

Port Jefferson Station/Terryville New York



Comsewogue Hamlet Comprehensive Plan

2008

Port Jefferson Station/Terryville
New York

Comsewogue Hamlet
Comprehensive Plan

2008

Brookhaven Town Board

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**Port Jefferson Station/Terryville, New York
Comsewogue Plan**

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An Opening Message on the Hamlet Study from Councilman Steve Fiore-Rosenfeld



When I was elected as your Councilman in November 2003, I ran for office promising two things: more citizen involvement in our land-use decisions at town hall and putting a stop to overdevelopment.

Some previous Supervisors and Councilmembers, even some residents, said, “There is nothing left to save in Port Jefferson Station and Terryville.” Needless to say, I vehemently disagreed with their conclusions. After being elected, I took a closer look at our neighborhoods and hamlets. I questioned why some were so pristine and appealing and why others lacked these same amenities. The answer was apparent—proper land use planning, otherwise known as zoning—which was the most fundamental responsibility of our township.

Although it may be difficult to undo what has happened in the past, we can make every effort to ‘do no further harm’ with current land use decisions or new applications for development. We can do our best to preserve what is left and plan for the future inevitable re-development. Then, future generations, our children, will live in a place left better than how we found it. Whether 10, 20, or 30 years out, with this study providing a guiding light to planning decisions of the Town Board, Planning Board, Zoning Board of Appeals, and Planning Department staff, there will be an improvement to our quality of life for ourselves and our prodigy.

It was with these critical planning goals in mind that I proposed a Hamlet Study for the Port Jefferson Station-Terryville area and requested a one-year moratorium so that the Town of Brookhaven’s Planning Department could develop recommendations on how to carry out the concerns and suggestions put forth by the residents who completed and returned the Hamlet Study Questionnaire and actively participated on our hamlet study subcommittees and at other public meetings.

We mailed 7,000 surveys and received 350 responses. As the usual return for such a questionnaire hovers around 3%, we achieved a 5% return—an unusually high return for such a lengthy questionnaire. This percentage of responses more than provided a statistical confidence in the information gathered. Our entire town board and I are most grateful to each of those residents who took the time to fill out the questionnaire and to include their thoughts, ideas, and concerns for the future of their hamlet.

Upon adoption by the Town Board, the results of the hamlet study will be relayed to the Planning Department. It will be their responsibility to develop recommendations that will provide for potential redevelopment of the business areas, create a blueprint for both environmental preservation and future development, and work to preserve what is essential to the hamlet’s history. In addition, they will propose creating the missing visual amenities that make neighborhoods more attractive. I will do my best to enact zone changes and help the town board make the decisions best suited to follow the recommendations contained herein, as well as to advocate for the preservation of the remaining environmentally sensitive parcels. Likewise, it will be the continuing responsibility of

the citizen-residents of Terryville-Port Jefferson Station and their Civic Association to make sure this hamlet study and its recommendations are followed up by this and future town boards.

I would like to thank Dr. Lee Koppelman and his staff at the Center for Regional Policy Studies at Stony Brook University for their efforts in compiling the responses, analyzing the data, and presenting the results in a comprehensive and easily-understood manner. In addition, my deep appreciation goes to the Hamlet Study Working Group Committee—Lou Antonello, past President of the Port Jefferson Station-Terryville Civic Association; Brandon Pantomo, Director of the Comsewogue Public Library; Alexandra Gordon, Terryville Road Elementary School PTA; and Doreen Guma, Small Business owner and former Civic Association President; and the early input from Bill Theis, Chair of the Terryville Fire District, for their untiring efforts on behalf of the community. And finally, my thanks to the many citizens of the hamlet who volunteered to serve on one or more of the committees formed to help develop future plans for the hamlet.

A handwritten signature in black ink that reads "Steve Fiore-Rosenfeld". The signature is written in a cursive, flowing style.

Hon. Steve Fiore-Rosenfeld
Councilman, Town of Brookhaven, 1st District

Preface

The Port Jefferson Station/Terryville Civic Association, under the presidency of Lou Antonello, in cooperation with Councilman Steve Fiore-Rosenfeld, was successful in gaining the support of the Brookhaven Town Board to provide funding to allow the undertaking of a comprehensive planning process for the Hamlet.

One of the first objectives was to retain a consultant to work with the residents. It was also a unanimous consensus of the civic leaders that the Town Board adopt a moratorium for all privately held, vacant undeveloped parcels and existing commercial/industrial properties, developed or undeveloped, in order to prevent continued development during the planning period. The map on the following page depicts the moratorium properties

It was also determined that the most efficient method to get the views of the residents—owners and renters—would be to canvas the entire community with a mail questionnaire.

Councilman Fiore-Rosenfeld was successful in convincing his colleagues on the Board to support a moratorium. The following map depicts, in green, the properties subject to the moratorium. In order to avoid undue hardships, provisions were included to protect homeowners who wanted to make alterations or additions to their homes; and to allow commercial property owners to make interior changes as required when tenants changed. A hardship provision also gave property owners access to an appeals process.

The Councilman also insured the Town funding to carry out the survey mailing to every residence in the Hamlet. At the analysis of the survey, committees were formed from those who responded to the volunteer request included in the survey.

The committees included housing, open space, traffic and transportation, community facilities, history, traffic design, and aesthetics. The individual committees met separately at their convenience and, on a regular monthly basis with all the committees together to share findings and gain maximum input.

Design and aesthetic elements were provided by the consultant, with valuable input from the architectural students at the New York Institute of Technology, under the leadership of Professor Michael Schwarting, R.A.

This document is presented in three sections. The first section, **Introduction**, contains a brief discussion of the methodological model of the planning process used. This is followed by the goals to be achieved as summarized from the mail survey and a complete presentation of the survey results. The second section identifies **Existing Conditions** in the Hamlet, including a brief time-line history of the Hamlet which identifies the unique aspect of being an early location of automobile design and manufacture. This is followed by an inventory of existing land uses and current zoning; the demographic status and projected potential; identification of existing public open space properties; and the inventory of existing community facilities—schools, fire department, library and parks. This

is then followed by intersection geometrics and concludes with housing conditions. The third section concentrates on **Plan Elements**. In essence, this is the major portion of the Plan, consisting of four elements. They are: Traffic and Transportation, Community Facilities, Proposed Zoning, and Aesthetics and Design.

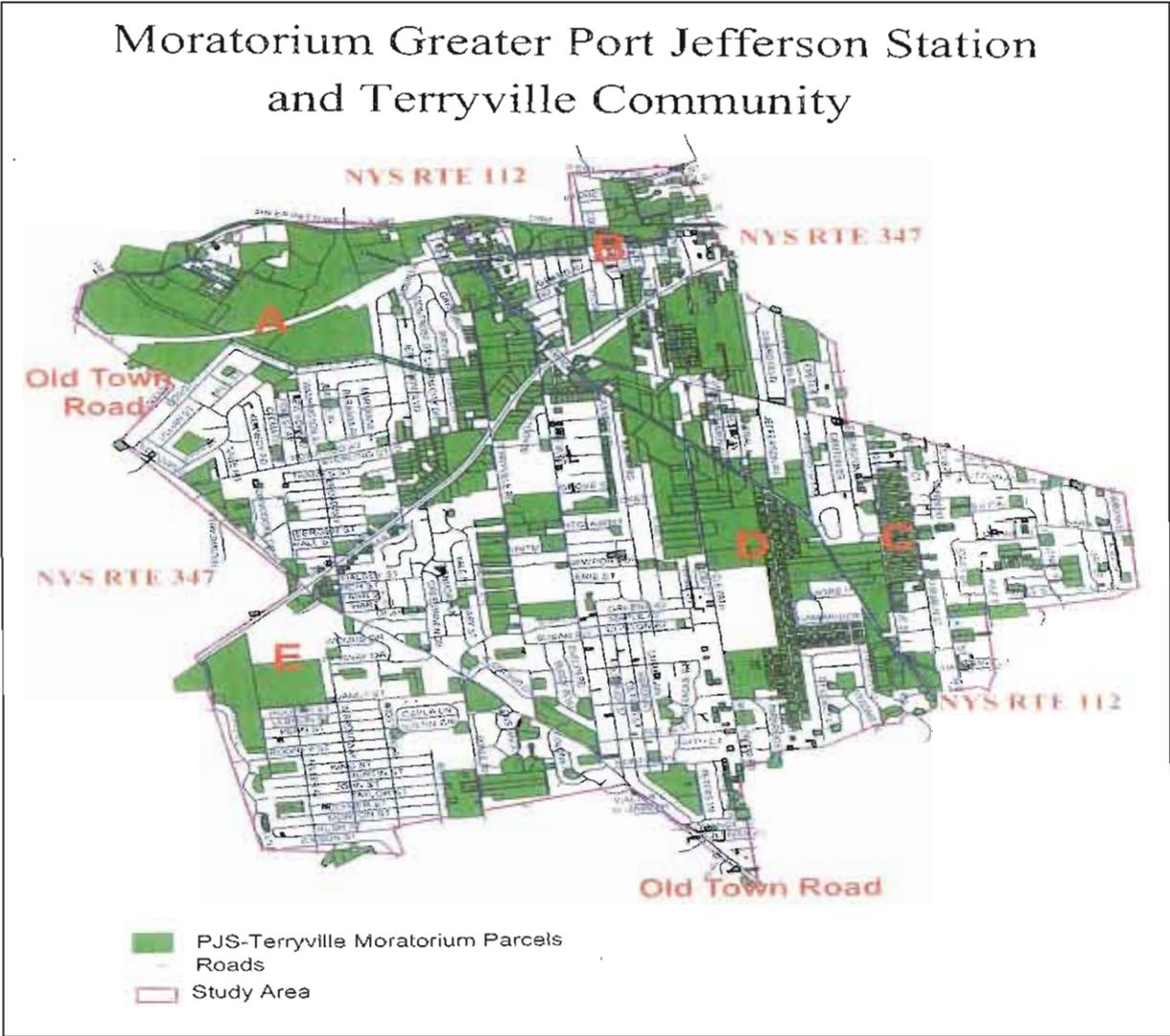


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INTRODUCTION

Methodology

Goals

Survey

Methodology

Planning is a decision-making process. It differs from all other decision models in that it is future oriented. A generalized definition is that planning is a continuous process that looks to the future in order to guide decision-makers in the formulation of policies, programs and legislation, at the present. Although intuitive in part, proper planning must rely on the most rigorous science and data currently available.

Community planning, be it town, city, county, regional, or state-wide, must also be comprehensive. Every element that in sum constitutes the community must be addressed.

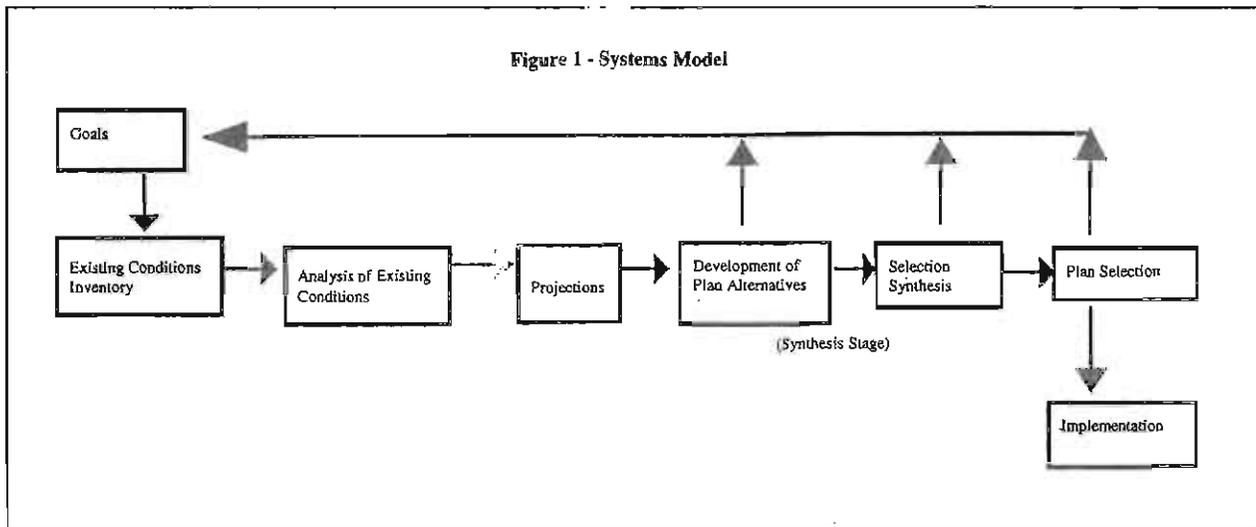
Prior to World War II, community planning was oriented philosophically and practically to the physical visual attributes of the community under study. The majority of professional planners came from the design fields of architecture, civil engineering and landscape architecture. The general thesis, regardless of which architectonic model was chosen, concentrated on the three constituent components that in the aggregate made up the built or physical community; namely, land usage, transportation, and that special subset of land usage--institutional facilities.

The common assumption was that if better physical communities were built, its citizens would lead better lives, and presumably, be better people. Such planning was conceptually known as “the City Beautiful” movement.

A guiding principle was drawn from the physical laws of forces known as the equilibrium theorem. This simply states that if a number of forces impact on a specific location, the sum of the forces must equal zero in order to achieve balance or a state of equilibrium.

Its application to community planning is that the three “forces” of land use, transportation and community facilities must always be in balance, i.e., transportation and community facilities must match the needs generated by the land uses. Of course, communities are not static. They grow or decline, which is a dynamic occurrence. Thus, planning must be continuous. It must also be comprehensive by reaching beyond the physical elements which account for the visual habitat by including socio-economic and environmental components. The process must also be a transparent one that allows for and encourages meaningful citizen participation.

This latter component was first emphasized by the Federal Government with the Congressional passage of the planning legislation of 1972 (Section 208 of the Federal Water Pollution Control Act of 1972, as amended; and the Coastal Zone Management Act of 1972), which mandated citizen participation. However, these laws did not prescribe the form of participation, leaving the choice of selection, duties, powers and support to the governmental agency conducting the study. Effective planning requires a broadly based open opportunity for the citizens of the community to participate--well beyond the limits of highly structured “officially” appointed committees. Such comprehensive planning is somewhat analogous to the process of systems analysis. Figure 1 depicts the steps of such a systems model.



The first three steps of inventory, analysis and projections are a technical process and should be value-free as possible. This can be initiated at the earliest stage of work, even though Figure 1 depicts the choice of goals (general and/or specific) as an input to the overall model. The technical staff can proceed with all four steps simultaneously.

Goals are statements of what the public, public officials and planners hope to achieve by developing and implementing a hamlet study as a comprehensive plan. A note of caution is warranted. As the base of citizen input is broadened, it becomes inescapable that the listing of goals will contain inconsistencies and conflicts. In such instances the most the plan can do is to identify the issues of contention and clarify the consequences of each path.

There can be Edenic plans, but not Edenic solutions. Even the Garden of Eden harbored “poisonous” apples. Constraints of monetary resources, limitations on political will and courage, and conflicting goals, aspirations, philosophy inherent in a pluralistic society render the search for the ideal community an effort, at best, to be one of reasonable or at least workable compromise. This is true for the hamlets of Brookhaven as it is for all communities--including planned new towns.

The analysis of existing conditions will identify the community’s strengths and weaknesses. It affords the planner an early, clear picture of the needs and problems that must be addressed. It also indicates where the community is heading if current trends continue. A more important insight is that one can discern where the community should be going.

The projection step is future oriented and identifies what could happen, and when iterated with the original goals, will identify what may have to be avoided, modified, or possibly encouraged.

Plan development is now ready for the development of alternative plans and hopefully, the selection of the chosen plan. This back and forth of plan development, combination or recombination of plan segments (somewhat akin to choosing from a Chinese menu) is the synthesis stage. It is necessary because each alternate must be iterated with the goals in order to verify compliance. If a particular plan recommendation is inconsistent with the goals, then either that recommendation or the goal

must be changed.

Once the chosen plan is arrived at, the last stage of the planning process--of implementation recommendations--can be formulated. This phase includes governmental adoption, identification of financial sources, recommendations for legislation amendments or creation, administrative actions (agency reorganization, new staffing needs, etc.) And a reasonable calendar for the implementation of the plan's recommendations.

A significant aspect of this plan is the involvement of broad-based citizen participation throughout the entire process. Their contributions constitute an integral and valuable portion of the plan's recommendations.

Although comprehensive land use plans can be prepared by professionally trained governmental staff, or by retained consultants, the quality of the final product is always proportional to the level of effort and the quality of representation of the resident participants.

The nature of participation can take a variety of forms. It can be as simple as a series of public forums where the public can voice their concerns. It can be as complex as the residents actually developing the plan — presumably with professional technical guidance.

It was the intention of the Brookhaven Town Board and the planning consultant to foster the maximum amount of partnership with the interested residents of the Town. This was achieved by the preparation of a detailed survey by the steering committee, consultant and Councilman Fiore-Rosenfeld. The survey was mailed to more than 7,000 households throughout the Hamlet. Thus, every resident was initially afforded the opportunity to submit their impressions, concerns, and desires for the future of Port Jefferson Station/Terryville. The result of the survey identified the goals for the plan. At the same time, the survey requested the direct participation of the residents in the planning process by volunteering to serve on the various working committees.

Thirty-eight residents volunteered to serve. This represents the largest turnout of all the previous hamlet studies conducted throughout the Town of Brookhaven over the past decade, and augers well for the eventual development of the plan. The five percent return of completed questionnaires well exceeded the anticipated three percent most surveys receive, and assures the statistical reliability of the effort as representing the views of the community.

It is noteworthy to observe that the goals and recommendations offered by the various committees are in close agreement with those expressed in the survey. This reinforces the conclusion that the committee representatives do reflect an accurate cross-section of public opinions and concerns.

Their collective efforts are of special value in the depth of knowledge of local needs and well thought out recommendations. The majority of their conclusions echo those that were independently arrived at by the consultant.

Goals

The first task at the onset of a planning study is to formulate the objectives (goals) that the plan is to achieve. This is analogous to the development of a program for an architectural project. What is the intended purpose of the building? What is the desired aesthetics of the structure? What is the necessary infrastructure to make it workable? In the case of buildings, these issues are usually the outcome of direct collaboration between the client and the architect. Often the architect sets the program and the client determines the initial budget. In any case, it is a closed decision process.

Planning can follow a similar pattern. In the past, the professional planner often defined the goals. If collaboration occurred, it was usually between the planner and the elected officials for the particular jurisdiction. The preferable course of action is for the residents to identify their wishes for the development pattern for the community in which they live. In this people-oriented planning, the professional planner's role is to provide the technical means to achieve the residents' objectives. And, also to guide the process when contentious issues need resolution. The politicians' role should be the carrying out, or implementation, of the citizen-based plan.

Hamlet planning for Port Jefferson Station/Terryville follows this latter approach. At the onset, the community leaders wanted the imposition of a moratorium to affect most vacant private properties throughout the Hamlet in order to insure that development actions would not occur while the planning process was underway that might conflict with the eventual plan recommendations. At the initiation of the Councilman Fiore-Rosenfeld and the Town Board members passed the necessary resolution to achieve this purpose. Proper exemptions were provided to protect existing homeowners and businesses by allowing home alterations and changes in business tenants.

Another important action also was taken by the local Councilman, Town Planning staff, Town Board support and Assemblyman Englebright to negotiate successfully with the New York State Department of Transportation (DOT) to acquire a centrally located, vital five-acre tract at the southwest corner of the intersection of New York State Routs 347 and 112. The DOT intended the site for drainage purposes. Instead, the State was shown an alternate site. The significance of this cooperative action is central to the success of the Hamlet planning effort. One prime concern that most residents and civic leaders were painfully aware of is that this Hamlet does not have a downtown. It does not have one true focus. This limitation is clearly shown in the results of the survey. The tract of land lies right at the heart of the Hamlet (also named Comsewogue, or crossroads), and can be the location of a cultural and recreational focus for the Hamlet.

The survey begins with eight questions that identify the "biography" of the Hamlet. It provides the location of residence, ownership and rental patterns, age and number of household members, the length of residency, why they came to the Hamlet, the degree of community spirit, their attachment to the community, and the particular connections they have with the community.

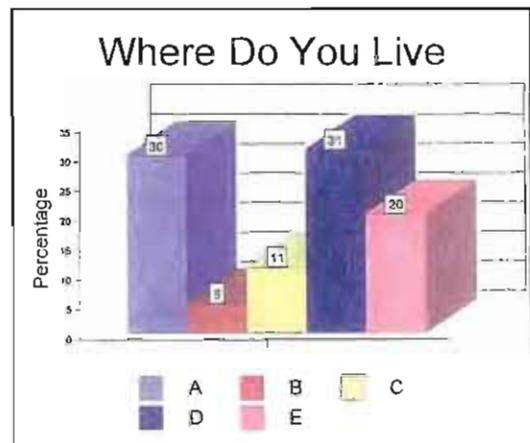
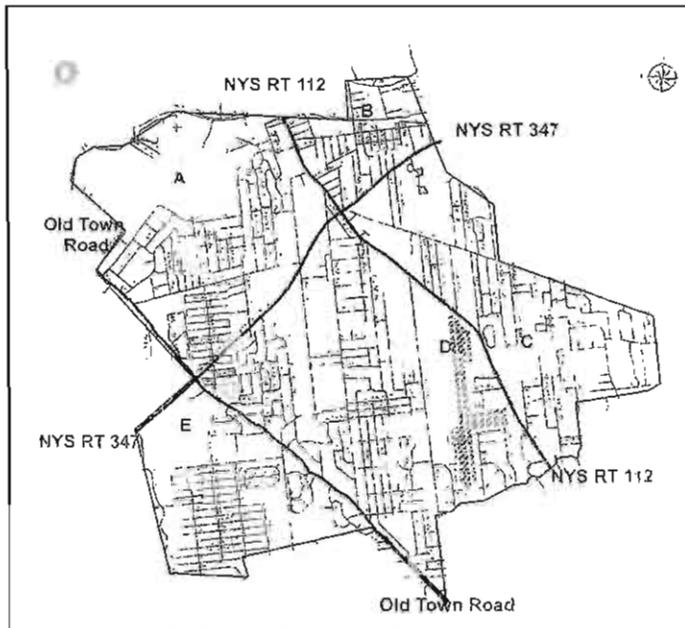
The overwhelming number of households are owner-occupied houses, or owners of condo units. The largest age group is found in the 18-55 cohort. The senior population of 55 and older almost equals the under 18 group. This high proportion of senior citizens is reinforced by the high proportion of residents who have lived in the Hamlet for more than a quarter-century to well over

forty years. Many of the long-term residents moved here because the housing was affordable, represented more value in terms of house and property size, and had comparatively low taxes. Another key factor was proximity to family members. A surprising factor was the number of those who felt that taxes were tolerable. This was countered by older residents on limited income, who are seriously burdened by property taxes. Question 5 also asked if there were other reasons why people chose to move to the Hamlet. Aside from local motivations such as marriage, employment, particular parochial school, or to downsize to a smaller home, there were external inducements: convenience of location to the Long Island Railroad, the Village of Port Jefferson, near to water recreation, availability of superb medical facilities at St. Charles, Mather, and Stony Brook Hospitals.

