with representatives of the civic, business, and school communities. At these meetings, all issues and problems confronting our neighborhood will be discussed.

Building upon the success of last year's energy summit and the South Shore Community Summit, I plan to sponsor several community forums a year on a variety of policy questions concerning environmental protection, smart growth development, energy, transportation, land use, housing, and budget and taxes.

These forums will shed additional sunlight on town government and integrate the public into the policy planning process.

United States Supreme Court Justice Louis Brandise once said, "The best disinfectant is sunlight."

Planning for the future must include providing for Long Island's power requirements. We are fast arriving at the crossroads concerning Long Island's energy future.

There is now discussion about the role of LIPA and the future ownership of KeySpan's electric generating plants. And there is discussion about to how best to establish energy competition on Long Island.

While this debate goes on, I'm not going to sit idly by and watch Brookhaven become a power plant dumping ground for third party, independent power producers. I will vigorously oppose which are sited against the wishes of the local community and are sited solely because land was less costly.

Planning our energy future is no different than any other policy issue. We must do it together. The people of Brookhaven will not be victimized by an autocratic regulatory process that is designed to freeze-out the public.

Brookhaven will begin to plan for its own energy future, as we indicated last year at our successful energy forum, by developing a new zoning classification for power plants. This will encourage and provide certitude for Independent power producers who wish to build plants in Brookhaven, and yet, assure that these plants will be located in appropriate locations with community consent.

We will also be moving rapidly to invest in alternate sources of energy production and energy conservation for Town facilities and vehicles. We will aggressively utilize federal and state energy initiatives, for example, such as the use of compressed natural gas vehicles and other environmentally efficient fuel sources.

Last year, together with several community organizations, I asked LIPA to draft a Long Island Energy Master Plan. I am told, and trust that such a plan will be forthcoming. It is my hope that this plan will provide Long Islanders with a planning tool and an energy road map.

You may be wondering at this point why I haven't mentioned the financial health of the Town, and instead focused on declaring a new citizen agenda for Brookhaven. It's because our fiscal

health is in great shape at a time when other municipalities, in the same economic region, have run multi-million dollar deficits. Here, in Brookhaven, we have held the line on taxes while ending the year with a healthy surplus…..affording us the opportunity to expand Town services and invest in new technologies for a user-friendly Town Hall.

Ladies and Gentlemen, democracy is not a spectator sport. To shape the future, we must plan for the future.
Robert F. Kennedy was fond of saying, "One person working with others can make a difference."

It is in this spirit that I am requesting the assistance of my fellow citizens to help us lead a political transformation in Brookhaven, from a belief among some, that all things are suspect, to a conviction among many….that all things are possible.

Thank you very much and God Bless Us All.

Appendix B. Saratoga Technology & Energy Park at Malta

FOR IMMEDIATE RELEASE:
August 20, 2001

GOVERNOR ANNOUNCES CREATION OF CLEAN ENERGY TECHNOLOGY PARK

Saratoga County to be Site of Nation's First Clean Energy Business Development Park

Governor George E. Pataki today announced that New York State will establish the first business park in the country that is specifically devoted to promoting the development of new, clean energy technologies. Over the next five years, it is estimated that the new Saratoga Technology Energy Park or STEP will help attract between 1,000 and 1,500 jobs to the Capitol Region as emerging, environmentally-friendly energy companies take advantage of the park's resources.

"With this innovative new park, New York State will continue to set a national example in its support for the development of clean, environmentally sound energy sources," Governor Pataki said. "By providing these businesses with a broad spectrum of financial, technological, and business support, this initiative will create new job opportunities, increase our access to clean energy sources and promote a cleaner, healthier environment for all New Yorkers."

The STEP project is a joint effort of the New York State Energy Research and Development Authority (NYSERDA), the University at Albany, and the Saratoga Economic Development Corporation (SEDC). The park will be located on a 280 acre site in Malta and includes a 21,000 square foot facility built by NYSERDA in the mid 1970's. It is adjacent to the site of the former Malta Test Station. The new business park will provide companies with technology development and prototyping support through the University at Albany, funding to support technology development and commercialization through NYSERDA, and expanded economic opportunities through SEDC. The project reflects the growing need for cleaner energy technologies that can address concerns over energy supply and reliability issues, as well as environmental impact concerns.

Senate Majority Leader Joseph L. Bruno said, "This project will further strengthen the local economy and give the Capital Region another foothold in the development of groundbreaking, high technology businesses. In addition to creating new jobs, these businesses will also develop new, clean, efficient and reliable sources of energy that will benefit the entire nation."