The responses to the sixth question, the degree of community spirit, raised the first danger signals. Forty-three percent answered that there was little or none. When queried on attachment to the community, the response was more positive. Two-thirds were either very or somewhat connected. Their connections were overwhelmingly in favor of the Comsewogue Library and the Fire Department. Shopping, churches, and school activities followed in importance. The following pages graphically depict the responses to the first eight questions.

Survey

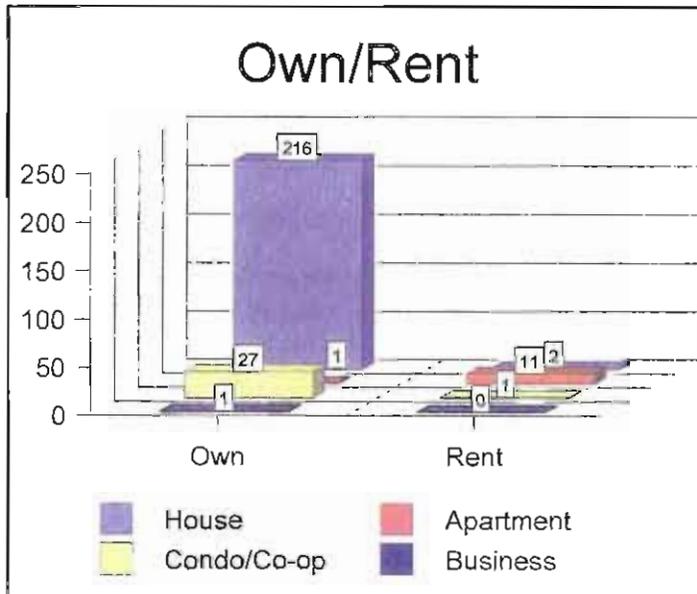
1. In what area do you live?



2. Do you own/rent - house/condo co-op/apartment/business in Port Jefferson Station/Terryville?

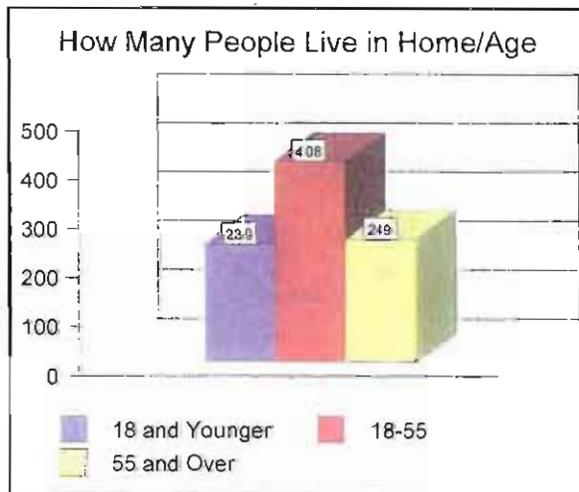
Own: 283

Rent: 20

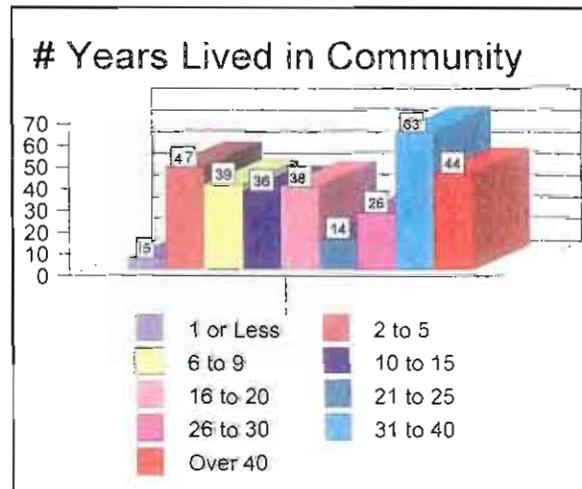


Note: While 283 surveys indicated they owned their dwelling, only 245 surveys indicated what type of dwelling; similarly, of 20 renters, only 14 indicated the type.

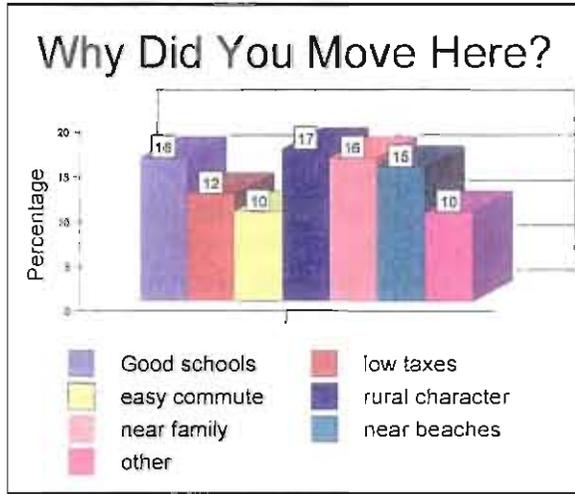
3. How many people live in your home?
What age group?



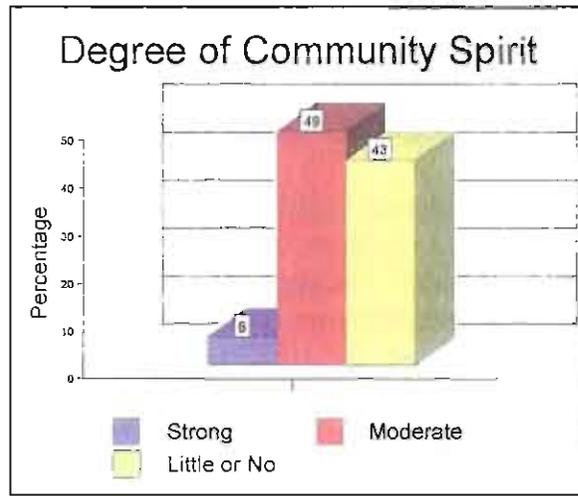
4. How many years have you lived in your community?



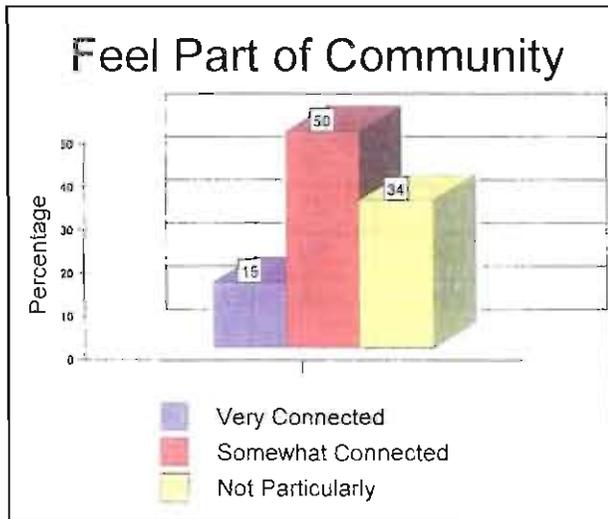
5. Why did you move here?



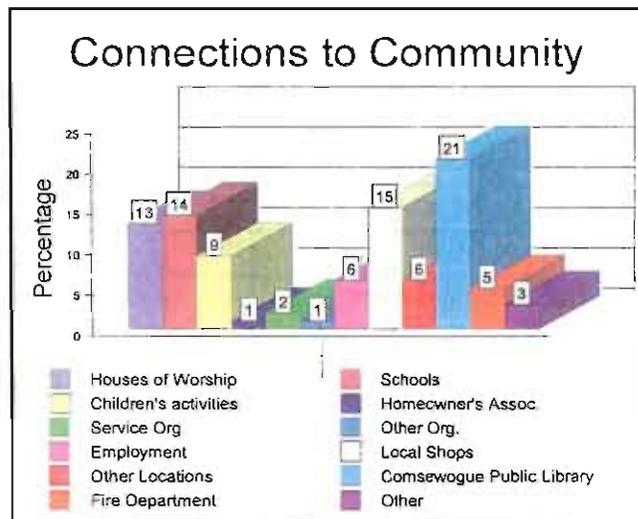
6. What degree of community spirit do you feel our hamlet has?



7. How much do you feel part of community?



8. What are most important connections you have to community?



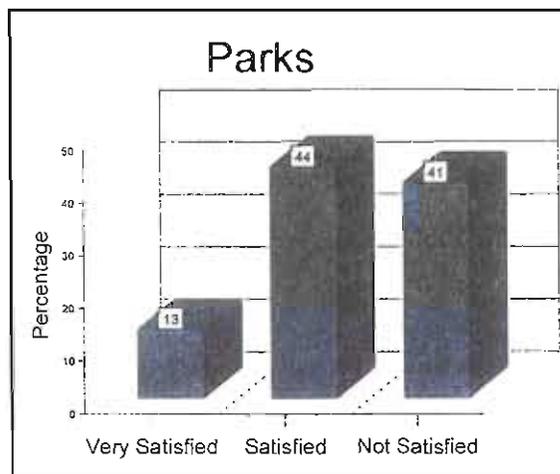
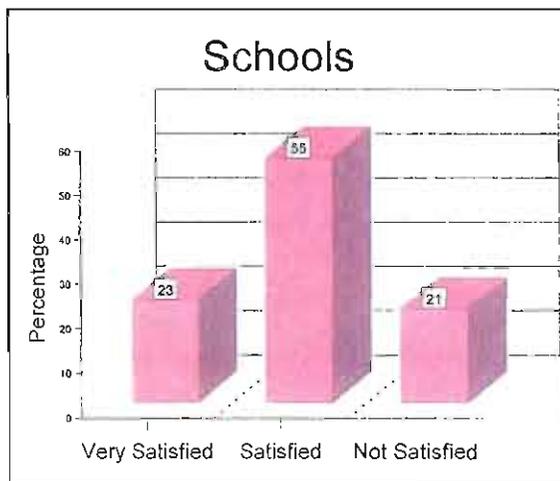
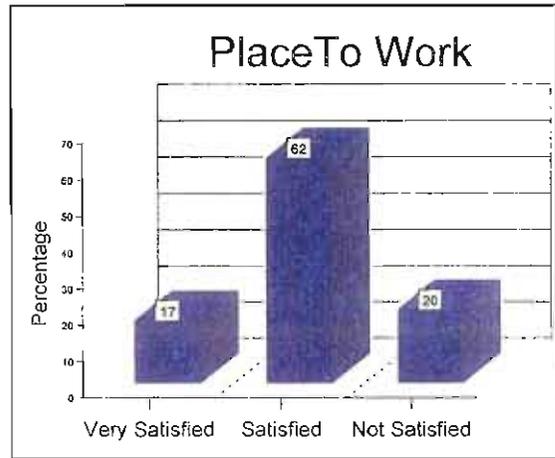
Community Issues

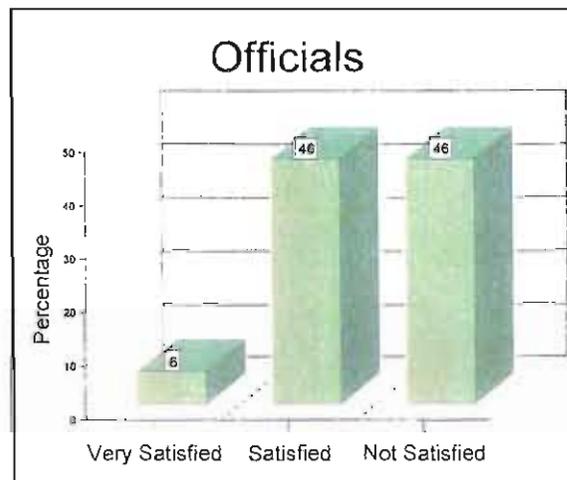
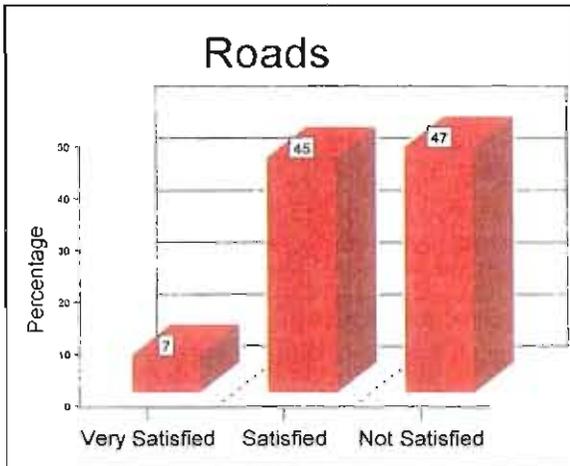
Ten questions then followed that related to Hamlet issues. Table 1 lists by count and percentage the respondents' ratings of the Hamlet in Question 1. It should be noted that the totals do not round of to 100% since some questions were not always filled in. The table is then followed by the graphical depiction, by percentage, to each of the nineteen topics. This is followed by a summary graphic by percentage. (Note: two forms of the summary graphic are provided. The study committee can select which form is clearer to follow).

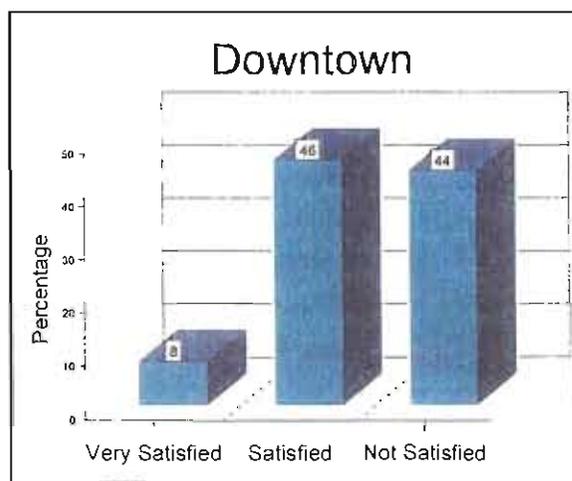
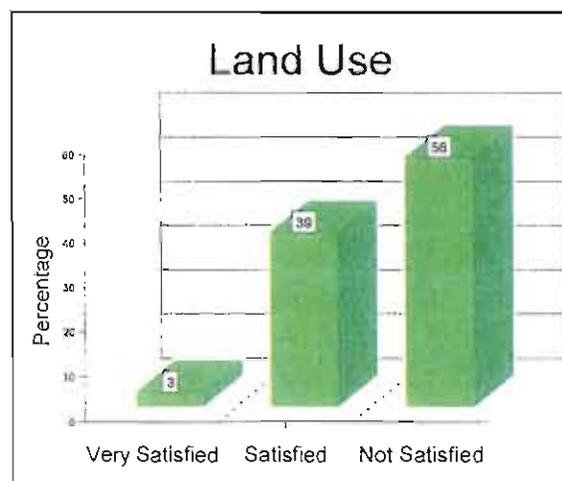
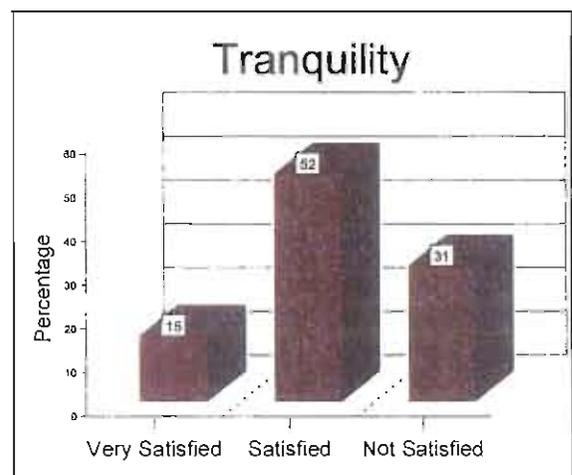
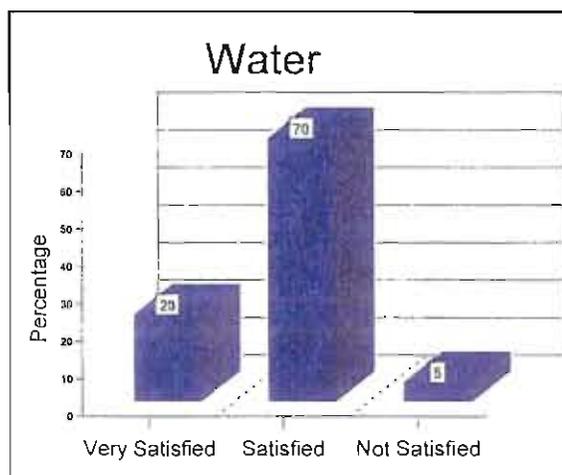
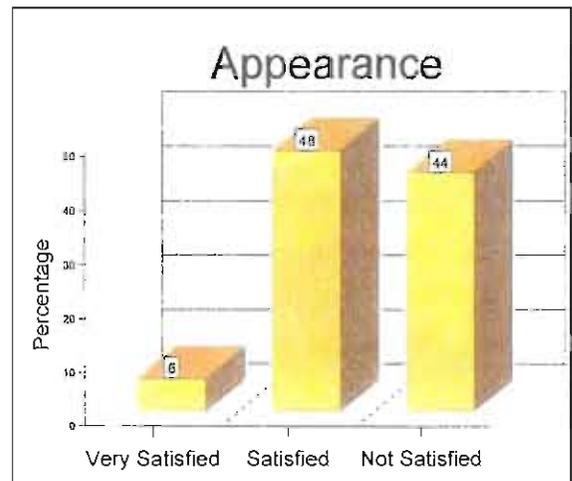
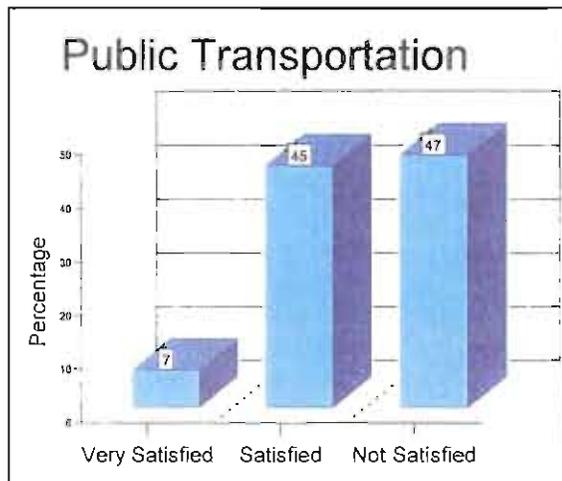
Despite the earlier negative response to the question of community spirit, the Hamlet draws general to high satisfaction in eight categories. The most dissatisfaction registers with seniors who feel taxation is too burdensome. Noise and traffic are further negatives for them. Residents are also unhappy about the lack of parks and the poor maintenance of existing ones. The condition of the road system, attention to the area by government officials (except their Councilman); the appearance of the commercial area, current land use patterns, the lack of a downtown and no Hamlet center are all strong negatives, ranging from 38% to 56% negative feelings.

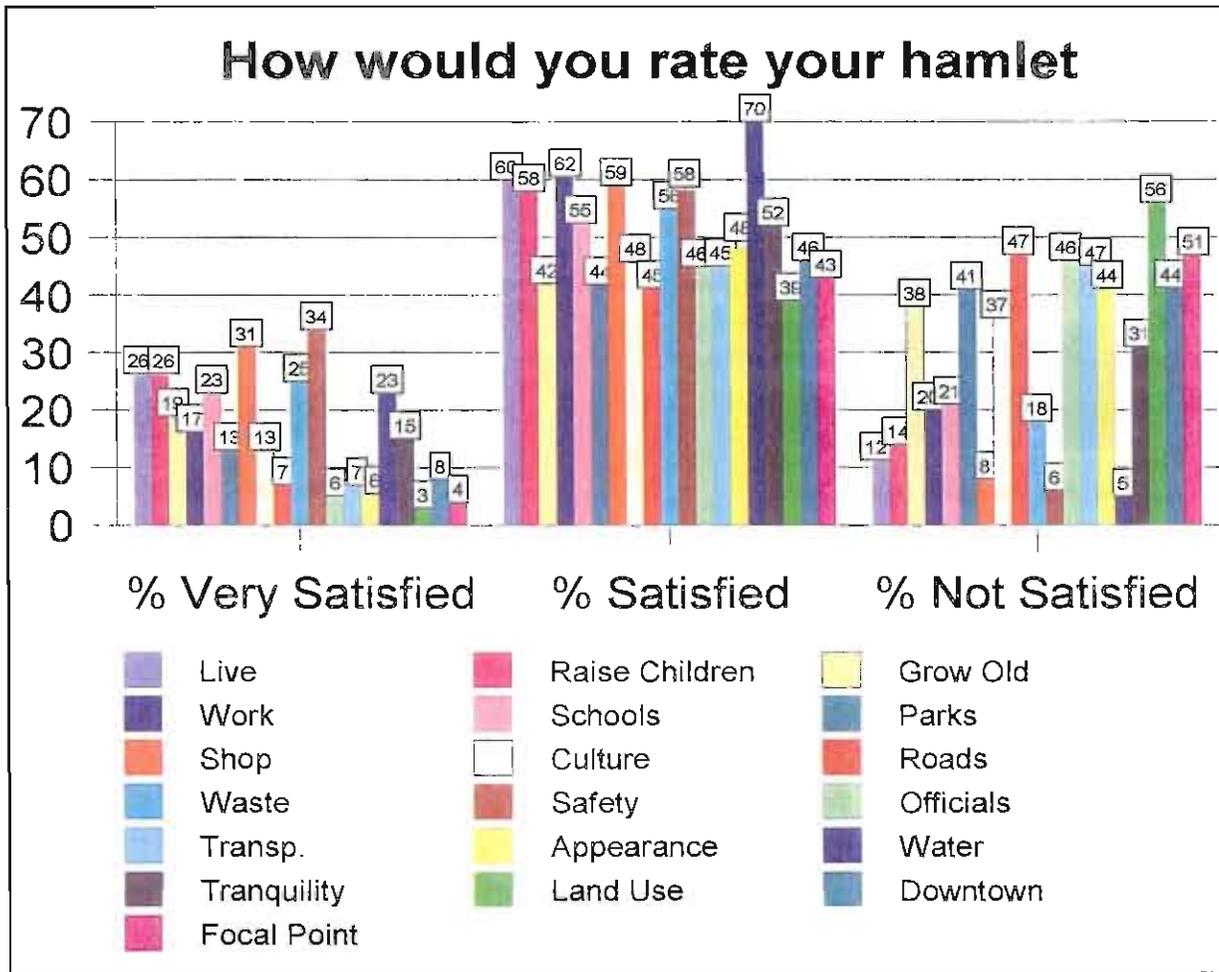
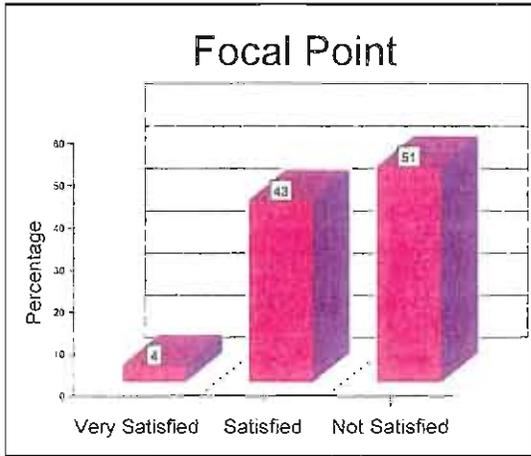
Table 1
How would you rate your hamlet?