Congressman John Sweeney said, "In more ways than one, this initiative represents New York's entrepreneurial approach to attracting businesses to the region. By focusing on the emerging business sectors of high technology and energy, the Capital Region is now primed to lead the way as a hub of job-growth and innovative businesses working to generate solutions that will protect our environment and conserve energy."

Assemblyman Bob Prentiss said, "I applaud the partnership efforts of the Governor, NYSERDA, UAlbany and SEDC to develop the Saratoga Technology Energy Park. This innovative park will not only encourage economic growth and create well-paying jobs in the Capital Region, but also help foster the development of new, clean energy technologies. As the nation struggles with the increasing demand for energy, it is vitally important to support entrepreneurial companies that are developing energy technologies aimed at protecting our environment and natural resources."

National statistics indicate that the energy technology sector grew by 134% in 2000 and the market for clean energy technologies is projected to grow from $7 billion per year to about $82 billion per year by 2010. New York State, already home to more than 20 leading energy technology companies, is well suited to take advantage of this rapid growth.

Saratoga County Board of Supervisors Chair Anita Daly said, "In some ways, this is just one more example of the successes that Saratoga County and our Economic Development Corporation have enjoyed by creating partnerships with Governor Pataki. Our constituents demand that we stay on the cutting edge of technology, and the development of this High Tech Park may well lead to the creation of thousands of high paying, technical jobs for all of the residents of the Capital District."

Malta Town Supervisor Dave Meager said, "The Town of Malta is pleased that the NYSERDA site will be used as a research and development tech park. This plan will bring the property back onto the tax rolls and provide high-paying employment for our county and community. This project also conforms to the Town Master Plan, and will be a positive enhancement to our town.

NYSERDA President William M. Flynn said, "The Saratoga Technology Energy Park is a perfect example of how the State can use its resources to partner with local communities and create opportunities for new jobs and new businesses. Working with the Saratoga Economic Development Corporation and University at Albany, we can attract new businesses and jobs to the Capital Region that can address the growing need and demand for clean-energy and energy-efficient technologies." NYSERDA has invested more than $60 million over the past three years to help businesses develop and commercialize new energy technologies that are more efficient or take advantage of renewable resources. Funding opportunities would be available to businesses moving into the Tech Park to reduce the risks associated with developing these new technologies and create additional partnerships that will better enable these small businesses to accomplish their objectives.

University at Albany President Karen R. Hitchcock said, "We are delighted with the Governor's announcement of the Saratoga Energy Technology Park as one of the first of its kind in the nation to focus on energy technologies. This partnership between NYSERDA, the SEDC, and UAlbany builds on UAlbany's recent federal designation as a Clean Energy Incubator to provide cutting edge infrastructure to support energy industry-driven technology development and deployment, as well as company spin-off, attraction, and retention. We are extremely grateful to Governor Pataki, Majority Leader Bruno, and Congressman Sweeney for their proactive leadership and key investments in support of research universities and high technology industry in New York."

The University at Albany, which was recently designated by the U.S. Department of Energy as a member of the national Clean Energy Incubator Program, has extensive technology development and prototyping capabilities for small businesses and start-ups. The University at Albany's Center

of Excellence in Nanoelectronics and its Energy and Environmental Technologies Applications Center will play large roles in helping businesses in the new park develop the new technologies.

The Saratoga Economic Development Corporation was instrumental in garnering local support and interest in the new Tech Park and will continue to market the park to help lure new businesses to the area.

President of SEDC Kenneth A. Green said, "The companies that will locate in the Saratoga Technology Energy Park will provide thousands of high-paying jobs for the people of Upstate New York. It is appropriate that the Malta site be the home to what is expected to become the nation's premier energy park because of the long history of scientific research conducted at this location. Saratoga County is located at the 'Technology Crossroads of Northeast North America.' We stand ready to serve the world. I want to thank Governor Pataki, Senator Bruno, University President Hitchcock, NYSERDA President Flynn, Saratoga County Chair Anita Daley and Malta Town Supervisor Dave Meager for providing the vision for creation of the Tech Park."

Visit these web sites for more information on sustainable development and alternative technologies.