	Very Satisfied		Satisfied		Not Satisfied	
	Count	%	Count	%	Count	%
As a place to live	81	26	184	60	39	12
As a place to raise children	73	25	163	58	41	14
As a place to grow old	58	19	126	42	114	38
As a place to work	42	17	152	62	49	20
Educational quality of schools	63	23	150	55	58	21
Parks and recreation	41	13	130	44	122	41
Shopping	96	31	179	59	27	8
Cultural opportunities	37	13	132	48	103	37
Condition and adequacy of roads	23	7	135	45	141	47
Waste collection	74	25	168	56	54	18
Public safety and emergency services	100	34	171	58	20	6
Attention given to area by officials	19	6	130	46	129	46
Public transportation	18	7	115	45	119	47
Appearance of commercial area	19	6	141	48	130	44
Public water system	63	23	191	70	16	5
Tranquility (peace and quiet)	47	15	156	52	94	31
Current land use patterns	9	3	105	39	150	56
Downtown	23	8	123	46	117	44
Hamlet center or focal point	11	4	101	43	118	51

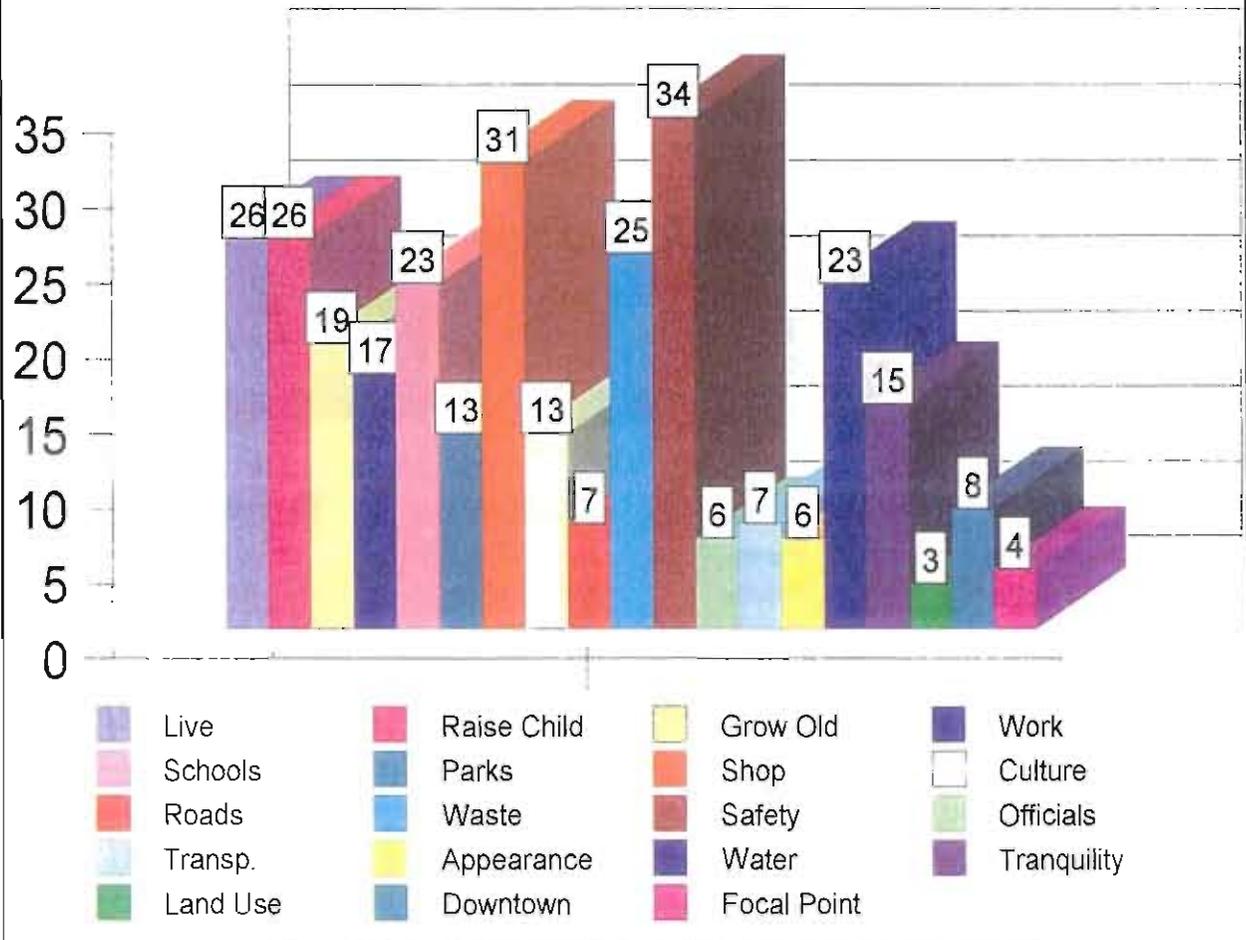




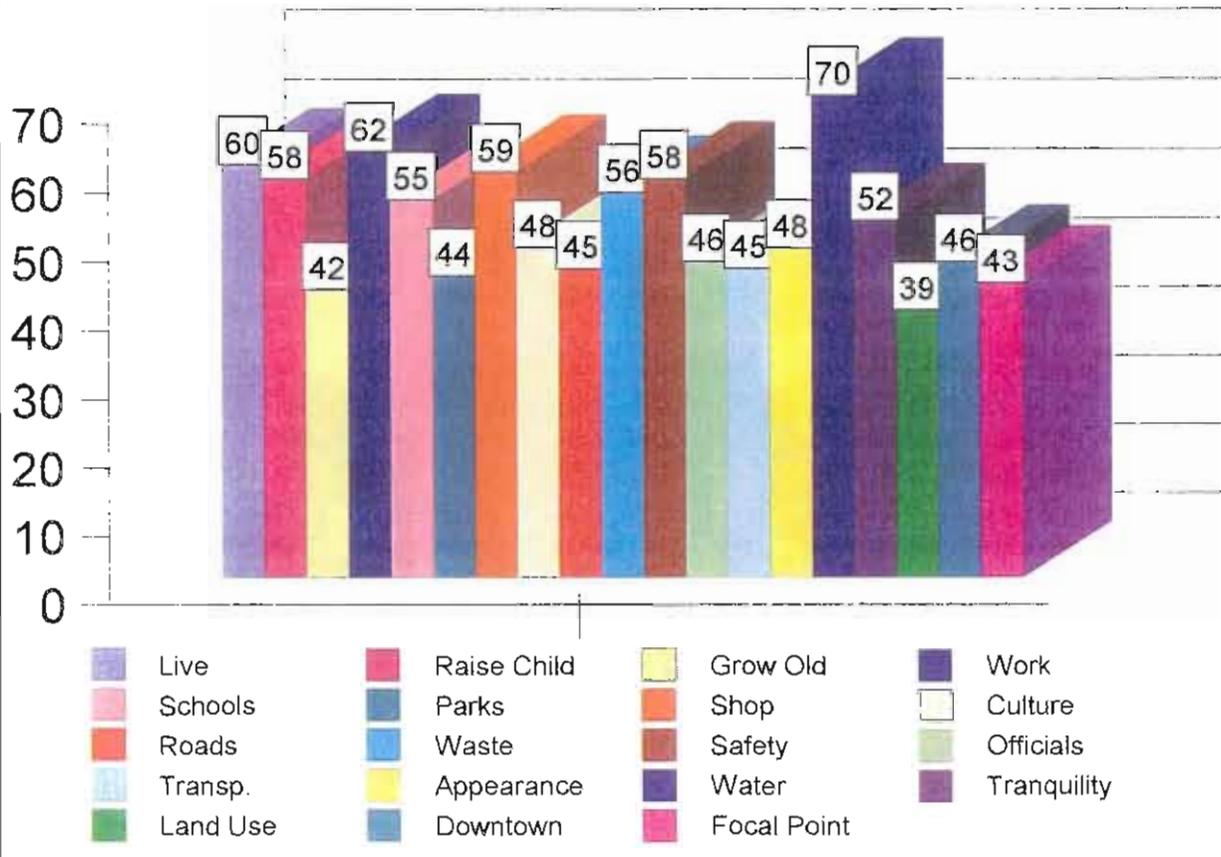




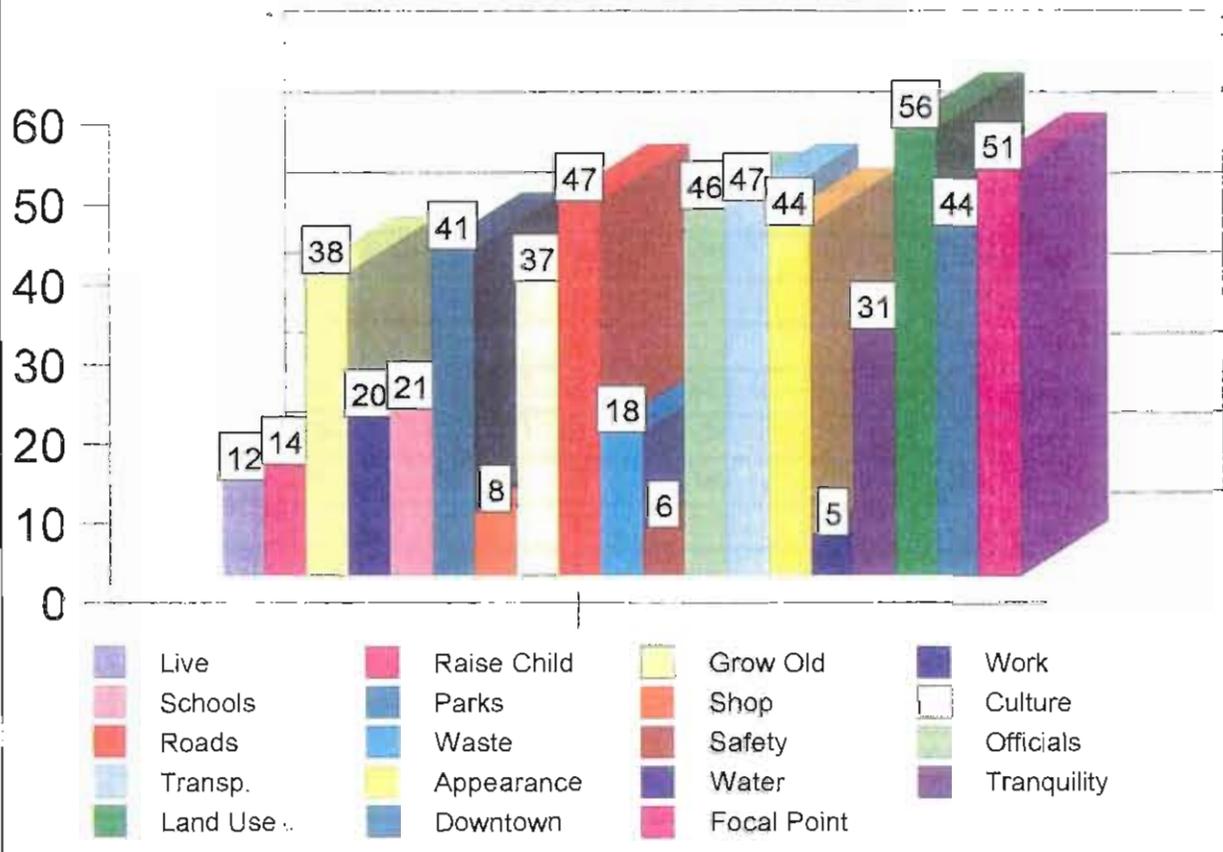
Rate Your Hamlet % Very Satisfied



Rate Your Hamlet % Satisfied



Rate Your Hamlet % Not Satisfied

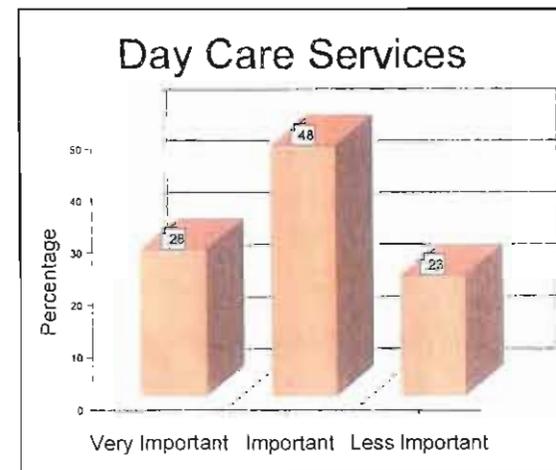
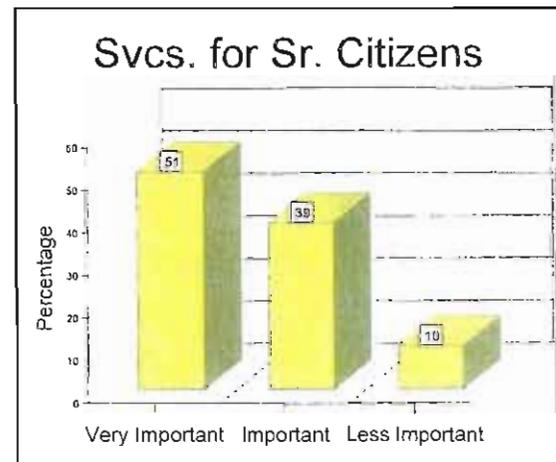
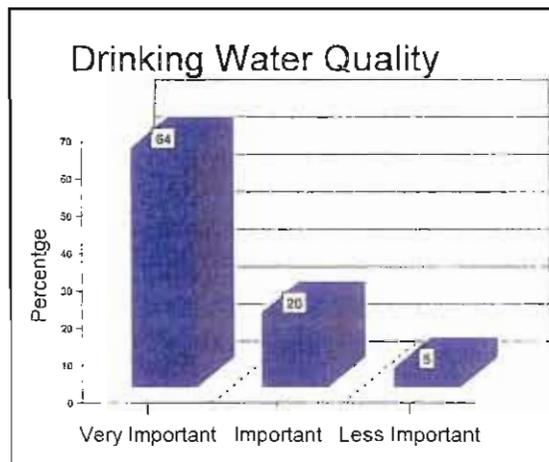
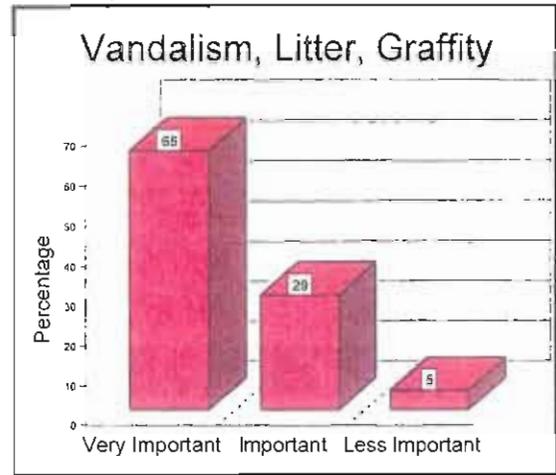
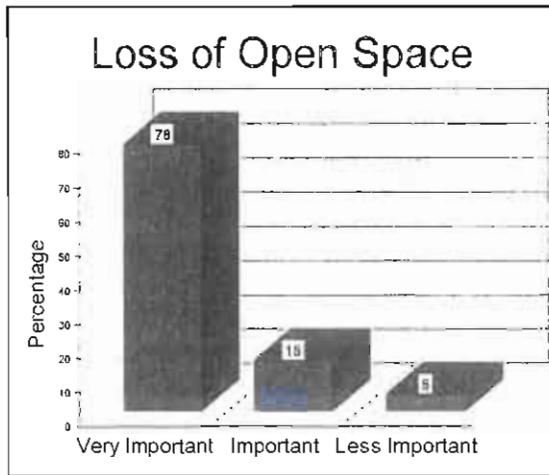


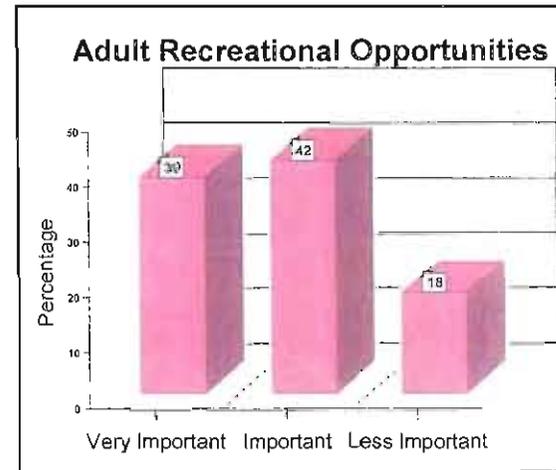
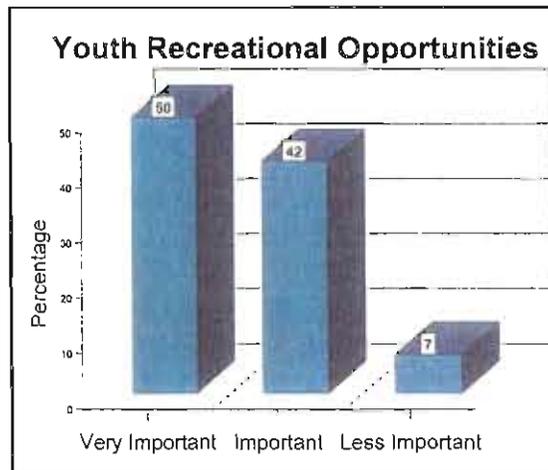
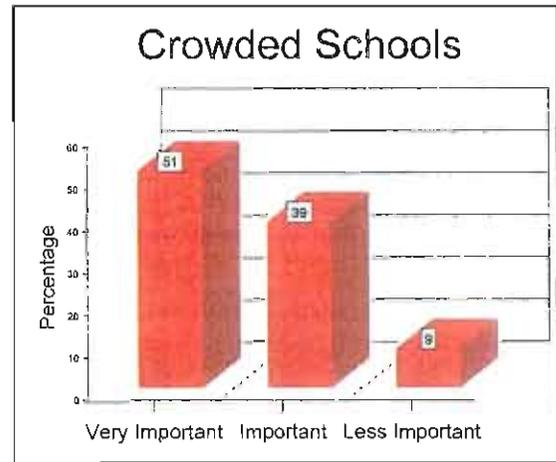
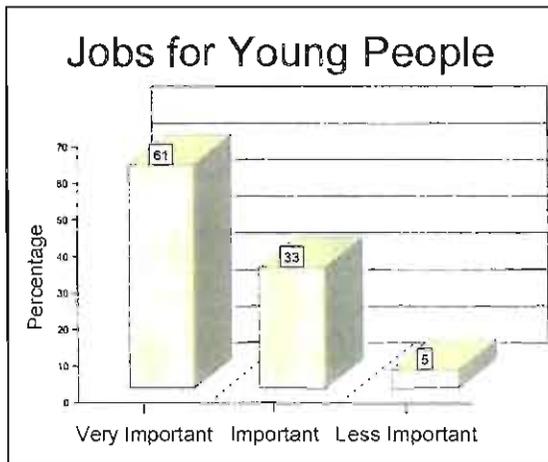
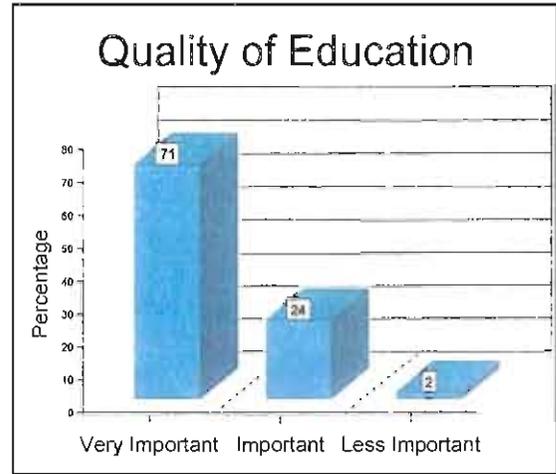
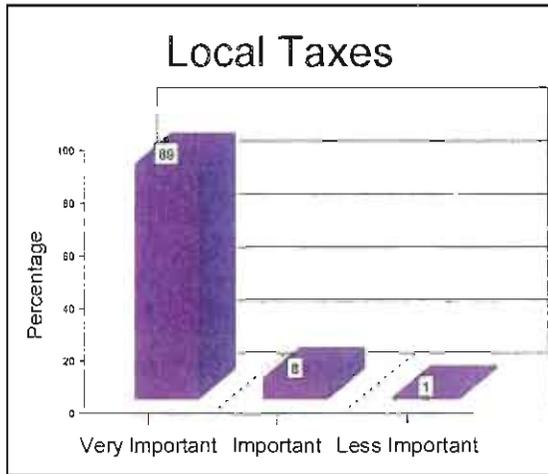
The second question looks to the future in soliciting the residents' opinion on what will be important to the community in the coming decade. All twenty-three categories received 76% important or very important to 97%. See Table 2. The graphic depiction follows for each issue by percentage, concluding with a summary graphic (see above note).