Saratoga Energy and Technology Park:
http://www.nyserda.org/economicdev/step.html

Cape Charles Sustainable Technology Park:
http://www.sustainablepark.com/park.html

Sustainable development:
http://www.sustainable.doe.gov/welcome.shtml

Sustainable technologies:
http://www.osec.doc.gov/eda/html/2b2_5_eco-industdev.htm

Ecological building:
http://www.ecovillagefindhorn.com/building/index.html

Wind energy:
http://www.ecovillagefindhorn.com/renewable/wind.html

Appendix C. The Shoreham Hamlet Study Survey

Community Survey

TELL US ABOUT YOURSELF

1. What area do you live in? Refer to Map #1 and circle one zone: 1 2 3 4 5

2. Are you responding as (check one) ☐ an INDIVIDUAL ☐ a FAMILY ☐ a GROUP

3. How long have you lived in the community? ___ years

4. Why did you move here? (circle all that apply)
   a. Good schools
   b. Low taxes
   c. Easy commute
   d. Rural character
   e. Near family
   f. Other (please describe)

5. What degree of community spirit do you feel our hamlet has?
   a. Strong sense of community spirit
   b. Moderate community spirit
   c. Little or no community spirit

6. How much do you feel a part of the community?
   a. Very connected to community
   b. Somewhat connected to community
   c. Not particularly connected to community

7. What are the most important connections you have to the community? (circle all that apply)
   a. Church
   b. Schools
   c. Children's activities (music, sports, etc.)
   d. Neighborhood homeowners' association
   e. Service organization (*e.g.*, Chamber of Commerce, Rotary)
   f. Other organization (*e.g.*, garden club, theatre group; please describe)

   g. Employment
   h. Local shops
   i. Other location (*e.g.*, beach, senior center, library; please describe)

FUTURE LAND USE

Map #2 shows the principal properties subject to possible future changes in land use in the Shoreham and western Wading River (Brookhaven Town) areas. What do you think would be the best use of each of these properties? For each property (listed below), select a land use from the list below, or write one of your own.

Typical Land Uses:

a. Residential one-family homes
b. Garden apartments
c. Condominiums
d. Retirement community
e. Health assisted living
f. Light commercial
g. Heavy commercial (Home Depot, cinema)
h. Utility (water, power plant)
i. Adult recreation
j. Youth recreation
k. Professional (dentist, lawyer, psychologist)
l. Cultural (museum, theater)
m. Government services (Post Office, Social services)
n. School
o. Agriculture
p. Open space; natural preservation
q. Mixed use (homes/condos/light commercial/recreation)

Properties (see Map #2)

Best use:

___ 1. Peerless Photo
___ 2. Bus Depot
___ 3. Briarcliff School
___ 4. Triangle
___ 5. Sod Farm
___ 6. LIPA/KeySpan
___ 7. Nike site
___ 8. Town Recreation Area
___ 9. Town/State Open Lands
___ 10. Vegetable Farm
___ 11. 25A Corridor

Additional comments on future land use:

COMMUNITY ISSUES

1. How would you rate your hamlet?

	Very Satisfied	Satisfied	Not Satisfied
As a place to live			
As a place to raise children			
As a place to grow old			
As a place to work			
Educational quality of schools			
Parks and recreation			
Shopping			
Cultural opportunities			
Condition and adequacy of roads			
Waste collection			
Public safety and emergency services			
Attention given to area by officials			
Public transportation			
Appearance of commercial area			
Public water system			
Beaches			
Tranquility (peace and quiet)			
Current land use patterns			

2. What are the most important issues facing our hamlet as a community in the next 10 years?

	Very Concerned	Somewhat Concerned	Not Concerned
Loss of open space			
Condition of beaches and bluffs			
Vandalism, litter, graffiti			
Drinking water quality			
Services for senior citizens			
Day care services			
Local taxes (county/town/school district)			
Quality of education			
Jobs for young people			
School crowding			
Youth recreational opportunities			
Adult recreational opportunities			
Traffic patterns and volume			
Availability of affordable housing			
Overdevelopment			
Pedestrian safety			
Public transportation			

(continued on next page)

2. What are the most important issues facing our hamlet as a community in the next 10 years? (continued)

	Very Concerned	Somewhat Concerned	Not Concerned
Utilities (electric, water, cable)			
Law enforcement			
Illegal dumping			
Illegal hunting			
Background noise			
Sidewalks and street lighting			
Other (describe) -			