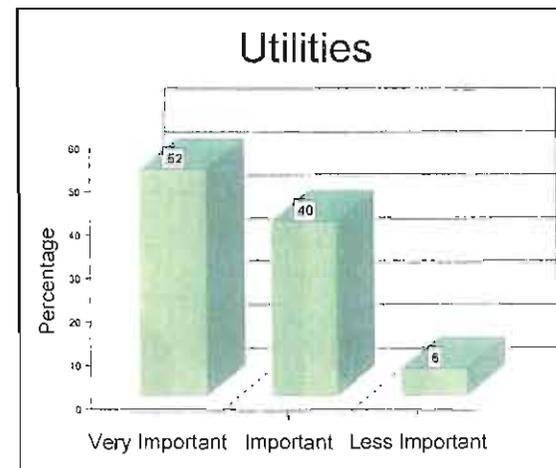
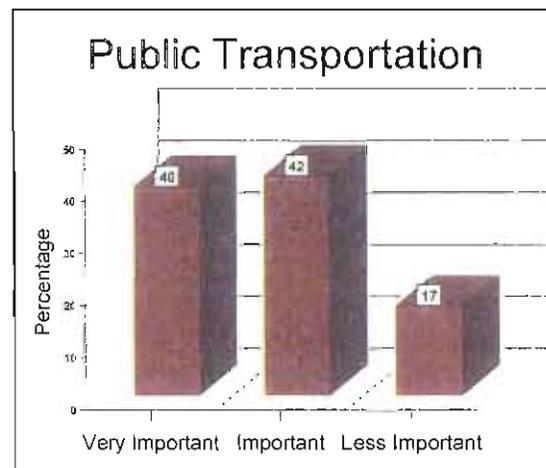
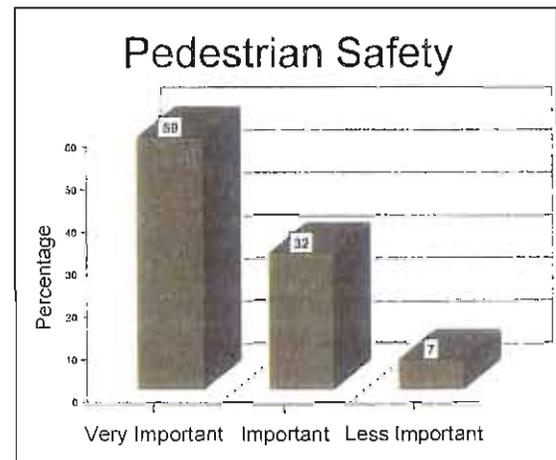
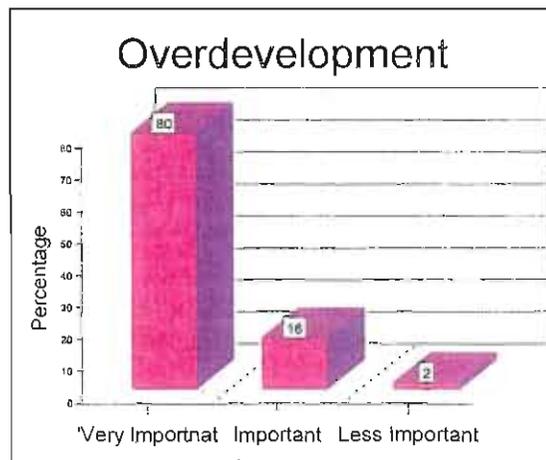
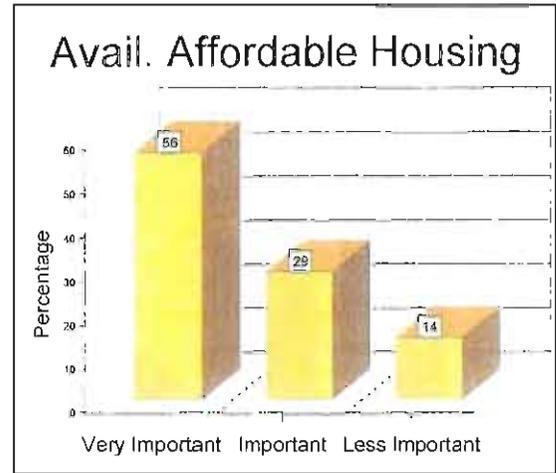
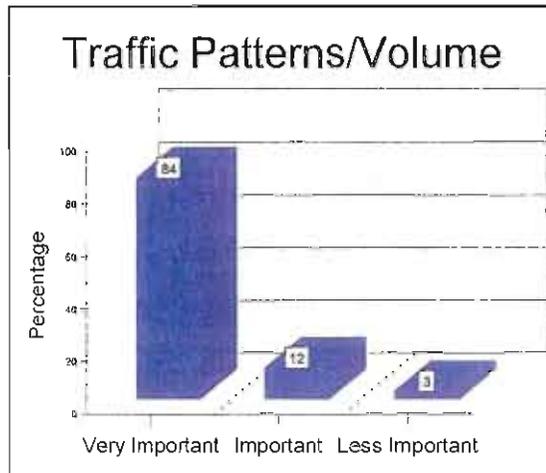
Table 2
Community Issues

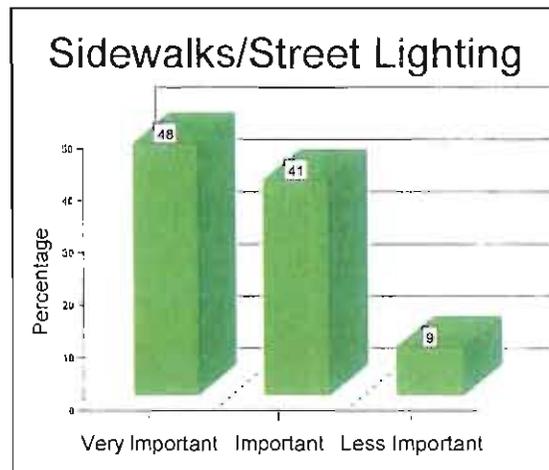
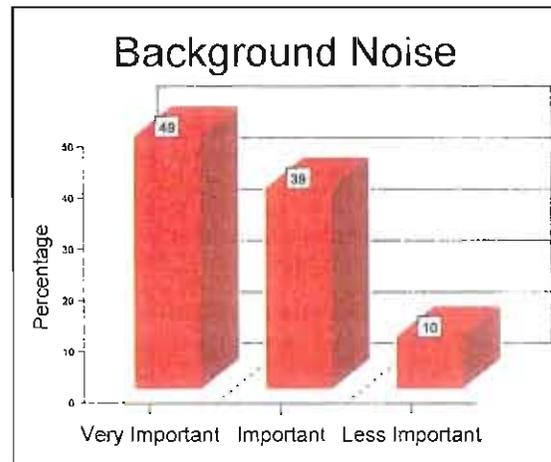
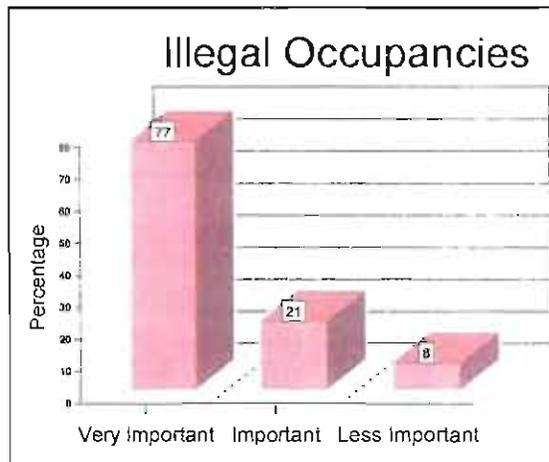
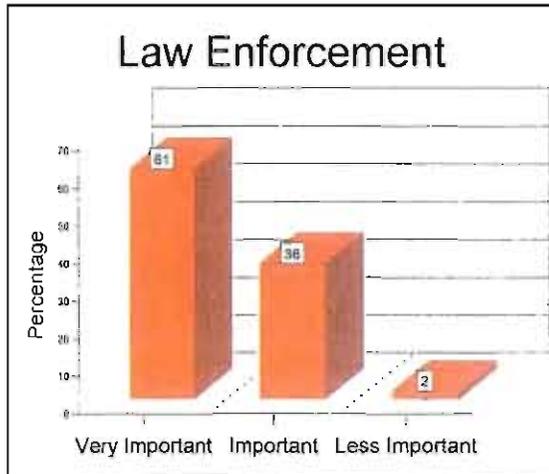
2. What are the most important issues facing our hamlet as a community in the next 10 years:

	Very Important		Important		Less Important	
	Count	%	Count	%	Count	%
Loss of open space	237	78	47	15	17	5
Vandalism, litter, graffiti	197	65	87	29	15	5
Drinking water quality	192	64	88	29	16	5
Services for senior citizens	150	51	116	39	32	10
Elder care services	138	47	121	41	33	11
Day care services	80	28	135	48	66	23
Local taxes (county, town, school)	269	89	26	8	4	1
Quality of education	213	71	73	24	6	2
Jobs for young people	181	61	100	33	15	5
Crowded schools	145	51	111	39	28	9
Youth recreational opportunities	144	50	122	42	22	7
Adult recreational opportunities	112	39	122	42	52	18
Traffic patterns and volume	252	84	37	12	9	3
Availability of affordable housing	169	56	87	29	44	14
Overdevelopment	246	80	51	16	9	2
Pedestrian safety	176	59	97	32	21	7
Public transportation	119	40	125	42	51	17
Utilities (electric, water, cable)	158	52	123	40	20	6
Law enforcement	187	61	110	36	8	2
Illegal dumping	186	62	97	32	17	5
Illegal occupancies	219	77	61	21	23	8
Background noise	149	49	118	39	32	10
Sidewalks and street lighting	145	48	126	41	30	9
Other (describe)	see comments					

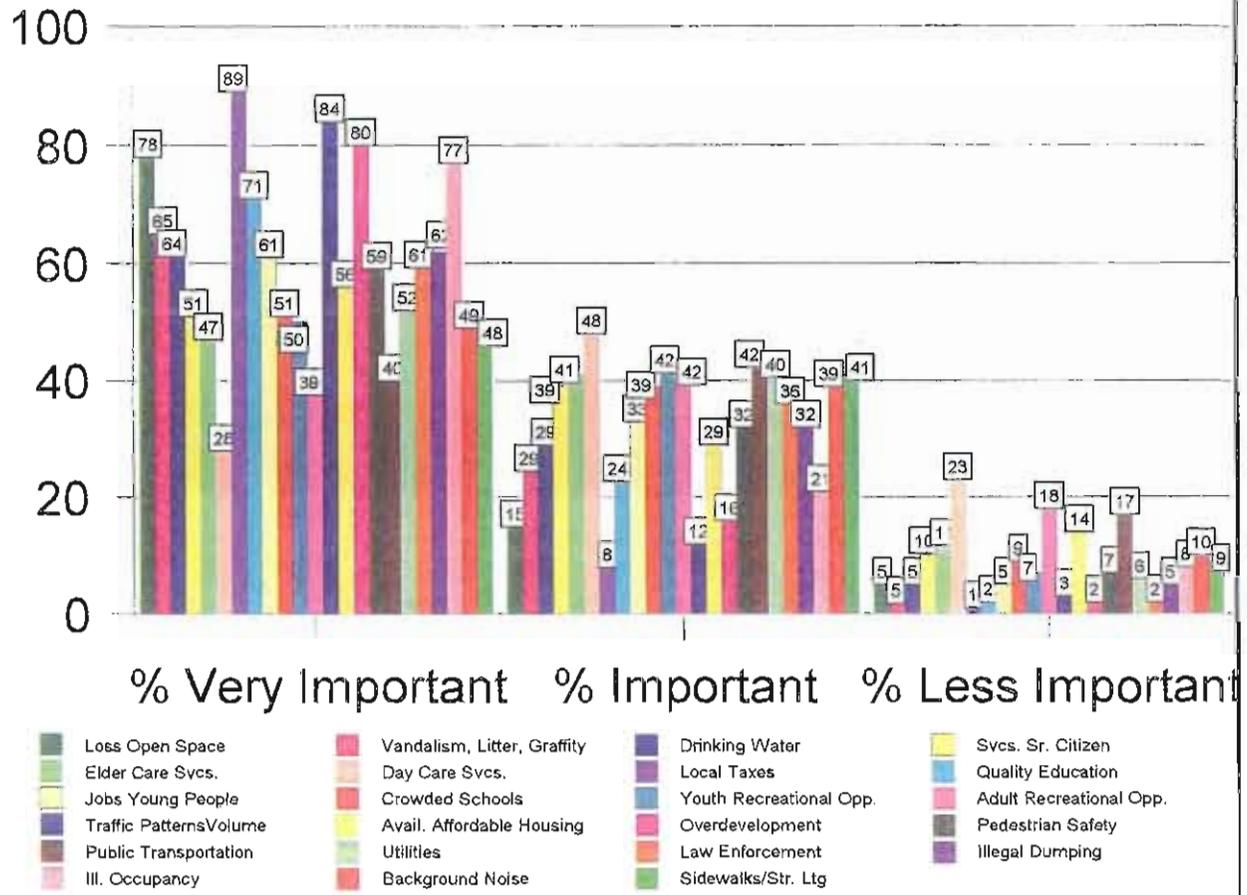






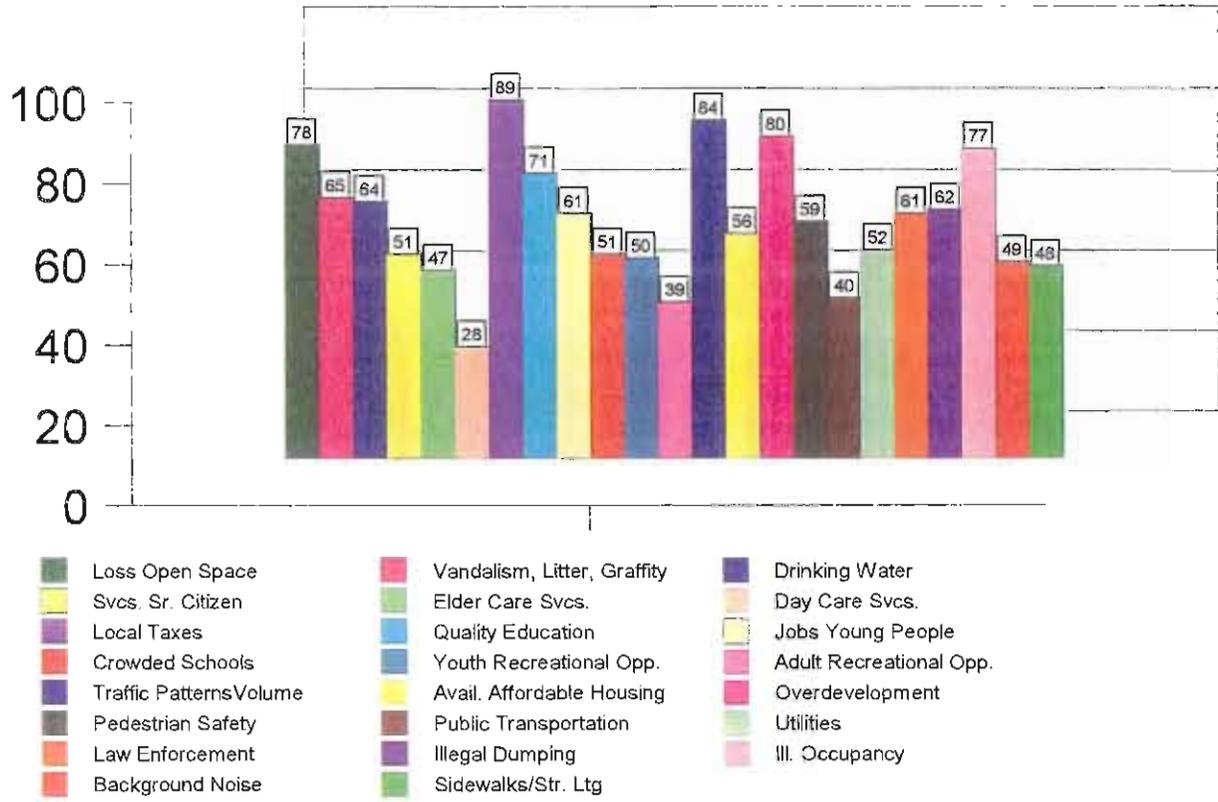


Community Issues



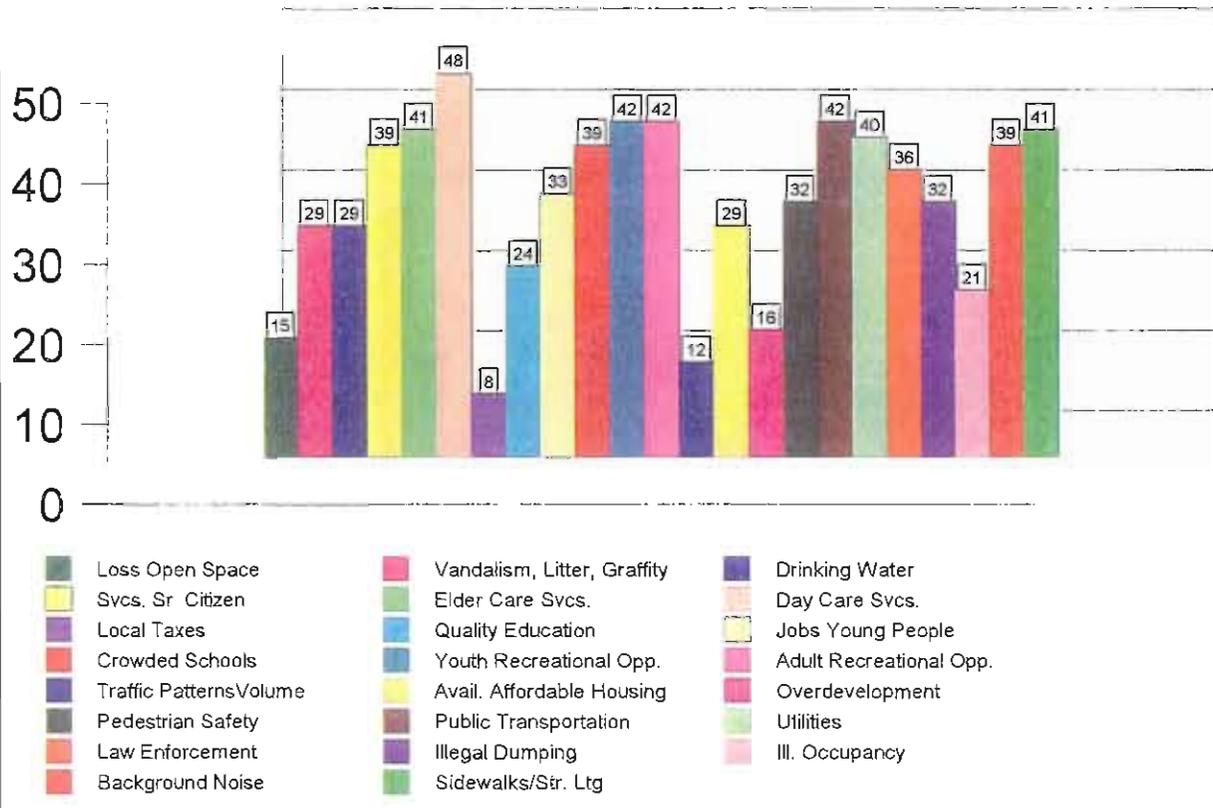
Community Issues

% Very Important



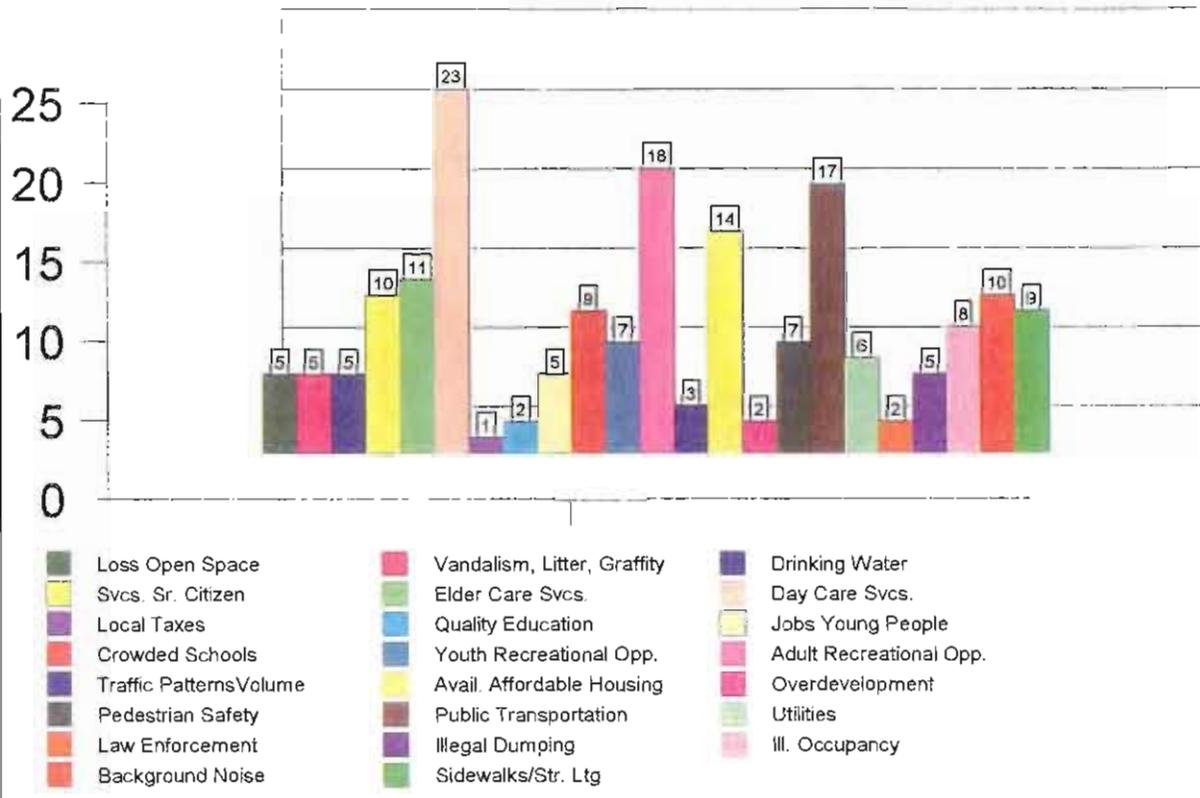
Community Issues

% Important

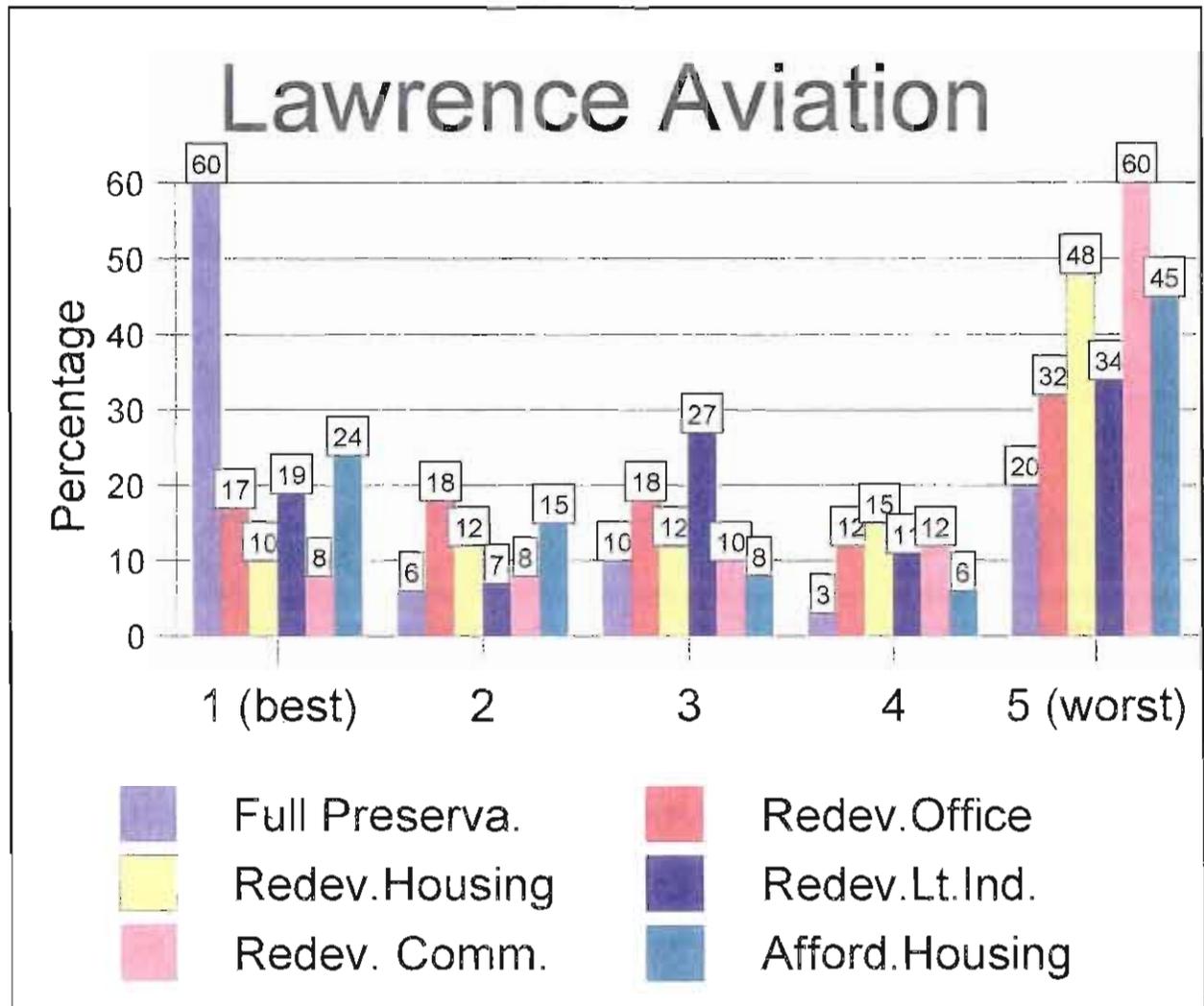


Community Issues

% Less Important



3. What is your opinion about these possible uses of the former 160 acre Lawrence Aviation site currently zoned for light industry? Rank each of the following 1-5 (1= best; 5 = worst): pay for full preservation of property after full remediation; redevelopment as an office park/corporate park; redevelopment for housing; redevelopment as a light industry park; redevelopment as a commercial/retail shopping mall; affordable/"workforce" housing for local community residents.



4. Through the use of Open Space funds, the Town has purchased 32 acres of the “Terryville Greenbelt” (west of Route 112, east of Bicycle Path). There are another 32 acres of privately-held vacant land remaining in that area on which houses could be built. Do you favor the Town’s purchase of the remaining properties to add to the “Terryville Greenbelt” property behind Comsewogue High School? If not, what alternate use would you want for these undeveloped properties.

Yes-purchase & add to greenbelt	No	Other uses	
134	20	light industry housing arboretum indoor recreation center for children affordable housing senior housing ballfields	stores & commercial dev. adult & teen recreation school district expansion library affordable/workforce housing affordable day care Heritage Park shopping mall

5. What future uses would you suggest for the 67-acre Heatherwood Golf Course currently zoned residential if not used as a golf course?

Keep as Golf Course	Other Uses	
137	wildlife refuge commercial/industrial affordable housing ATV park ballpark stadium soccer botanical garden youth/senior centers assisted/senior living center new houses leave residential like Wedge in Mt. Sinai	condos light industry sports complex expensive housing swimming pool museum theater recreation center office center J-2 light commercial office or business

Would you want public funds used to purchase the golf course?

Yes-pay for public purchase	No
89	86

6. What would you like to see along Routes 112 and 347 that is not currently there?

<p>less traffic better traffic patterns more traffic lights 112 to Pine Road, Coram catch red light runners pedestrian overpass over 347 one more lane on 347 make 347 limited access highway express and local designated lanes bring back traffic circle 112 safer turning lanes traffic light at Joline Road & 112 bus stops with shelters bus service to Woodcrest Estates more visible street signage beautification with landscaping greenery tree-lined median buffers on 347 to hide parking lots improved entrance/exit to Home Goods Shopping Center</p>	<p>rest stops sidewalks town focus fix tourist center drive-through dairy store jogging trail bicycle trail playhouse or theater business/offices/stores good markets (Giuseppes, etc.) teen center more nature trails bicycle paths and sidewalks more hotels ethnic restaurants new diner supermarket outlet stores nursery shop video cameras</p>
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What would you like to see eliminated?

<p>Terryville Motor Lodge no more business/offices/stores strip malls condemned buildings empty, dilapidated stores unkept sites abandoned structures closed diner old Kentucky Chicken @ 112 & Hallock unsightly shopping centers billboards 7/11s no more 99 cent stores check cashing businesses Wal-Mart profusion of car repair shops ugly tourist train iron gates on stores-Woodhull & 347 ugly storefronts graffiti litter, garbage dumping throughout Hamlet</p>	<p>filthy playgrounds people who neglect their property politicians illegals sex offenders homeless homelessness cell towers signage, outdated signs, signs on poles, tall signs @ car dealers digital sign to keep public informed about events narrow, unsafe roads excess entrances/exits cut-through traffic on residential streets truck traffic in residential areas traffic, congestion on 347 traffic pattern at 112 and Canal Road close Joline Road @ 112 Norwood/Terryville/347 intersection all houses between Woodhull Ave. & Old Town Rd. parking of school buses in residential neighborhoods</p>
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7. What do you think is unique about our hamlet?

<p>Comsewogue means the place where many roads meet Hamlet is crossroads of northern Brookhaven cut in half by 347 nothing nice residential neighborhood easy access to mass transit ease of movement mix of socio-economic status diverse cultures great access to Port Jefferson, etc. good quality of life youth organizations plenty of parking last stop on LIRR shopping Comsewogue Library</p>	<p>centrally located good neighbors most homeowners have pride in their property sense of community every venue within reach available medical services historic district, historic houses golf course ability to preserve open space potential for improvement people Indian heritage safe, off the beaten track community farms greenbelt Terryville Road with old farms</p>
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8. What things do you like most about living in our hamlet, and why?

<p>school size schools school children spirit near Stony Brook University quiet suburb quiet streets convenient to everything we need middle class community where homes and kids are taken care of good neighbors friendly family community small enough to become a more closely knit community close to friends and relatives different house styles fire district great library location low taxes</p>	<p>safety access to ferry convenient medical care churches hospitals low crime ability to talk to politicians like Steve Fiore-Rosenfeld rural character the open spaces local farm stands close to marine recreation near beaches larger house and yard, better schools than City affordability close to good shopping nothing - I'd like to move the fact that I know my way around the Hamlet as I grow old</p>
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9. What things do you like least about living in our hamlet, and why?

<p>lack of sewers unclean sumps illegal dumping Highway Department does nothing poor service from Highway Department filthy streets truck traffic on Old Town Road too much traffic on Columbia Street heavy traffic on Norwood Ave. congestion on 347 traffic, especially at shopping centers unsafe drivers noise vandalism sirens too much traffic cut up by state roads difficult to get to LIE curbs on Boyle Road speeding cars speeding on Davis Avenue car & motorcycle racing on Boyle Road need more police basketball hoops and boats in street community is ugly life is one big rat race lack of a cohesive plan community has gone downhill, not safe from sex offenders and illegals unplanned shopping centers too much commercial</p>	<p>strip malls illegal housing too many rentals influx of low income renters no town center lack of awareness of Hamlet too few community events lack of Town support lack of Town attention to illegal apartments lack of local post office railroad station poorly lit railroad station poorly maintained loitering at railroad station LIRR is awful - pollutes illegals high taxes and so-so service taxes too high for senior citizens school taxes schools need better reputation start middle school at 7th instead of 6th grade because sports teams don't start until 7th JFK Intermediate School politics too far from NYC & civilization crime is rising group homes no guidance to teenagers children too separated from friends lack of neighborhood sidewalks loss of friends and neighbors not easy to evacuate in case of disaster</p>
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10. If you had the authority, what would you do to make our hamlet a better place to live?

<p>make PJS/Terryville a Village change name of Hamlet combine with Port Jefferson create a town center make Village green at 112 and 347 build a community center youth center more activities for children center called "Jefferson Heights" more parks more parks like Mt. Sinai put park at Lawrence Aviation or nearby more recreational activities more places for teenagers upgrade our schools on par with surrounding districts consolidate school districts purchase all undeveloped land clean up Clinton Avenue playground clean up effort focus on community facelift more community cleanup more maintained landscaping remove litter keep vacant lots neat tree ordinance more street trees more street aesthetics cleanup near railroad station more beautification encourage more farms more sidewalks make Hamlet pedestrian friendly locks and fences on all pools better security lower taxes lower taxes for seniors create stable tax base Create 25A industrial by-pass road to relieve congestion on Old Town Rd & 347 more traffic control better police protection</p>	<p>more police presence control drug traffic get rid of helicopters regular street cleaning once a month more lights on Old Town Line Road improve public transportation coordinate bus and train schedules more bike paths on roads leading to station more maintenance of sumps street signs overhead so they can be seen left turn signal out of Waldbaum/Kohls traffic lights between Pine & Bicycle Path add traffic light at Joline @ 112 eliminate "traffic circle" at 347 and Terryville/Norwood Ave. close Norwood Ave. at Home Goods Shopping Center. Use Woodlawn or Old Town instead enforce handicap parking laws redirect traffic from residential streets enforce speeding laws better law enforcement retime lights along 112 from residential streets get rid of pedophiles control development stop development moratorium on building attract more businesses limit commercial development no more houses more affordable housing eliminate illegal occupancies no more box stores build sewers wind turbines for cheaper power better taxi service better integration of Hispanic population by promoting knowledge of English language Social Services office closer than Patchogue get rid of corrupt politicians keep Fiore-Rosenfeld more community events at affordable prices</p>
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Additional General Comments:

1. Stop overdevelopment
2. Too much development and no real Hamlet focus.
3. Heatherwood golf course should be preserved. It could also be used for the Hamlet Center
4. Keep Heatherwood golf course
5. Hamlet needs a true center as a focus
6. Town should have a Town center for events, classes, etc.
7. Hamlet needs a focus such as a park or hamlet center
8. Preserve more open space
9. Hamlet needs more protection of open space
10. Hamlet needs a park at Heatherwood like the Wedge at Mt. Sinai
11. Hamlet should have park similar to Heritage Park in Mt. Sinai
12. Preserve the parcel on North Bicycle Path near Dykes that is north of Alpine, south of Rte 112, east of Kool Place
13. Use Lawrence Aviation site for a park
14. Add 32 acres to greenbelt
15. Clean up existing parks.
16. Can't the Hamlet adopt a more unifying name? Are we Port Jefferson Station, Terryville, Comsewogue, or what?
17. Consolidate the Hamlet with the Village of Port Jefferson
18. Improve community identity by incorporating Terryville; or at least a separate post office and zip code
19. The Port Jefferson Post Office is too crowded. Terryville should have its own post office.
20. None of the districts, e.g., zip, school district, etc. are coterminous
21. Eliminate J-2 business form residential areas
22. Enforce the zoning laws
23. Enforce noise codes
24. Town needs to enforce its existing codes
25. Keep taxes low
26. School taxes are too high
27. Taxes are too high
28. Opposition to 2% tax
29. Need more than minimum wage job opportunities for living in this high cost area
30. It gets harder for seniors to cope here
31. In old age and with limited income, life here is precarious
32. Need more affordable housing for young and old
33. Increase penalty for illegal overcrowding
34. Too many group homes; illegal occupancies
35. Control illegal rentals and undocumented workers
36. Control illegal rentals and absentee landlords
37. Town officials should return calls. Those who answer phones should know how to respond
38. The Town should control the problem of homeless people
39. Hamlet needs better solution to assist the homeless in the community
40. Lawrence Aviation should be for light industry first; office buildings second; NO HOUSING!
41. Create a farmer's market
42. Establish a police sub-station
43. The existing Town building should have a unisex handicapped toilet; and the existing bathroom should not be closed to those who need it (New Village on Wireless Road)
44. Stop Attria from conducting sales on their front lawn. Move sales to rear area.

45. Need improved public transportation
46. Hamlet should have bus shelters
47. If needed sewers are installed, the Hamlet can accommodate more development, provided that Rtes. 112 and 347 can handle the increase in traffic
48. Hamlet needs sewers
49. Highway Department does poor job responding to complaints
50. Winter road sands wasn't cleared until August. Highway workers stand around; supervision is poor.
51. Roads generally need resurfacing
52. Sump near 20 Superior Street needs upkeep
53. The sump at Block Road & Payne Blvd. needs preventative maintenance
54. Improve the crosswalk on the south side of Rte. 347 to get to Waldbaums with overpass & ramps on both sides.
55. Institute better traffic control on Old Town Road and Jayne Blvd. It needs a traffic light. Also, eliminate bushes for better visibility. Same advice for Block Blvd. at the hard curve at 35-31 Block Blvd.
56. Eliminate intersection at Norwood Avenue and Terryville Road
57. The stop sign at Susan Road and Block Blvd. should be a 3-way.
58. Do not make Lisa Lane "no outlet." This will only shift traffic through Susan and Block.
59. Clear trees & foliage from traffic signs on Boyle Road
60. Open up internal access in adjoining shopping centers to cut down on driveways along 347 and 112.
61. Widen 347 and 112. The crown at the intersection of Terryville Road and Lisa Lane has to be redone. The reentrant angle lifts the school children out of their seats on the school bus.
62. Turn lanes on Old Town Road northbound onto Rte 347 should be expanded, especially for eastbound travelers.
63. The intersection of Washington Ave. And Rte 112 needs a traffic light and road improvements
64. Create a road that joins Hallock Ave. to the Setauket Industrial area on Hulse Road & Comsewogue Road. This would relieve congestion on 347 & Old Town Road.
65. Street signs are too small and can't be read at night
66. Stop commercial traffic from using Central Avenue
67. Retain the dead-end on Comerford Street
68. Build more sidewalks
69. Hamlet needs a traffic light at Rte. 112 and Washington
70. Hamlet needs a traffic light at Norwood Avenue and Terryville Road
71. Norton Avenue needs repaving now - Get with it.
72. Install a traffic light on Boyle near the elementary school
73. Poor drainage on 112 south of Station should be fixed
74. Transportation for handicapped is necessary. Dial-A-Ride or similar
75. Need better pedestrian walkways
76. Police Department is excellent
77. Instead of police ticketing cars on Jayne, Old town and Bicycle Path - use police to increase the patrol of residential streets
78. Get rid of sex offenders living here.
79. Hamlet is a dumping ground - sexual predators and illegal housing violate zoning code
80. Improve public safety
81. Public safety from drug dealers is vital. Need better police and storeowner controls
82. More police enforcement of stop sign violators
83. Police do not enforce noise violators
84. Motorcycles are a noise and traffic nuisance.

85. School buses should not be allowed to park on side streets - cars cannot pass safely.
86. Stop commercial traffic on Central Avenue
87. Find alternate route for heavy trucks (18 wheelers) on Old Town Road going to and from Bove and Island Materials. The noise level is too much.
88. Trucks serving home businesses park and add to congestion
89. Sidewalks to RR station need maintenance
90. Railroad station is a mess
91. Remove the dead end circular near the train station
92. Improve the lighting at the Waldbaum Shopping Center
93. Improve the aesthetics of the strip commercial areas
94. Clean up the area
95. Install landscaping along 112 towards Port Jefferson
96. Stop the proliferation of businesses along 347. Also, add a third lane in each direction and put in more landscaping
97. Recycle existing stores instead of building new ones
98. Get rid of vacant stores and stop building more strip commercial
99. Area "B" is dilapidated - Rte. 347 to N. Country Road needs a facelift
100. KFC (Kentucky Fried Chicken) is an eyesore
101. No cell towers in any residential area. If needed, put tower on Bellemeade or at the Cable Station on Rte. 112.
102. Get rid of cell towers in residential areas.
103. Prohibit cell towers in residential areas
104. Bury electric lines
105. Improve aesthetics with decorative lamp posts and control of graffiti
106. The Penn Furniture Company on Rte 112 has too many signs
107. Ban plastic bags
108. Stores that sell package goods should clean up litter
109. Black bags and trash along roads should have regular and timely cleanup
110. Highway Department could do a better job!
111. Not happy with highway department
112. Hamlet needs grass clippings pickup
113. Improve garbage pickups.
114. Town is unresponsive to complaints about dog "litter"
115. Garbage system needs improvement
116. Sanitation Department is excellent
117. Garbage collectors are too picky
118. More participation in the recycling program should be encouraged
119. Fire Department should conduct annual "STOP" program for environmental pollutants
120. Excellent Fire Department
121. Improve the playground near Evelyn Road
122. More small parks for tots and teenagers
123. Hamlet needs social club for 40 to 60 year olds
124. Hamlet needs more facilities for children
125. Enlarge senior centers to also serve the young
126. Hamlet should provide a Motorcros site for youngsters
127. Why can't we have a botanical garden?
128. Convert Lawrence Aviation property into a park with a pond for summer/winter sports, general recreation, and a greenbelt

- 129. All day kindergarten is not a good idea
- 130. There should be a crossing guard at the middle school
- 131. Institute a school dress code to increase school pride
- 134. Public employee benefits are too high and are out of line with private sector
- 135. Why vote at Stage Coach in Selden?
- 136. Why does the Village of Port Jefferson get more public grants than this Hamlet?
- 137. Let's take the right direction in this study. The Hamlet is at a crossroad.
- 138. This study should have been done 30 years ago
- 139. Give feedback on survey
- 140. Can't wait to move. Hamlet is not a community.
- 141. This is a wonderful place to live.

General Goals

The following general goals are derived from the consensus provided from the survey. Specific goals and recommendations will be identified in the work from each of the sub-committees addressing traffic and transportation, open space, housing, commercial/industrial land uses, community services, historic backgrounds, and aesthetics.

Transportation Goals

- 1. To achieve traffic calming on residential streets
- 2. To enhance ingress and egress to shopping centers
- 3. To control through commercial traffic from using residential streets
- 4. To improve pedestrian use and safety with the installation of sidewalks
- 5. To provide more safe bicycle lanes throughout the Hamlet
- 6. To install a ramped overpass over NYS Route 347 near the intersection with NYS Rte. 112
- 7. To improve the flow of traffic on NYS Rte. 112
- 8. To improve bus service and routing in the Hamlet

Open Space Goals

- 1. To provide adequate local neighborhood playgrounds
- 2. To create a centrally located park center similar to the "Wedge" park at Mt. Sinai
- 3. To complete the north-south greenbelt near the Comsewogue High School

Housing Goals

- 1. To provide an adequate supply of affordable senior citizen housing
- 2. To eliminate homelessness within the Hamlet
- 3. To provide affordable "workforce" housing for the beginning workers
- 4. To eliminate illegal housing
- 5. To upgrade housing maintenance

Commercial/Industrial Goals

- 1. To improve truck traffic routing from industrial sites and truck terminals from residential roads
- 2. To curtail the expansion of J-2 activities on vacant J-2 lands
- 3. To promote the utilization of vacant stores before the provision of new stores
- 4. To rezone vacant J-2 and L-1 properties to more suitable uses

5. To achieve a planned sustainable use for the Lawrence Aviation property

Community Services

1. To provide a facility for senior citizen and youth activities
2. To initiate well-informed community activities and events in the Hamlet
3. To institute a “dial-a-ride” system for non-drivers within the Hamlet

Historic Goals

1. To adequately identify and provide signage for significant historic houses, monuments, and locations, including the entrance locations to the Hamlet
2. To promote a unifying single name for the Hamlet in place of the three names currently in use

Aesthetics

1. To improve landscaping in the 347 and 112 corridors
2. To improve the appearance and landscaping in the various commercial centers
3. To provide unifying street furniture, e.g., lamp posts, benches, signage, waste receptacles in the commercial areas
4. To clean up and landscape the Long Island Railroad’s station area
5. To achieve more service from the Brookhaven Highway Department on street sweeping and road maintenance

EXISTING CONDITIONS

History

Existing Land Use and Zoning

Demographics

Community Facilities

Existing Open Space

Traffic Geometrics

Housing

History

The unincorporated Hamlet of Port Jefferson Station/Terryville is synonymous with the Comsewogue School District. In contrast with hamlets in Suffolk County that date back more than three and one-half centuries, settlement here started in 1866. Nevertheless, the Hamlet has a rich and somewhat unique history.

This section of the Plan sets out the timeline of significant historic houses, people and events that, in the aggregate, have contributed to present day Comsewogue.

1803 - Richard Floyd (cousin of William Floyd), Master of Masonic Lodge Suffolk No. 60 in Drowned Meadow, died while riding his horse Echo in a race on May 9th of that year. Curious to note the name of the horse predates the original name of Port Jefferson Station.¹

1836 - In 1836, Drowned Meadow, as it was called in the colonial days, became known as Port Jefferson, in honor of Thomas Jefferson, our 3rd President.²

1850 - Cornelius Hulse House is built. Ms. Agnew recalls being told her home, the Cornelius Hulse House, was built prior to 1850. As referenced in the 1981 "The History of Terryville Road" booklet, there is a story of an escaped slave who was "hidden" in this house, #339 Terryville Road, by the Hulses and the slaves used a secret staircase to get into the attic.

The booklet also goes on to claim that Captain Hawkins lived at #339 while building his grand home next door in the 1880's. In a July 2007 interview with Audrey Agnew, owner of the home, this information was verified.³ Ralph Cornelius, Jr., while renovating the Hawkins home, discovered a plaque in its basement, which dates the Hawkins House at some time after 1855.

Clark Agnew and his wife Audrey and their family moved into the home about 1950. They bought it from Ruth Brietung and Douglas Bach (of the Flower Bocks' Florist, formerly located at the southeast corner of North Country Road and Main Street, at the 'hill' in Port Jefferson). Before the Bachs, the Dentons lived here. Originally the property was eight acres of land. The greenhouses were already in place, when the Agnews bought the property, though not in the refinished, solar-powered condition that they came to be. Clark, Jr., was awarded a grant through the Carter Administration's Department of Energy and refurbished the greenhouses. The Agnews successfully operated as wholesale garden growers.