3. What is your opinion about these possible uses of the LIPA/KeySpan property?

a. Cross-Sound electric cable

b. Cross-Sound natural gas pipeline

c. Electric generating facility (natural gas; oil; nuclear; alternate energy)

d. Cross-Sound ferry

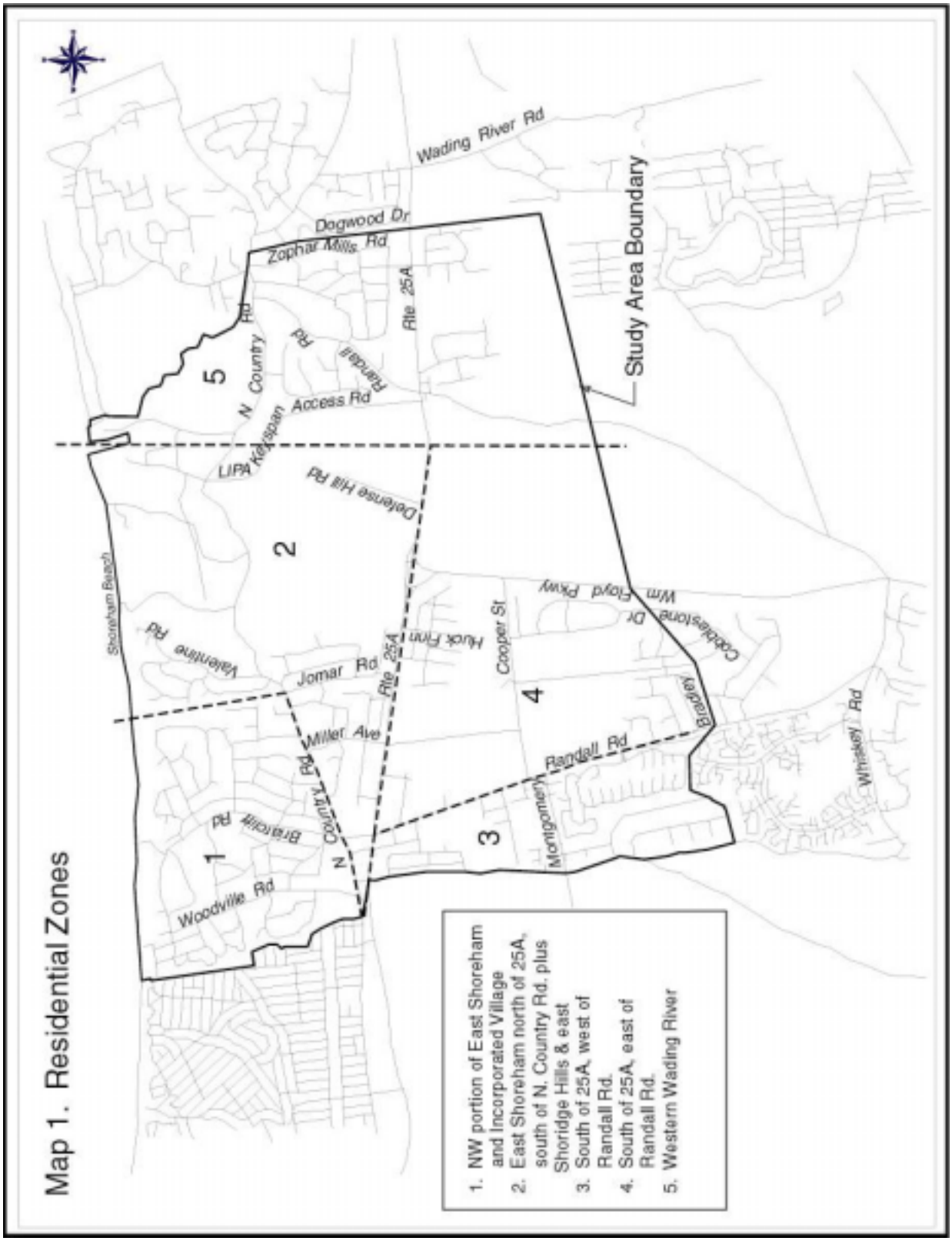
4. What do you think is unique about our hamlet?