At the time the Agnews bought their home, "Mrs. Helm was running the postal duties" of the Terryville Post Office next door to the Agnews. "At about 1951 or '52 Ms. Ruth Terry took over the postal duties of Terryville, at her home at the south-east corner of Whitman and Terryville Roads. A Mr. Jersey from #450 Terryville Road would transport Terryville's mail from Port Jefferson Train Station to Ms. Terry."

"When the post office was eliminated," says Ms. Agnew, "we were promised that we could keep 'Terryville' as our address.

Ms. Agnew, in her 80's, claims the oldest family names in Terryville are the Terrys, the DeHarts, and the Galdyszs. She said somewhere on the west side of Terryville Road "Uncle Arthur Terry" lived (#460 possibly). Ms. Agnew's daughter, Robin, operates a tailor shop, 'Designs on You' in one of the greenhouses at the Agnews.



The Hawkins House

1866 - Thomas R. and Josephine Terry purchased 20 acres of land, part cleared, part woodland with a small building on it for \$600 from "Josephine A. Terry and Preston Terry, Infants under the age of 21 by Scudder Terry, special guardian and Rhoda J. Terry, widow of the first part, mother and next friend of Preston Terry." February 16, 1866.⁴

Scudder Homan Terry (born: April 29, 1823; died: January 1, 1865) was the father of Josephine A. and Preston Terry and husband of Rhoda J. Terry. Scudder Terry was the father of Scudder Homan Terry and the children's grandfather and their special guardian listed in the deed.⁵

Scudder Homan Terry was a Corporal in the Union Army's New York Cavalry, 13th Regiment, Company K, during the Civil War. He died of starvation on January 22, 1865 in Danville Hospital Virginia, after being incarcerated as a Prisoner of War in Libby Prison in Richmond, Virginia.⁶ He was 42 years of age. Thomas R. Terry and Scudder Homan Terry were first cousins.

The purchase of this land by Thomas R. Terry was followed later by his three brothers, Salem E., Daniel R., and later, Edward F. Terry purchasing land in the area. This was the beginning of the Terry family influence in the area. The Brookhaven Tax Records through 1887 indicate that the area was still known as "Cumsewogue."⁷

1872 - Port Jefferson branch of the Long Island Rail Road launched - original station was located on west side of Main Street.⁸

1873 - January 13, 1873 - the first train to New York City left Port Jefferson Station at 6:00 a.m. with 24 passengers.⁹

Survey conducted on March 23, 1873, for the opening of "Terrytown Road" as a public road.¹⁰

1874 - April 8, 1874, there was a meeting to form the Terryville-Comsewogue School District, and to separate from the Port Jefferson School District. The Port Jefferson School District objected to the separation, but the Brookhaven Town Supervisor and Clerk agreed to the separation. On August 1, 1874, the Terryville-Comsewogue School District formed. Thomas R. Terry was the first President, and Addison Hulse and R. Woodhull Wheeler were the first Trustees. The District was to be south of North County Road and Sheep Pasture Road. The School District's population in 1874 was 350 people.¹¹

The School District used an old Baptist church from Yaphank, which was moved to the bend in Terryville Road, as the first school house. This is where the Post Office stores its trucks today. The first teacher was Miss Sarah Jones.

Order ascertaining and describing Terrytown Road filed with the Town Clerk on June 11, 1874; "Whereas road used as a highway for many years leading from Old Town Road northerly through Terrytown and connecting with Main Street leading from Port Jefferson to Coram on the land of Leander Smith has never been opened as a public Road and Whereas a Jury of Twenty four men drawn in accordance with Statute by the Town Clerk on the application of Thomas Terry, met at the house of Albert Hutchinson this day & Nathaniel Miller & Sixteen others comprising said Jury unanimously decided such a road to be necessary & proper, and such Certificate having been presented to us & which accompanies this order."¹²

August 20, 1874: "Release for Road at Cumsawogue or Terrytown," Whereas a highway has been laid out in the Village of Cumsawogue on the 11th of June last known as Cord Wood or Terrytown Road by the Commissioner of Highways of the Town of Brookhaven in the County of Suffolk..."¹³

1880 - A nine acre estate in Terryville, owned by Azariah H. Davis of Port Jefferson, is sold to Isaac B. Hawkins of same for five hundred dollars: "Northerly by land of William Davis, Easterly by the Cord Wood Road and land of Joshua M. Overton and Southerly and Westerly by the land of Hawkins Smith. (Liber 253, page 425). Descendants of Hawkins sold the northern 4.5 acres of this parcel to Jerome H. Hart of Port Jefferson for a suspect two dollars (Liber 1030, page 541), upon which the historic home of Hart still exists, as #450 Terryville Road c. 1921. South on the parcel the Miller home was built, at #460 Terryville Road. Azariah H. Davis and wife, Ann E. Woodhull Davis, are buried in the Setauket Presbyterian Church, Setauket, N.Y.

There was some discussion as to the name to be given to the Post Office. Since the Department desired to have as short names as possible, it was a question of how to get one short enough to meet the requirements. At a meeting held by those who had that matter in charge, among who was Captain Nathaniel Dickerson, who was a race horse breeder, and who had, at that time, a horse named 'Echo,' which had gained a certain amount of fame on the race track, he suggested that the Post Office be named "Echo." This was done, and the name sent to the Postal Department and accepted. The Post Office at that time was situated in a small building north of the Long Island Rail Road train tracks on

the west side of Main Street. Mr. Squires used it for a printing shop and Post Office combined.¹⁴

1881 - Captain Dickerson of Port Jefferson, having sold his horse 'Echo' for \$1,500, has purchased the horse's full sister, who promises well for speed.¹⁵

1885 - Horse racing brought much pleasure to the residents of the area during this period. The Gentleman's Driving Park, later called the Herman Floyd Race Track, was a local half-mile track that was used in the mid to late 1800's. Decoration Day (modern day Memorial Day) celebrations were held on this track in 1884 and 1885. A \$50.00 purse was offered, admission was 50 cents, and ladies were admitted at no charge. It is here where Echo ran and won several races. This track is located in the woods east of Morgan Avenue and northeast of Canal Road. The oval track is clearly evident in aerial photos of the area.¹⁶

1887 - Terryville Union Hall was built. Terryville Union Society trustees: Edward Terry, Preston Terry, George Kinsey. "In 1932 the Welfare Association arranged to plant an elm tree and two white pines donated by Mr. Prosser of Middle Island to commemorate Washington's Birthday." Prosser Pines at Middle Island is now a Suffolk County Park. Today there are no White Pines on the property of the Terryville Union Hall. There is a large 60 foot Spruce and a large White Oak (60 feet). The tree that Mr. Prosser donated in 1932 may have been the Spruce that is still standing today.¹⁷

1888 - First Terryville Post Office secured by Thomas R. Terry existed on the west side of Terryville Road, just south of the True North Church. First Postmaster was Preston E. Terry. This house subsequently burned down in the early eighties.¹⁸

Port Jefferson Post Office was originally established as Echo on November 28, 1888. The name was changed to Port Jefferson Station on June 7, 1910. The first Postmaster was Charles Squires, appointed on November 28, 1888 by President Cleveland. Dwight C. Squires succeeded him in 1921.

1892 - On July 11, 1892 the Long Island Rail Road Company North Shore Branch was incorporated. The new company absorbed the Smithtown and Port Jefferson Rail Road on September 23, 1892.¹⁹

1895 - Existing Port Jefferson Station depot rebuilt and put on the east side of Main Street, after the railroad was extended to Wading River in May of 1895.²⁰

Robert L. Davis (after which Davis Avenue in Port Jefferson Station was named) is highlighted as a notable horse trainer. "By strict and intelligent attention to business he has retained the confidence of good will of his patrons, so much that he has today horses owned by a gentleman who was his first patron fifteen years ago...He is located a short distance from the railroad station where he is always to be found with his charges. An eighty-acre farm provides him with the ample room for his business. A first-class half-mile track is near the place, [located east of Morgan Avenue on the north side of Canal Road, and south of Nesconset Highway] and forty roomy, well ventilated box stalls in the training barn, afford the best of shelter to stock in his charge."²¹

1904 - Telephone service established.²²

1907 - An addition to the school house was built in 1907 for another classroom so that two teachers could use the building. The first school house was used until 1921.²³

1909 - Loper Brothers Factory erected southwest of LIRR station. Maurice Richard began the manufacture of the “Only” automobile 1909-1915. The Only had one cylinder, could reach a speed of 60 mph and got 30 miles to a gallon.



The “Only” automobile

1909 - The Deane house is built (#322 Terryville Road). In an interview in July 2007, the surviving Deane descendant, Ms. Diana Deane, shared a brief history of that house, which was built by her great aunt, Jennie Deane, in 1909.

“Initially it was considered a summer home. Ms. Jennie, a resident of New York City, had often visited friends and family, the Kinseys, in the area and thus was familiar with Terryville. I don’t think there are any Kinseys left today, but I do remember an elderly Mr. Kinsey from my childhood. He lived on the east side of the Road in what became the Carter house—across from what is now St. Gerards. The St. Gerard property was an old apple orchard on land owned by the Lewis family. The Lewis family lived in the house at #316. When their son Charlie married, he built a small house at the northern end of the Lewis property. Charlie’s wife, Thelma, lived there until her death a few years back. It was subsequently sold to someone who completely renovated it.

Jennie initially purchased an acre of land from a Mrs. Maria J. Terry and contracted with Bufffield & Robinson of Selden to build what was to be a country home to share with her siblings—Samuel, Elvira (Ellie), and Daisy—and their children. This original structure is the three-story portion of the house. The fact that Jennie was able to enter into this transaction at a time when a woman’s right with respect to property ownership was quite restricted, may be of some interest. Jennie was a graduate of Hunter College and taught school in New York City. Having never married, she was free to own property in her own right and chose to use her savings for the benefit of her family. Jenny passed away prematurely in 1916, as did her brother Samuel (Diana’s grandfather). Ellie and Daisy managed to keep and maintain the house; they enjoyed spending summers there for the duration of their lives. Samuel’s son, Everett (Diana’s father), spent all of his childhood summers in Terryville. Indeed, Everett planted the three Catalpa trees lining the front of the property when he was nine years old; these trees are now, in 2008, 83 years old and still going strong!

Everett and his older cousin Warren (Ellie's son), worked extremely hard to keep up the property so that their mothers and aunts could enjoy the "family retreat" for the duration of their lives. Everett and Daisy purchased an additional adjoining acre of land in the 1930's. After Warren passed away in 1952, Everett devoted most of his free time to improving the family home. Daisy passed away in 1964, leaving Everett as the sole owner of the entire property. He continued to modernize and make improvements—doing most of the work himself or with his friend and neighbor, Ralph Cornelius, Sr.—who had purchased the Hawkins house directly across the street in 1954. The Deane house was winterized with the installment of a heating system in 1970. In 1976 a large one-story addition was built onto the southern side of the house. Everett and his wife Betty both retired that same year and settled permanently in the family home on Terryville Road."

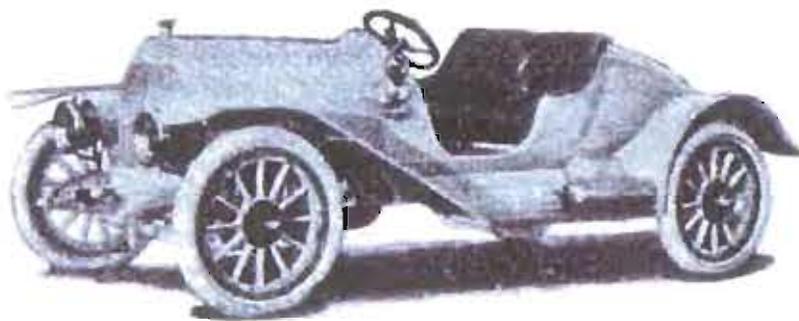
Diana Dean recalls hearing tales of a slave having lived at the Agnew house.

Another historic home is at the south end of Terryville Road. It is referenced in the 1981 history book as the Bergen House.

Adie Terry lived in an older home on Terryville Road at the far end of the JFK Middle School field. This is also referenced in the 1981 Historic Terryville book. It is now a Maryhaven group home.

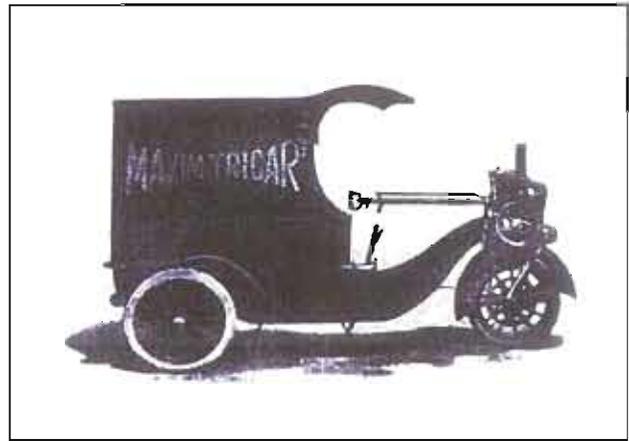
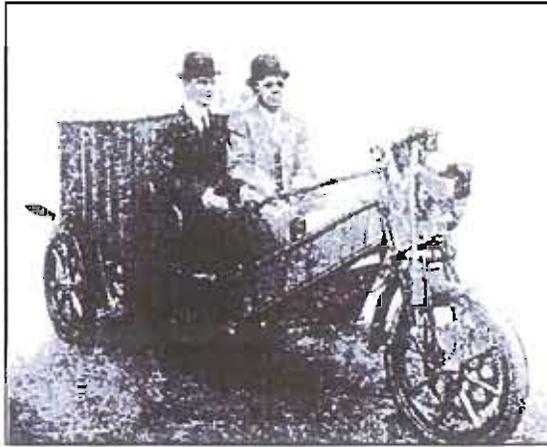
1910 - The Echo post office and hamlet was to be called Port Jefferson Station. It was called such because the railroad conductor would yell, "Coming up, Port Jefferson Station" as the train approached the train station. In that day the mail would also be shipped to the town by way of the Long Island Rail Road, to Port Jefferson Station. Henceforth, the Railroad and the Post Office named the area Port Jefferson Station.²⁴

1913 - Maurice Richard designed The Metropol, after realizing that four cylinders were better than one. This car attained a speed of 75 mph and got 25 miles to a gallon.²⁵



1914 Metropol, gentlemen's roadster, WLB

After the Only-Metropol factory ceased operation later in 1913, Karl Peters bought the Loper building and produced the Maxim Tricar, a three-wheel delivery van steered by a tiller. The operation was moved to Philadelphia for production after it was determined that this area did not have the market for a delivery van.²⁶



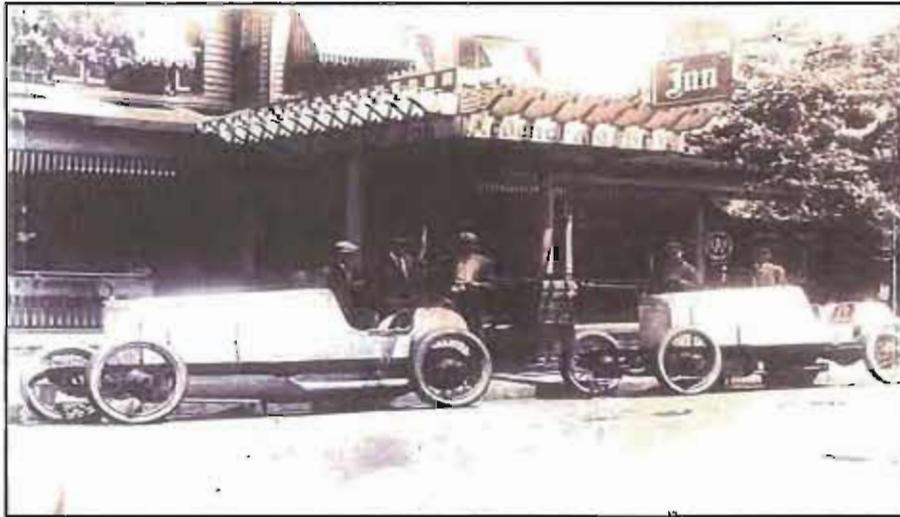
Maxim Tricar

1914 - Finley Robertson Porter purchased the Only-Metropole factory and began designing the "FRP." The FRP was called "the finest car to date." Its 300 cubic inch engine had a "T" head design with four cylinders. The design called for double heat-treated chrome vanadium steel. There is evidence that Porter cast his own blocks in a forge that he built on the property of the factory.



FRP (restored)

1915 - Finley Robertson Porter begins manufacture of the "Porter" automobile in Loper Bros. factory.



Porter Knight

1921 - The automobile factory was bought by The Lace Mill. Originally known as Port Jefferson Lace Company, owned by Samuel H. Roberts, it later combined with The Thomas Wilson Company, and finally became The Thomas Wilson Lace Company.

During this year, a third teacher was hired for the school district. This third teacher had to teach class at the back of Marsh's Drug Store. The student population was growing. A special meeting was held to discuss the growing school district, where there was a vote to raise \$47,275 for a new school. Three and one-half acres were bought across the street from the original school on Terryville Road. On December 5, 1921, the new Comsewogue Elementary School opened. The old original school house was converted to a residence by Judge Carl F. Ruck.²⁷

1922 - As with all Fire Departments, their purpose is to protect life and property. Organized on September 29, 1922, the Port Jefferson Station-Terryville Fire Department stored its three trucks at the old Loper Brothers lumber storage shed. This building had also been previously used by the J.G. Lawrence Trucking Contractor. It was located in the parking lot of what is known today as the Port Jefferson Business Center between Fun for All and the Laundromat on Wilson Street, just south of the train tracks. Fire destroyed this firehouse in December 1925. As the Hook and Ladder truck was being retrieved from the burning building, it jackknifed and could not be undone. As a result, the other two trucks, a Steam Engine Pumper and a Hose Wagon, were trapped in the fire and destroyed. The burned trucks were later stored in the building on the northwest corner of the property that had been used by the Standard Oil Company of N.Y. (Mobil) to unload oil deliveries from the train. The building still stands today. For the next twenty-five years, until August 1, 1950, the Port Jefferson Fire Department covered the area.²⁸

1927-1938 - Students rode on Wading River branch of the LIRR to Port Jefferson Station to attend school. Students referred to these as cars as "The Little Dinky" and "Doodlebugs." Essentially these light rail cars were trolleys that were converted by cutting a hole in front to install radiators. There were two of these cars and each held 43 passengers. The Wading River extension was abandoned in 1938 due to lack of ridership.²⁹

1929 - The district was growing so fast that a second addition was added to the Comsewogue School.

1930 - There was a special dedication at the school on June 2, 1930. Joe Kessler was President, Preston E. Terry was Treasurer. A school band from Patchogue performed, and Judge Ruck presented a Bible at the ceremony.³⁰

1932 - "Memorial Trees Planted at Terryville Hall."

"Terryville Welfare Association Plants Three Trees on Lawn of Community Hall in Honor of George Washington: Saturday afternoon, several members of the Terryville Welfare Association met at the Community Hall, Terryville, to plant three trees on the lawn surrounding the hall. H.H. Terry, accompanied by Everet Herbert, Arthur Harry, and Joseph Terry went to Middle Island, where they were cordially greeted by Mr. Prosser. He presented them with two pines and one elm tree. The association is grateful to Mr. Prosser for his generous gift."³¹

The two pine trees are still in existence. The pine trees referred to are Spruce trees. One tree is in front of the Union Hall, facing east. The other tree is on the property of the Kinder Care Learning Center which, at some point, had purchased land that was once part of the lawn on the north side of the Union Hall. Previous studies of these trees have indicated that they were white pine trees.

1940's - Buttercup Farm and extensive farmland in Terryville was purchased by the Kroll's, a German immigrant couple. Their grandson, Richard Smith, currently owns and operates what is now a dairy/deli/grocery in one of the original barn structures. The grandfather eventually bought up quite a bit of property, and originally owned the land upon which the Terryville Fire Department Station #2 stands on Old Town Road. The Kroll family home, an old Victorian, is still on the premises on Boyle Road.

1949 - The Ladies Auxilliary started on May 6, 1949. They held cake sales and other fundraising activities to buy resuscitators, inhalators, Scott-air pack rescue masks, and walkie-talkie radios.

1950 - The reorganized Fire Department started to cover the Port Jefferson Station-Terryville Fire District on August 1, 1950.³²

1951 - The Thomas Wilson Company becomes The Thomas Wilson Lace Company until 1986. This company employed hundreds of local residents who remained loyal throughout their years of employment. The company purchased a farm adjacent to the plant and built 30 homes during 1951. This development was called Westport and was initially used to accommodate workers who came from NYC and Newburgh. The Thomas Wilson Lace Company manufactured lace, lingerie, evening dresses and surgical stockings. They also produced the surgical leotards worn by the first astronauts to land on the moon in order to minimize vascular problems during reentry.³³

1956 - The Kroll's sell 98 acres to Pasquale and Victoria Scappaticcio of the Bronx, who establish Scappy's Farm Stand in Terryville. It remains as a farm stand across from the Buttercup Farms. Their granddaughter, Jackie Vino, owns and operates it with her mother. Initially the Scappaticcio's brought produce to the farm stand from their existing farm on Bay Chester Avenue, Bronx. They began farming Terryville land in 1958, and according to Ms. Vino, "had corn growing all the way up to Janet Street," and a variety of farm vegetation "through to what is now Heatherwood Golf Course"

to the west, which borders the town of South Setauket on Rte. 347.

1957 - The Terryville Post Office and the Port Jefferson Station Post Office merged in 1957.³⁴

1961 - With more houses and shopping centers built in the fire district, there was a ground breaking ceremony for a new extension on the south side of the fire house building that would add three more bays. This was completed in 1962 with a special dedication ceremony held on August 19th of that year. The department also had a Drum and Bugle Corps with Color Guard and Drill Team members.³⁵

1962 - Terryville Road Elementary school opens.

1965 - Norwood Avenue Elementary School and John F. Kennedy High School (later to become Junior High School, and later still to become Middle School) open.

A volunteer Ambulance Corps was started in 1965 with the addition of a Cadillac Ambulance.

1966 - Comsewogue Library established. Current library building completed in 1969 on Terryville Road. The original modular building is on the corner of Edgewood Road and Terryville Road. It is currently occupied by the United Cerebral Palsy Organization.

1968 - Clinton Avenue Elementary School opens.

1970 - To end confusion with the Port Jefferson Fire Department, the Port Jefferson Station-Terryville Fire Department officially called itself the "Terryville Fire Department" in 1970. Citizens would call the operator to report a fire. The operator would ask, "Where do you live?" The citizen would generically reply, "Port Jefferson." This added confusion to the emergency situation, when in reality they lived in Port Jefferson Station. Henceforth, the name was changed to Terryville Fire Department.³⁶

1971 - The Millers (originally lobstermen of the nearby harbors) at #460 Terryville Road, a former Terry house, remediated an oil spill in Port Jefferson Harbor. From this incident they then created The Marine Pollution Control Company, which later became The Miller Environmental Group. They are known to have been involved in the cleanup of famous oil spills around the world, such as the one created by the Exxon Valdez oil tanker.

Boyle Road Elementary School and Comsewogue Senior High School open.

1974 - Station No. 2 on Old Town Road and Terryville Road was built and put into service.³⁷

2000 - Station No. 3 was completed on Canal Road. A complete renovation of Station No. 1 was completed this same year.³⁸

Endnotes

1. "Lodge No. 60 Free and Accepted Masons, An American History." Roscoe C. Craft, 1946.
2. "The Story of a Village," Welles & Proios
3. "Reminiscences of Terryville," Suffolk Every Sunday, April 10, 1932.
4. Suffolk County Clerk, Liber 135, page 533
5. Terry Family Genealogy, Brookhaven Town Historian
6. NY State Archives, Civil War, Film #M551. Roll
7. Brookhaven Tax Rolls 1872-1887
8. "The Port Jeff Railroad Station Changed with the Town." Robert Frank Sisler, Patricia Hansell Sisler. The Port Times Record, August 22, 1996.
9. "The Railroad Then and Now." Robert Frank Sisler, Patricia Hansell Sisler. The Port Times Record
10. Brookhaven Town Records, June 11, 1874 (page 91), page 602.
11. Directory and Yearbook of the Public Schools 1929-1930, page 10.
12. Brookhaven Town Records, June 11, 1874, (page 90), page 601.
13. Brookhaven Town Records (page 102), page 613.
14. April 10, 1932, Suffolk Every Sunday.
15. July 1881, Brooklyn Eagle.
16. Robert Frank Sisler, Patricia Hansell Sisler, The Port Times Record, March 23, 1995.
17. "Terryville-Port Jefferson Station, A Historical Perspective." Dagmar Von Bernewitz.
18. Ibid.
19. Art's Archives website, Arthur Huenke
20. January 12th article in the Port Jefferson Echo newspaper.
21. "Reminiscences of Terryville," Suffolk Every Sunday, April 10, 1932.
22. Ibid.
23. Comsewogue Elementary School Dedication Program, June 2, 1930.
24. "The Story of a Village," Welles & Proios
25. "Port Jefferson Area's First Century on Wheels," Robert Frank Sisler. 2007, p. 8.
26. "Detroit on the Sound: Carmakers in PJ," Robert Frank Sisler, Patricia Hansell Sisler. The Port Times Record, September 1, 2005, p. A11.
27. Directory and Yearbook of the Public Schools 1929-1930, p. 12.
28. Dedication Program, Port Jefferson Station-Terryville Fire House, August 19, 1962.
29. "Port Jefferson's First School Bus Was a Dinky," Robert Frank Sisler, Patricia Hansell Sisler, The Port Times Record, June 8, 2006, p. A7.
30. Comsewogue Elementary School Dedication Program, June 2, 1930.
31. Port Jefferson Times Echo, 11 March 1932.
Note: Mr. Prosser's estate at Manorville is now te Prosser Pines County Park.
32. Dedication Program, Port Jefferson Station-Terryville Fire House. August 19, 1962.
33. "Hundreds Once Worked at the Port Jeff Lace Mill." Robert Frank Sisler, Patricia Hansell Sisler. The Port Times Record, August 8, 1996.
34. www.usps.com
35. Dedication Program, Port Jefferson Station-Terryville Fire House, August 19, 1962.
36. Walter Bihajlo, Ex-Chief, 1954-1956, Port Jefferson Station-Terryville Fire Department
37. Terryville Fire Department 50th Anniversary. 1950-2000. "Fifty Years of Serving," p. 6, Herb Petersen.
38. Ibid.

Existing Land Use and Zoning

The Hamlet is predominantly built-out, with only 11.4 percent, or 420 acres of the privately owned land, still undeveloped. Aside from a limited number of residentially zoned in-fill lots and a segment of one-half acre residentially zoned land on the Lawrence Aviation site, the majority of vacant properties are zoned for light industrial use, or a variety of commercial uses.

Residential land use covering 2219 acres, or 60.6 percent of the Hamlet, of which 10.4% is high density (condominium, planned retirement, or multi-family). The Hamlet does provide a strong “fair share” of affordable housing and surpasses many other communities in the provision of other than single family detached residences.

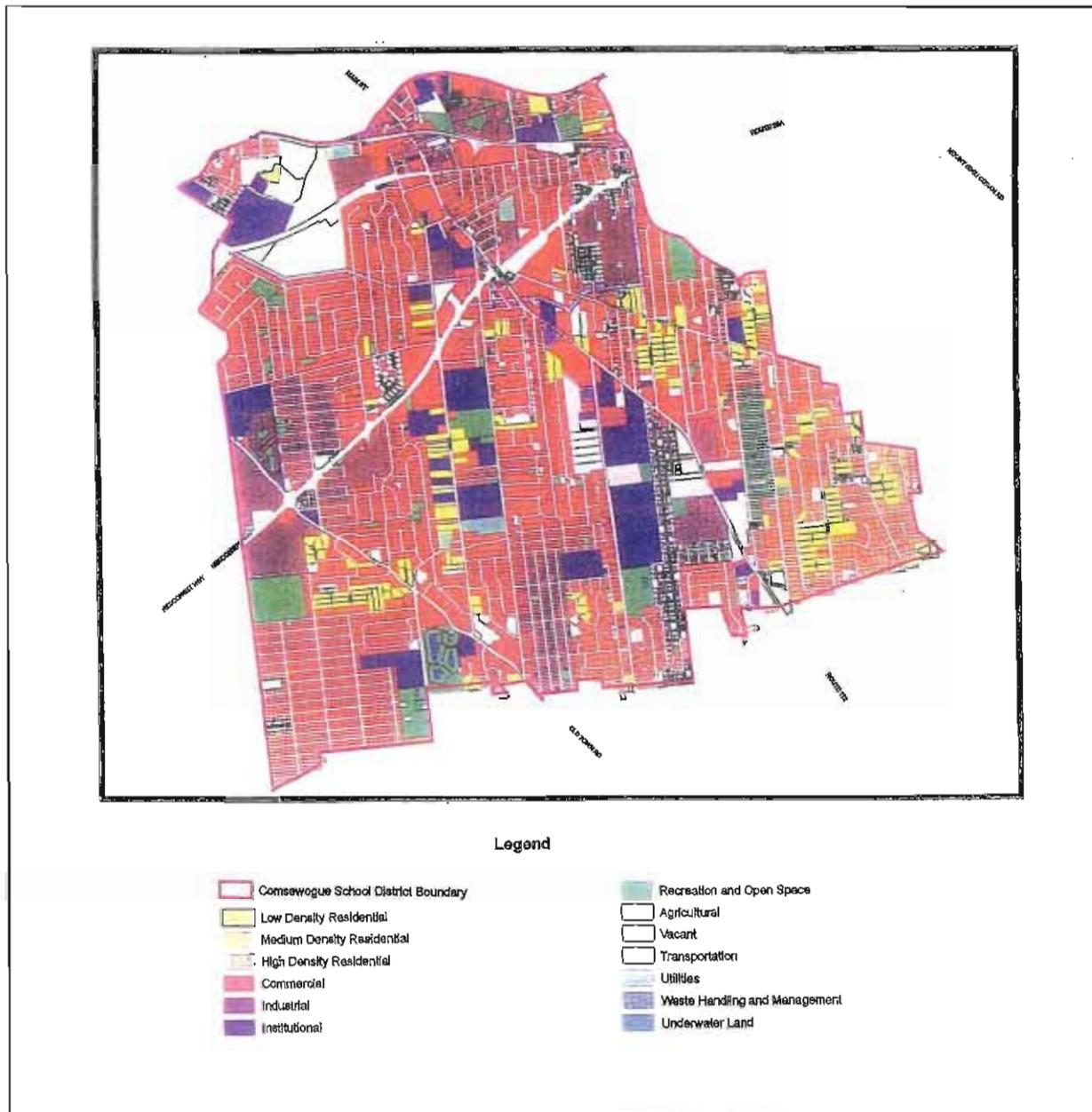
Various commercial (neighborhood and regional retail stores; and office buildings) and light industrial uses occupy 10 percent of the total land area. Institutional uses, i.e., schools, religious institutions, and public buildings (fire houses and library) account for 6.5 percent—almost equal to the recreation and open space uses of 6.4 percent. See Table 3, which lists the existing land uses by category, acreage, number of parcels, and percent of the total.

Table 3
Existing Land Use - Comsewogue School District
April 20007

SC Land-Use	# Parcels	Sum of Acres	Percentage	Land Use Type
1	169	230.3154	6.2	Low Density Residential
2	4,536	1,607.2518	43.9	Medium Density Residential
3	866	381.4231	10.4	High Density Residential
4	262	267.5346	7.3	Commercial
5	21	97.4140	2.4	Industrial
6	61	238.1270	6.5	Institutional
7	245	236.1309	6.4	Recreation and Open Space
8	5	23.0352	.6	Agricultural
9	805	419.9976	11.4	Vacant
10	88	103.3569	2.8	Transportation
11	30	47.3156	1.3	Utilities
12	1	1.7710	—	Waste Handling & Management
13	3	<u>3.8637</u>	—	Underwater Land
		3,657.5368	Total Acres	

At the current 88.6 percent of build-out, the Hamlet is already strongly suburban in character. The preponderance of vacant lands is found in two locations. The largest tract is the former Lawrence Aviation site of approximately 125 acres. The other vacant properties are in five locations straddling both sides of NYS Route 112. See Map 1 - Existing Land Use.

Map 1
Existing Land Use

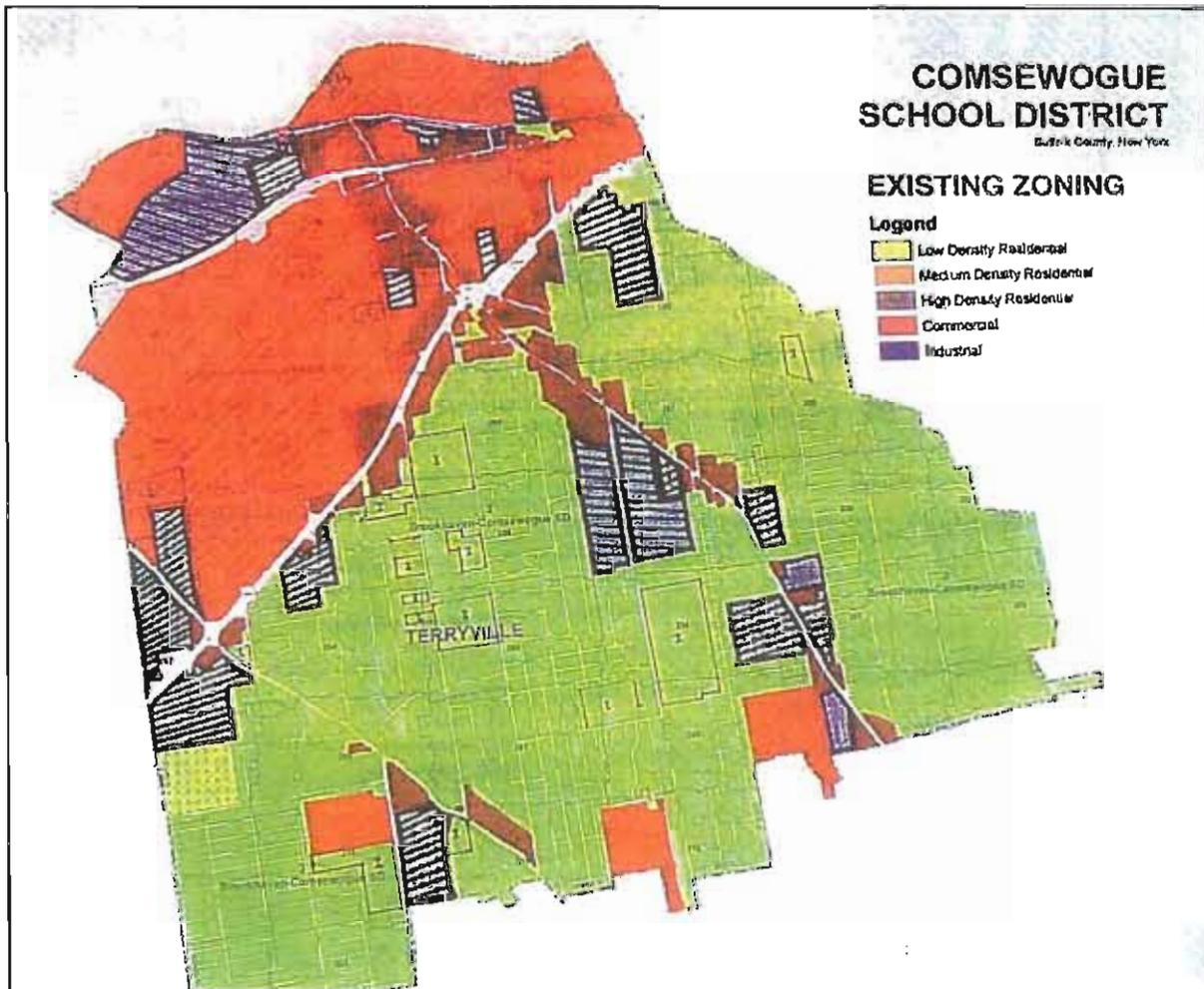


Existing Zoning

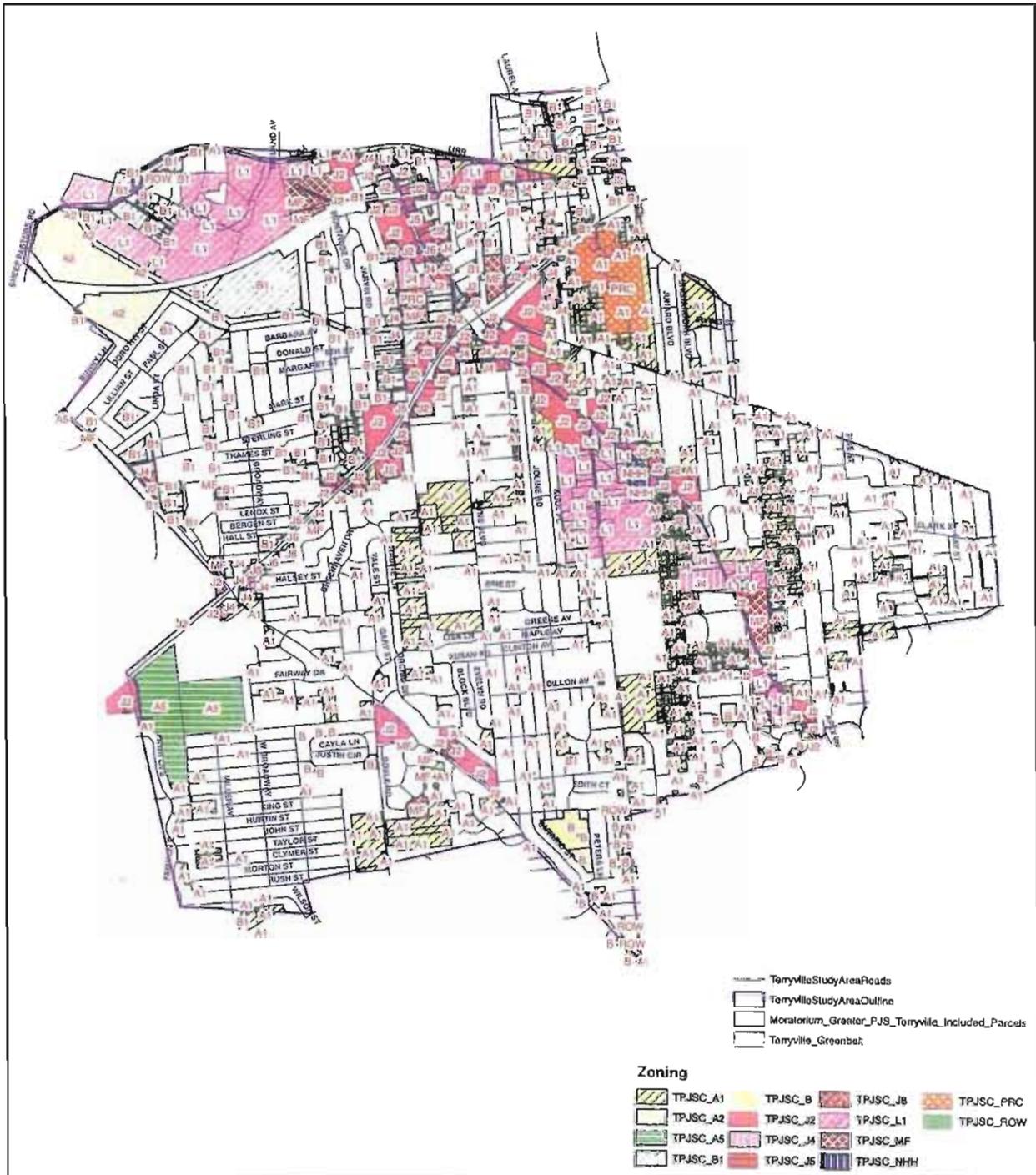
The zoning designations for the vacant parcels other than the in-fill residential lots is mainly for light industrial use (L1); or commercial use (J-2), local retail and office use (J-4). The locational pattern of industrial and commercial zoning is found in the Lawrence Aviation property and along the east-west corridor between the Long Island Rail Road and NYS Route 25 by-pass; along both sides of the NYS Route 347 corridor and on both sides of NYS route 112 from the railroad at the north to the southern boundary of the Hamlet. Four scattered J-2 parcels also existing along Old Town Road.

Residential zoning generally follows the demarcation of Route 347. North of the highway the predominant classification is for one-half acre single family residential (B1). South of the highway the density is reduced to one-quarter acre single family residential (A1). Several parcels in the Hamlet are zoned for multiple family housing (MF). This latter category allows for up to seven units per acre. Map 2 depicts the generalized zoning pattern, followed by Map 3, which depicts detailed zone classifications throughout the Hamlet.

Map 2
Existing Generalized Zoning



Map 3 Existing Zoning



The significance of the existing zoning pattern is the array of implications that can be drawn from it. First, the potential for an increase in population is constrained by the limited number of buildable lots zoned for residential use, with the exception of Lawrence Aviation and the extant MF zoned vacant parcels. Second, the obvious need to evaluate all of the vacant J-2 parcels to determine if alternate uses are more desirable. Third, the need to analyze the impact on the school district in terms of future enrollment—up or down—based on growth potential.

Demographics

The data in this segment of the Hamlet study is from the 2000 decennial census. Although the statistics are eight years old, the results are still valid in the main since the Comsewogue school district land use has remained reasonably stable over the past decade. For example, the total number of households currently is close to the 7,467 households that existed in 2000. However, a continual aging of the population has occurred, as each age cohort group advances in age. All of the material presented herein is taken from Summary Files 1 and 2 of the Census of Population and Housing.

A major characteristic of the population is that the community is predominantly in family groupings, with an average family size of 3.37 per household. This group of 5,517 families of the 7,467 households comprises 18,600 of the total population of 22,288.

Another feature is that the white population is 97 percent of the total; with approximately 2,000 non-white Hispanic. The African American population amounted to 2.2 percent of the population.

The young adult to young retired age cohorts of 25 to 59 had 11,667 persons, or 53 percent of the total population. Table 4 depicts the population by age and sex.

Of the 7,467 occupied housing units, 5,752, or 77 percent, were owner occupied in 2000. Renters were 1,715 units, or 23 percent. This is well below the Suffolk County average of 84 percent owner-occupied.

An examination of household size by household type reveals the relatively high number of single person households, amounting to 20.7 percent of the total. Two person households brought the total to just under 50 percent of the total. Table 5 depicts the contrast in household size.

Of note is the examination of household size of owner-occupied versus renters. Table 6 contrasts the household size by owner or renter, which shows a clear inverse correlation—the smaller the household size, the larger the percentage of renters.

Table 4
Population by Age and Sex

	Total		Male		Female	
	Number	Percent	Number	Percent	Number	Percent
Under 5	1,600	7.2	806	7.4	794	6.9
5 to 9	1,691	7.6	879	8.1	812	7.1
10 to 14	1,448	6.5	703	6.5	745	6.5
15 to 17	826	3.7	425	3.9	401	3.5
18 and 19	475	2.1	253	2.3	222	1.9
20	221	1.0	105	1.0	116	1.0
21	202	0.9	114	1.1	88	0.8
22 to 24	760	3.4	379	3.5	381	3.3
25 to 29	1,569	7.0	814	7.5	755	6.6
30 to 34	2,034	9.1	1,058	9.8	976	8.5
35 to 39	2,106	9.4	1,039	9.6	1,067	9.3
40 to 44	1,766	7.9	909	8.4	857	7.5
45 to 49	1,460	6.6	711	6.6	749	6.5
50 to 54	1,461	6.6	674	6.2	787	6.9
55 to 59	1,271	5.7	576	5.3	695	6.1
60 and 61	400	1.8	178	1.6	222	1.9
62 to 64	538	2.4	255	2.4	283	2.5
65 and 66	310	1.4	158	1.5	152	1.3
67 to 69	401	1.8	181	1.7	220	1.9
70 to 74	557	2.5	246	2.3	311	2.7
75 to 79	464	2.1	184	1.7	280	2.4
80 to 84	334	1.5	103	0.9	233	2.0
85 and over	394	1.8	91	0.8	303	2.6
65 and over	2,460	11.0	961	8.9	1,499	13.1

Table 5
Household Size by Household Type

Household Size	Total		Family		Nonfamily	
	Household	Percent	Household	Percent	Household	Percent
1 Person	1,546	20.7	N/A	N/A	1,546	79.3
2 Person	2,090	28.0	1,791	12.5	299	15.3
3 Person	1,327	17.8	1,265	22.9	62	3.2
4 Person	1,384	18.5	1,358	24.6	26	1.3
5 Person	688	9.2	679	12.3	9	0.5
6 Person	262	3.5	258	4.7	4	0.2
7 or more	170	2.3	166	3.0	4	0.2

**Table 6
Tenure by Household Size**

		Owner	Percent	Renter	Percent
		Occupied	Owner	Occupied	Renter
	Total	Occupied	Occupied	Occupied	Occupied
Total Occupied Units	7,467	5,752	100.0	1,715	100.0
1 Person Household	1,546	898	15.6	648	37.8
2 Person Household	2,090	1,616	28.1	474	27.6
3 Person Household	1,327	1,074	18.7	253	14.8
4 Person Household	1,384	1,204	20.9	180	10.5
5 Person Household	688	599	10.4	89	5.2
6 Person Household	262	225	3.9	37	2.2
7+ Person Household	170	136	2.4	34	2.0

Private Sector Employment

The 757 firms operating within the Hamlet employed 7,744 employees as reported in the 2004 Census of Businesses. This generate an annual payroll of more than \$216 million. The majority were small firms, employing from one to four workers, accounting for 474 or 67 percent of all the establishments. The two leading sectors were in retail trade and health care and social assistance, with 129 and 128 firms respectively. Table 7 lists the businesses by category, number of establishments in each class, and the number of establishments by employment size.