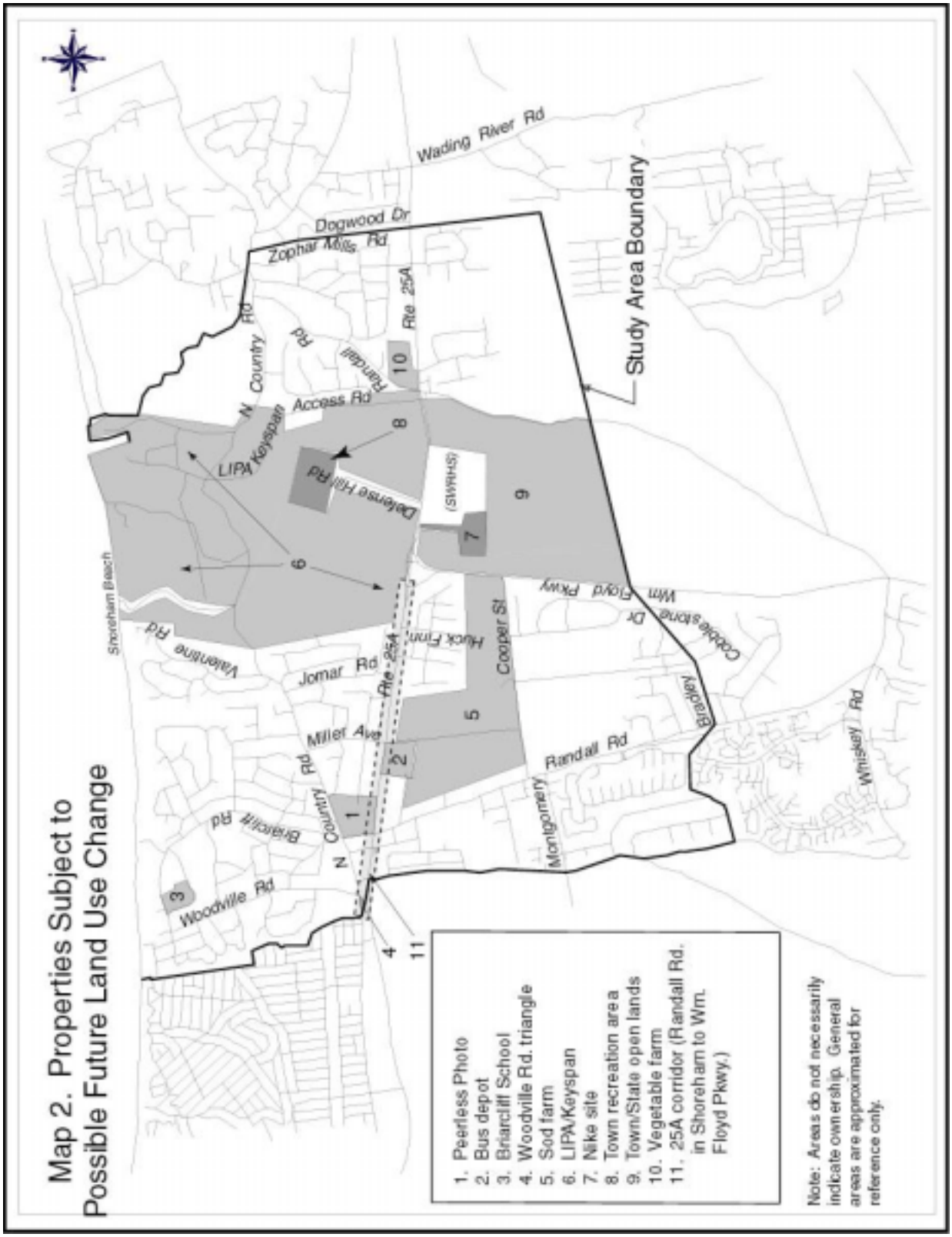
5. What things do you like most about living in our hamlet, and why?

6. What things do you like least about living in our hamlet, and why?

7. If you had the authority, what would you do to make our hamlet a better place to live?

ADDITIONAL COMMENTS:


Map 1. Residential Zones
Wading River Rd
Dogwood Dr
Zophar Mills Rd
Rte 25A
N Country Rd
Randall Rd
Kelgspan Access Rd
LIPA
Delense Hill Rd
Study Area Boundary
Shoreham Branch
Valentine Rd
Jomar Rd
Huck Finn
Cooper St
Wm Floyd Pkwy
Cobblestone Dr
Bradley
Whiskey Rd
Miller Ave
Randall Rd
Montgomery
Braddock Rd
N Country Rd
Woodville Rd
1
2
3
4
5
1. NW portion of East Shoreham and Incorporated Village
2. East Shoreham north of 25A, south of N. Country Rd. plus Shoridge Hills & east
3. South of 25A, west of Randall Rd.
4. South of 25A, east of Randall Rd.
5. Western Wading River


Map 2. Properties Subject to Possible Future Land Use Change
Study Area Boundary
Wading River Rd
Dogwood Dr
Zophar Mills Rd
Rte 25A
Randall Rd
N Country Rd
LIPA Keyspan
Access Rd
Delaware Hill Rd
(SWHMS)
Shoreham Beach
Valentine Rd
Jomar Rd
Huck Finn
Cooper St
Cobblestone Dr
Wm Floyd Pkwy
Bradley
Miller Ave
Randall Rd
Montgomery
Whiskey Rd
Briarcliff Rd
Woodville Rd
1. Peerless Photo
2. Bus depot
3. Briarcliff School
4. Woodville Rd. triangle
5. Sod farm
6. LIPA/Keyspan
7. Nike site
8. Town recreation area
9. Town/State open lands
10. Vegetable farm
11. 25A corridor (Randall Rd. in Shoreham to Wm. Floyd Pkwy.)
Note: Areas do not necessarily indicate ownership. General areas are approximated for reference only.

Shoreham Hamlet Study

Volunteer Sign-up Sheet

Core Committee

Patricia Bartik	929-4078
Diane Casey	744-2639
Walter Colleran	821-0105
Jeanne D'Ascoli	744-4277
Mary Daum	744-1898
Len DeLalio	unlisted
Tressa Gladysz	929-3279
Jim Heil	744-5755
Lew Johnson	821-1156

Thank you for inquiring about participating in the Shoreham Hamlet Study. We need help in the following areas:

- ❑ History of Shoreham
- ❑ Land Use, Zoning and Development
- ❑ Public Services
- ❑ Transportation
- ❑ Recreational Facilities
- ❑ Other (what else should we be thinking about?)

Please indicate the subcommittee that most interests you and return this form by mail or e-mail or to any member of the Core Committee. A member of the Core Committee will contact you about subcommittee meetings and what work needs to be done. We need people who are willing to work. You don't necessarily have to attend meetings to participate.

Name _____

Address _____

Phone _____ E-mail _____

Special interests and constraints (will you make phone calls? Do library research? Type up reports? What days can you meet or not meet?)

Thanks for volunteering for this important study. If you have any further questions, you can contact us in one of the following ways:
E-mail: Shoreham_Civic@yahoo.com
Mail: P.O. Box 944, Shoreham, NY 11786
Phone: Any Core Committee member

Appendix D. Summary of Results

General Opinion of our Hamlet:

NOTE: There was no statistical significant variance in responses from any of the 5 geographic zones identified in our study, except where indicated with **

- Reasons for moving here: Most residents moved to the Shoreham area because of it's Rural atmosphere, good quality Schools, and low taxes (at the time)
- Community: The majority of respondents believe we have a Moderate level of Community Spirit and feel only "somewhat connected" to the community. Church and Schools play the largest role in keeping the residents connected to the community.
- As a Place to Live – Over 95% of respondents were either Satisfied or Very Satisfied (60%) with Shoreham as a place to live
- As a Place to Raise Children – Over 80% of respondents were either Satisfied or Very Satisfied (55%) with our Hamlet as a place to raise their children
- As a Place to Work – Over 50% of respondents are Satisfied (38%) or Very Satisfied with Shoreham as a place to work
- As a Place to Grow Old** –Over 75% of respondents felt Satisfied (40%) or Very Satisfied with Shoreham as a place to grow old (majority response came from Zone 3 respondents)
- Unique Features of our Hamlet: Top features cited were Family Community, Rural Atmosphere with Open Space, Small & Quiet
- Features Liked Most with our Hamlet: Friendly Community, Peace & Quiet, Rural, Small, Leisure Glen
- Features Liked Least with our Hamlet: High Taxes (by far the most frequent response), Conditions/Appearance of Shopping centers, Overcrowding of Schools, Congestion, Lack of Public Transportation, Overdevelopment, Traffic, Appearance of Roads/Landscaping

Opinion of Hamlet Services / Features / Issues:

- Adult Recreation – Over 65% of respondents are concerned about the adult recreational activities available in our area (25% had no concern). Many comments called for *"adding more fields, bike paths, hiking trails"*.
- Affordable Housing – While 35% of respondents indicated they have no concern, over 55% did indicate they have some degree of concern over housing availability and affordability. The consensus of the specific commentary given was to *"add more affordable housing"* and *"add more assisted living housing"*.
- Appearance of our Commercial Areas – While 55% of respondents are either Satisfied (50%) or Very Satisfied, 35% are Not Satisfied with the appearance of our commercial properties. Many comments were given that revolved around this topic: *"local merchants should beautify their property"*, *"beautify our area with landscaping"*, and *"clean up medians and remove undesirable structures"*.

- Attention Given by Officials – This question resulted in roughly a 50/50 split in response. While 45% of respondents were Satisfied or Very Satisfied, 42% were Not Satisfied with the level of attention given by our local officials
- Beaches** – 80% of respondents are Satisfied (45%) or Very Satisfied with our local beaches (majority respondents came from zones 1 and 2). 85% of respondents did express concern about the condition of our beach areas. Consensus opinion of the commentary given was to "improve the access to the beach areas, and make them safer (specific complaints about Jet Skis)".
- Community – Although the respondents to the "sense of community" question stated they felt a "moderate sense of community", There was much commentary given to this subject. Many respondents felt that the addition of a formal "Town Center" would greatly add to our sense of community. These comments are reflective of the majority: *"Create a formal town center with museums, stores, theater and restaurants…Perhaps use the old Peerless property or Bus Depot"*. *"Build a family community; civic pride, preserve history, add more community events"*. *"Incorporate as a village, make all of Wading River part of Brookhaven"*. On a related note, many respondents called for *"changing Leisure Glen to a Shoreham address"*.
- Cultural Opportunities – Only 40% of respondents are Satisfied with the cultural opportunities in our area, while nearly 50% are Not Satisfied. Consensus opinion of the commentary was *"add more cultural development and events*", and *"preserve history/historic landmarks"*.
- Current Land Use Patterns - While over 55% of respondents are Satisfied with our current land use, over 30% are Not Satisfied
- Day Care** – 43% of respondents have no concern about day care in the area, while 30% have some concern and 10% are greatly concerned (** majority respondents from zone 3).
- Drinking Water Quality** – Nearly 80% of respondents are concerned about our water quality, with nearly 50% greatly concerned (** majority respondents from zone 3)
- Illegal Dumping** – Over 75% of respondents stated concern over illegal dumping in our area, with nearly 35% greatly concerned schools (** majority respondents from zones 2,3,4)
- Illegal Hunting** – 70% of respondents are concerned about illegal hunting in our area, with 35% greatly concerned schools (** majority respondents from zones 2,3,4). There was plenty of commentary that expressed *"concern for Deer population*".
- Jobs for Young People – 65% respondents are concerned (20% greatly concerned) with jobs for young people in our area, while 23% have no concern
- Law Enforcement** – 65% of respondents are concerned about law enforcement in our area (** majority respondents from zones 2,3,4)
- Local Taxes – Nearly 100% of respondents are concerned about local taxes, with over 75% showing great concern. The overwhelming commentary opinion was to *"reduce our taxes"*, and *"get our fair share of state aid for schools"*.
- Loss of Open Space – Over 95% of respondents are concerned (80% greatly concerned) about the threat of losing Open Space in our area. Majority opinion of commentary *"control development to preserve our open space and maintain our rural character"*.
- Noise – 75% of respondents are concerned about noise in the area, with 40% greatly concerned. Commentary included *"concern about Noise Pollution"*.

- Overdevelopment – Over 90% of respondents are concerned about overdevelopment, with 75% very concerned. The specific commentary on this subject varied greatly – the majority response was to "control development to preserve our open space and maintain our rural character"." Some others recommend *"consider upzoning"* as a means of residential development control. Regarding commercial development, the majority opinion of the respondents was to "limit business expansion near residential areas", and *"bring in light commercial, high tech or industrial businesses for increased tax revenue"*.
- Parks and Recreation – 60% of respondents are Satisfied (47%) or Very Satisfied with our Parks and Recreation; but it is also important to note that 35% were Not Satisfied. Many comments called for *"adding more fields, bike paths, hiking trails"*.
- Peace and Quiet – Nearly 90% of the respondents are Satisfied or Very Satisfied (45%) with the peaceful and quiet environment in our hamlet
- Post Office – Many comments were given to *"move or expand the Post Office"*
- Public Safety – 90% of respondents felt Satisfied (55%) or Very Satisfied with the level of Safety in our hamlet. Over 80% of respondents are concerned about *pedestrian safety* in our hamlet (35% greatly concerned) (** majority respondents from zones 2,3,4). Specific commentary expressed a *"concern for dirt bikes and off-road vehicles"*.
- Public Transportation – 44% of respondents are Not Satisfied with the Public Transportation available to our community, while 40% stated they were either Satisfied or Very Satisfied. While 35% of respondents stated no concern over public transportation, 50% are concerned, with 25% greatly concerned (** majority respondents from zones 3,4). Consensus opinion of commentary was *"need better access to Public Transportation"*.
- Public Water System – Over 80% of respondents are Satisfied (60%) or Very Satisfied with our Public Water system
- Quality of Education** – Over 80% of respondents are concerned about the quality of education in our hamlet, with 50% showing great concern (** majority respondents from zones 1,2,4,5).
- Quality of Schools – 70% of respondents are Satisfied (42%) or Very Satisfied with the quality of our schools. Commentary consensus on this topic was to *"improve schools, focus on school board problems"*, and *"get our fair share of state aid for schools"*.
- Road Conditions/Adequacy – Over 70% of respondents are Satisfied (58%) or Very Satisfied with our Roads in the area; 25% were Not Satisfied
- School Overcrowding** – 75% of respondents are concerned (45% greatly concerned) about the overcrowding of our schools (** majority respondents from zones 1,2,4,5). Commentary consensus was to *"address overcrowding issue – expand or add schools"*.
- Senior Citizen Services** – While 28% of respondents have no concern, over 65% do have concern about the Senior Citizen services in our area (** majority respondents from zones 3, 4). Commentary expressed a *"need for additional assisted living housing"*.
- Shopping – Over 65% of respondents are Satisfied (55%) or Very Satisfied with our local shopping; however it's important to note that 30% of respondents stated they were Not Satisfied with local shopping. Many comments called for and increase in local shopping: *"bring in unique, local shops"*, and *"add more shopping to increase our tax base"*.

- Sidewalks** – Over 60% of respondents are concerned about sidewalks (or lack of) in our area schools (** majority respondents from zones 2,3,4). A very popular topic in the comments; the consensus opinion was that *"we need more sidewalks"* and the *"existing sidewalks need repair"*.
- Traffic Patterns / Volume – Over 90% of respondents are concerned about our traffic situation. Over 60% are greatly concerned. Commentary on this subject focused on safety: *"improve traffic safety – enforce speed limits, slow down traffic"*. Additional opinions called for "*extending / creating a Bypass*", *"improve our roads – resurface/widen/keep landscaping maintained"*, and *"improve snow removal"*.
- Waste Collection – Over 75% of respondents were Satisfied (58%) or Very Satisfied with our Waste Collection services
- Utilities** – 80% of respondents are concerned about Utilities, with 50% greatly concerned (** majority respondents from zones 3,4).
- Vandalism – 85% of respondents are concerned about vandalism in our hamlet

Recommended land uses for particular area parcels:

- 25-A Corridor – Majority recommendation for zoning this area for Open Space or Natural Preservation. A secondary recommendation calls for Light Commercial zoning.
- Briarcliff School – Strong majority of respondents recommend keeping this property for School use.
- Bus Depot – Strong majority of respondents recommend this property be zoned for Light Commercial use, although some commentary called for using this property to *"Create a formal town center with museums, stores, theater and restaurants…Perhaps use the old Peerless property or Bus Depot"*.
- LIPA/Keyspan properties – Although this property was listed as one on the survey, it actually consists of two distinct parcels. One is referred to as the LIPA property, where the existing power plant structure sits. The property to the south, extending to Rt. 25-A, is the Keyspan property. The majority recommendation is to zone this land for Utility use, with a strong secondary recommendation for Open Space and Natural Preservation. There were many 'conditional' responses that stated the only reason they wanted to use the property for Utilities was to generate additional Tax revenues. Regarding specific uses for the LIPA parcel, the following options were posed:

  1. *Electric Cable* – 50 to 70% of the respondents (depending on the geographic zone) said Yes to this option; with an additional 10% 'conditional yes' responses. Top concerns relating to this option are Environmental impact and Taxes. 10% replied No
  2. *Gas Line* – 15-30% of the respondents said Yes to this option, with an additional 10-20% providing a 'conditional yes' response. Top concern relating to this option is the environmental impact. A high percentage of conditional responses specifically indicated they wanted No Nuclear facility, and recommended Natural Gas. 10 % replied No
  3. *LIPA Generator* – 15-35% of respondents replied Yes to this option, with an additional 10% 'conditional yes' responses. Of primary concern is the Traffic impact. 10% replied No

4. *Cross-Sound Ferry* – 15-50% of the respondents (depending on the geographic zone) said No to this option; however, approximately 15% replied Yes, with an additional 5% responding with a 'conditional yes'

- Nike Site – Respondents were mixed in their recommendation here, with the majority proposing zoning for Youth Recreation, followed by Open Space/Natural Preservation and School use.
- Peerless Property: Majority of respondents recommends using the property as a cultural venue, such as a museum or theatre. Many comments called for a town center, and this property was mentioned as a candidate: *"Create a formal town center with museums, stores, theater and restaurants…Perhaps use the old Peerless property or Bus Depot"*.
- Sod Farm – Majority of respondents recommends keeping this property for Agricultural use; additional recommendations are for Open Space or Natural Preservation
- The Triangle – Strong majority of respondents recommend keeping the Triangle as Open Space or Nature Preserve
- Town Recreation Area – Strong majority of respondents propose using this property for Youth and Adult Recreation
- Town/State Open Lands – Strong majority recommendation for keeping this land as Open Space or Natural Preservation
- Vegetable Farm Property – Strong majority recommends keeping this property for Agricultural use; a secondary recommendation for Open Space/Natural Preservation