Projections

Of th 3,658 total acres in the Hamlet, 805 parcels totaling 420 acres, or 11.5 percent, are vacant and provide the opportunity for growth. The other factor that affects population numbers is family size. As of 2010, approximately 42 percent will be over 50 years of age. It is unlikely that there will be a sufficient turnover of homes to young families owners to affect an increase in family size.

The largest vacant parcel is the industrial site of the former Lawrence Aviation. Its history of environmental problems, which have not yet been remediated, makes it currently unsuitable for residential use. Therefore, residential development growth is generally limited to less than 300 acres. However, much of these properties are currently zoned for light industry or commercial use. Unless significant rezonings to residential use occurs, the potential for population increase is quite limited. On the assumption that the Lawrence Aviation site is properly remediated, and a Planned Unit Development (POD) is approved, that would allow for a mixed use of residential, industrial and open space uses. The range of residnetial units that could be built would be a maximum of 350, and a minimum of 40. This is based on 50 acres of residential development.

Of the remaining 300 acres of vacant property in the Hamlet, based on a change from current zoning to MF, the maximum yield would be approximately 1050 units, with a population increase of 1520 persons.

Therefore, at full buildout, the maximum total population would be 23,708 persons—a 6.4 percent increase. See Table 8, which summarizes the potential number of units and population based on varying yields.

Table 7
Zip Code Business Patterns

Total for Zip Code 11776	
Number of establishments: 757	First quarter payroll in \$1,000: 52,021
Number of employees: 7,744	Annual payroll in \$1,000: 216,255

Industry Code	Industry Code Description	Total Estabs.	Number of Establishments by Employment-Size Class								
			1-4	5-9	10-19	20-49	50-99	100-249	250-499	500-599	1000 or more
--	Total	757	474	136	75	52	13	5	1	0	1
23	Construction	92	78	9	5	0	0	0	0	0	0
31	Manufacturing	18	9	5	3	1	0	0	0	0	0
42	Wholesale trade	39	33	2	2	2	0	0	0	0	0
44	Retail trade	129	68	29	12	15	3	2	0	0	0
48	Transportation & warehousing	10	7	2	0	0	1	0	0	0	0
51	Information	17	10	1	2	2	0	1	1	0	0
52	Finance & insurance	35	18	8	7	2	0	0	0	0	0
53	Real estate & rental & leasing	33	27	2	4	0	0	0	0	0	0
54	Professional, scientific & tech.	60	45	10	4	1	0	0	0	0	0
55	Mgmt of companies & enterprises	3	2	0	0	0	1	0	0	0	0
56	Admin, support, waste mgmt, remediation serv.	44	32	9	0	3	0	0	0	0	0
61	Educational services	10	4	2	1	3	0	0	0	0	0
62	Health care & social assistance	128	57	27	26	12	3	2	0	0	1
71	Arts, entertainment & recreation	11	6	1	1	3	0	0	0	0	0
72	Accommodation & food svc.	40	15	12	2	6	5	0	0	0	0
81	Other services (except public administration)	87	62	17	6	2	0	0	0	0	0
99	Unclassified establishments	1	1	0	0	0	0	0	0	0	0

Table 8
Potential Residential Units and Population Yield from Vacant Parcels*

Zone	Yield/Acre	# Units	# Units Scattered	Total	Family Size**	# People
A-1	0.8	40	120	160	3.68	442
B-1	1.6	80	240	320	3.68	884
MF	7.0	350	1,050	1,050	1.80	1,520

* These calculations are based on a residential use of 50 acres of the Lawrence Aviation property, and 150 acres of the remaining vacant scattered parcels.

** The family size is higher than the actual year 2000 size of 3.37 and reflects the assumption that all the new residents will be child rearing. Therefore the population increase is on the high side.

Community Facilities

Schools

Introduction - On April 8, 1874, a meeting was held to form the Terryville-Comsewogue School District, and to separate from the Port Jefferson School District. The Port Jefferson School District objected to the separation, but the Brookhaven Town Supervisor and Clerk agreed to the separation. On August 1, 1874, the Terryville-Comsewogue School District formed. Thomas R. Terry was the first President, both Addison Hulse and R. Woodhull Wheeler were the first Trustees. The District was to be south of North Country Road and Sheep Pasture Road. The School District's population in 1874 was 350 people.

The School District used an old Baptist church from Yaphank, which was moved to the bend in Terryville Road, as the first school house. This is where the Post Office stores its trucks today. The first teacher was Miss Sarah Jones. An addition to the school house was built in 1907 for another classroom so that two teachers could use the building. The first school house was used until 1921. During 1921 a third teacher was hired. The third teacher had to teach class at the back of Marsh's Drug store. The student population was growing.

A special meeting was held to discuss the growing school district, and a vote was taken to raise \$47,275 for a new school. Three and one-half acres were bought across the street from the original school on Terryville Road. On December 5, 1921, the new Comsewogue Elementary School opened. The old original school was converted into a house by Judge Carl F. Ruck. A second addition was added to the Comsewogue School in 1929. There was a special dedication at the school on June 2, 1930. Joe Kessler was President, Preston E. Terry was Treasurer.

The most active school development program occurred in the 1962-1971 decade. Six schools were constructed in keeping with the Hamlet's population growth. They were:

- 1962 Terryville Road Elementary School opens
- 1965 Norwood Avenue Elementary School opens
- 1965 John F. Kennedy High School opens (later to become Junior High School, and later yet to become Middle School)
- 1968 Clinton Avenue Elementary School opens
- 1971 Boyle Road Elementary School opens
- 1971 Comsewogue Senior High School opens

School Facilities and Usage - This section focuses on various facilities in each school and their use after school hours. The campuses are closed during the day for security. The District gives priority to students and school events when creating the after-school calendar, and then schedules community groups. For example, nothing would be scheduled for the high school auditorium on graduation day in case graduation would have to be moved indoors due to weather. Most outdoor facilities are scheduled for year-round, not just during the school year.

Comsewogue High School

Enrollment: 1,228

Grades: 9-12

555 Bicycle Path

Port Jefferson Station, NY

- 6 tennis courts: used by students during school day and community members after school
- full track: used by students during school day and community members after school
- gymnasium: booked fully 5 nights a week by various community groups
- auditorium: used for spring recitals by local schools of dance; air-conditioned; capacity of 1,000-1,100; not completely booked
- general school facilities: used 5 nights a week for adult education, and on Saturdays for civil service classes and tests



Comsewogue High School



John F. Kennedy Middle School

John F. Kennedy Middle School

Enrollment: 1,008

Grades: 6-8

200 Jayne Boulevard

Port Jefferson Station, NY

- 3 tennis courts: used by students during school day and community members after school
- full track: used by students during school day and community members after school
- auditorium: this is open for use by groups after school, but since it is not yet air-conditioned, it is not suitable for use during warm months. Air-conditioning will be installed under the current bond issue, and then the auditorium will be fully available to the community; capacity of 700.

Elementary Schools:

Boyle Road Elementary
424 Boyle Road
Port Jefferson Station, NY

Enrollment: 496

Grades: K-5

Clinton Avenue Elementary
140 Clinton Avenue
Port Jefferson Station, NY

Enrollment: 448

Grades: K-5

Norwood Avenue Elementary
290 Norwood Avenue
Port Jefferson Station, NY

Enrollment: 315

Grades: K-5

Terryville Road Elementary
401 Terryville Road
Port Jefferson Station, NY

Enrollment: 467

Grades: K-5

- all elementary schools are used equally; there is no space left; requests for use must be scheduled with the district during the spring before
- general school facilities are used for baseball, scouting, soccer, basketball, etc.
- groups that use the facilities include, but are not limited to, Terryville Soccer, St. Gerard's, Infant Jesus, Comsewogue Youth Lacrosse, and Little Warriors
- gyms at all elementary schools are used every night



Boyle Road Elementary School



Clinton Avenue Elementary School



Norwood Avenue Elementary School



Terryville Avenue Elementary School

Other District-Owned Properties/Facilities

<u>Name & Address</u>	<u>Status</u>	<u>Use</u>
The Branch of Faith Church 400 Jayne Boulevard Port Jefferson Station, NY	leased	Church

Pre-Kindergarten:

The District received a grant from New York State to offer a pre-K program. In order to deliver this service, it decided to contract it out to the Early Discoveries Center. The funds were enough to cover a program for 55 students. 160 applied, so a lottery was held. The teachers are employees of the EDC, but there is some interaction with the Comsewogue kindergarten teachers.

Other Schools in the Community

North Shore Christian School 233 Jayne Boulevard Port Jefferson Station, NY 11776	Enrollment: 233	Grades: PK-8
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Future Projections: Enrollment/Needed Facilities/Plans to Build

- current District total enrollment is 3,962
- 6th grade is the peak/bubble
- numbers will decline at the high school in 6 years
- the schools will be a little crowded in the next 4-5 years
- the high school is 90% utilized during the day
- no portable facilities are used or planned for the future
- the District does not have plans to build additional space

The Port Jefferson Station-Terryville Fire Department

As with all fire departments, their purpose is to protect life and property. Organized on September 29, 1922, the Port Jefferson Station-Terryville Fire Department stored its three trucks at the old Loper Brothers lumber storage shed. This building had also been previously used by the J.G. Lawrence Trucking Contractor. It was located in the parking lot of what is known today as the Port Jefferson Business Center, between Fun for All and the Laundromat, on what is today called Wilson Street, just south of the train tracks. Fire destroyed this firehouse in December of 1925. As the Hook and Ladder truck was being retrieved from the burning building, it jackknifed, could not be undone, and because of that, the other two trucks, a Steam Engine pumper and a Hose Wagon, were left trapped in the fire and were destroyed. The burned trucks were later stored in the building in the north-west corner of the property that had been used by the Standard Oil Co. of N.Y. (Mobil) to unload oil deliveries from the train and still stands today. For the next twenty-five years, until August 1, 1950, the Port Jefferson Fire Department covered the Hamlet.

On January 26, 1948, the first meeting was called to reorganize the Port Jefferson Station-Terryville Fire Department. By December a bond issue was presented to the District requesting a new firehouse. It passed by an overwhelming majority. The land at Jayne Boulevard and Route 112 was purchased and construction of what is called Station No. 1 today was started immediately and had two bays.

The Ladies Auxiliary started on May 6, 1949. They held cake sales and other fundraising activities to buy resuscitators, inhalators, Scott-air pack rescue masks, and walkie-talkie radios.

On August 1, 1950, the reorganized fire department started to cover Port Jefferson Station-Terryville Fire District.

In 1961, with more houses and shopping centers being built in the district, there was a ground breaking for a new extension on the south side of the building that would add three more bays. This was completed in 1962 with a special dedication ceremony held on August 19th of that year. The department also had a Drum and Bugle Corps with Color Guard and Drill Team members.

A volunteer Ambulance Corps was started in 1965 with the addition of a Cadillac ambulance.

To end confusion with the Port Jefferson Fire Department, the Port Jefferson Station-Terryville Fire Department officially called itself the "Terryville Fire Department" in 1970. Citizens would call the operator to report a fire. The operator would say, "Where do you live?" The citizen would generically reply, "Port Jefferson." This added confusion to the emergency situation, when in reality, they lived in Port Jefferson Station. Henceforth, the name was changed to Terryville Fire Department.

Station No. 2 on Old Town Road and Terryville Road was built and put into service in 1974.

Station No. 3, on Canal Road, was completed in 2000. A complete renovation of Station No. 1 was completed that same year.



Terryville Fire Department, Station No. 1



Terryville Fire Department, Station No. 2



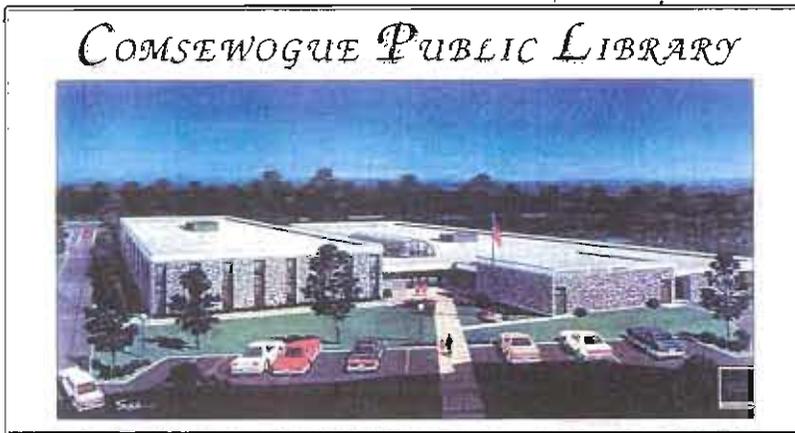
Terryville Fire Department, Station No. 3
(Photos: Dennis Whittam, NY Fire Photos)

Comsewogue Library

The Comsewogue Public Library was created in 1966 by the voters of the Comsewogue School District, Port Jefferson Station, NY. On March 1, 1967, the library, operating out of a portable classroom on the property of the former Comsewogue Elementary School, opened its doors to community residents. In November 1967, the voters of the library district approved the construction of a permanent library building. The library, located at 170 Terryville Road, Port Jefferson Station, was completed in November 1969. On November 22, 1993, Comsewogue School District community residents voted and approved a construction project to renovate and expand the Comsewogue Public Library to over 44,000 square feet. Today, the library is governed by an elected board of five library trustees, who are committed to a policy of providing high-quality library service at a reasonable cost to our community.

In addition to providing library services to the residents of the Comsewogue School District, the Public Library also serves residents of the Miller Place and Mount Sinai school districts with all of their library needs.

Situated on five acres of library-owned park-like property with ample parking, plantings and outdoor sculptures, the Comsewogue Public Library is a very inviting, fully accessible public building that is the cultural, recreational, educational and information center of the community. Visiting the Comsewogue Public Library or the Library's Web site (<http://cpl.suffolk.lib.ny.us>) provides patrons with a world of information and entertainment.

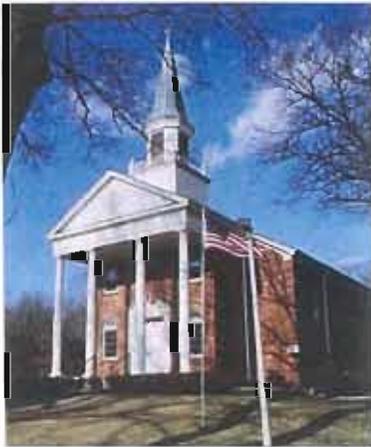


Religious Institutions

The Hamlet is well served with a variety of denominational churches and two synagogues. They include:

- Christ Church United Methodist at 545 Old Town Road
- St. Gerard Majella R.C. Church at 300 Terryville Road
- True North Community Church at 366 Terryville Road
- St. Paul's Ev. Lutheran Church at 309 S.R. 112
- The Church of Jesus Christ of Latter Day Saints at 372 Terryville Road
- Calvary Baptist Church of the North Shore at 324 Jayne Boulevard and Whitman Avenue
- Branch of Faith Church at 400 Jayne Boulevard
- Assembly of God Church at 19 North Country Road and Walnut Street
- Open Door Vineyard Christian Fellowship at 300 Canal Road
- North Shore Jewish Center Synagogue at 385 Old Town Road and Norwood Avenue
- Kehilat Chovevei Tzion Synagogue at 10 Katherine Street

The neighboring communities of Setauket and Port Jefferson Village offer the opportunity for worship at additional denominations, including Greek Orthodox, Episcopalian, and Presbyterian.



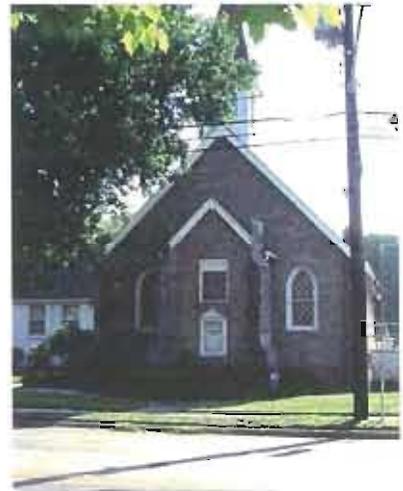
Christ Church United Methodist



St. Gerard Majella R.C.



True North Community Church



St. Paul's Ev. Lutheran Church



The Church of Jesus Christ of Latter Day Saints



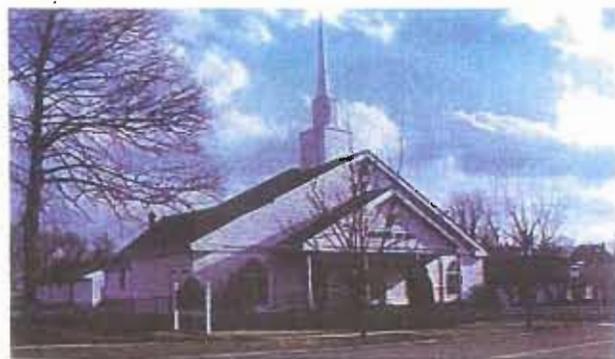
Calvary Baptist Church of the North Shore



Branch of Faith Church



Greek Orthodox Church of the Assumption



Assembly of God Church



North Shore Jewish Center

Existing Parkland

The Town owns numerous properties throughout the Hamlet. Eight are pocket parks. They are:

- A & P Park - Terryville Road
- Norwood Recreation Park - Washington Avenue
- Minrol Park - Broadway
- School Street Park - School Street and Jayne Boulevard
- Yale Street Park - Yale Street
- Winston Lane Park - Jayne Boulevard and Winston Lane
- Crowley Memorial Park - Old Town Road
- Block Boulevard Park - Block Boulevard between Terryville Road and Jayne Boulevard

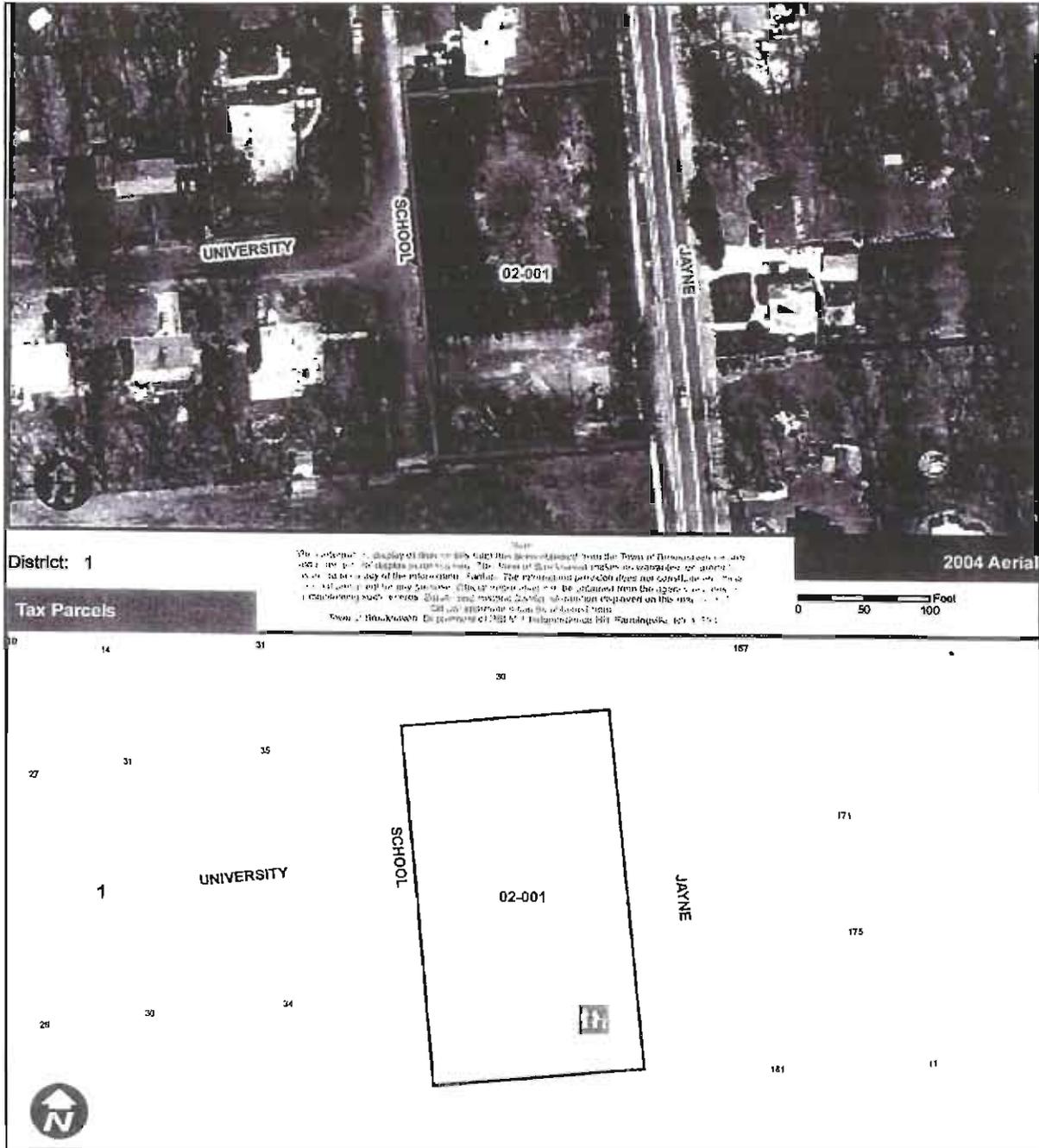


Half of these properties are lacking recreational equipment and need development and maintenance. The remainder have recently received upgrading by the Town's Park Department. In the following pages (65-68) those properties that the Open Space Committee suggest can benefit from additional upgrading are listed. They include the School Street Park and the Yale Street Park. The currently totally undeveloped properties should be properly maintained and kept free of litter.

Currently the most active recreation facilities in the Hamlet are those that exist as part of the District's schools. They are in fine condition but are primarily for school student activities.

The next sections, **Plan Elements**, contains recommendations and cites examples that reflect the residents' ideas of good park design.

School Street Park - Officer Jack Jansen Memorial Park



This pocket park of 1.0 acres is suitable for a picnic area and tot-lot recreation. The following recent photo shows the existing tot-lot equipment.

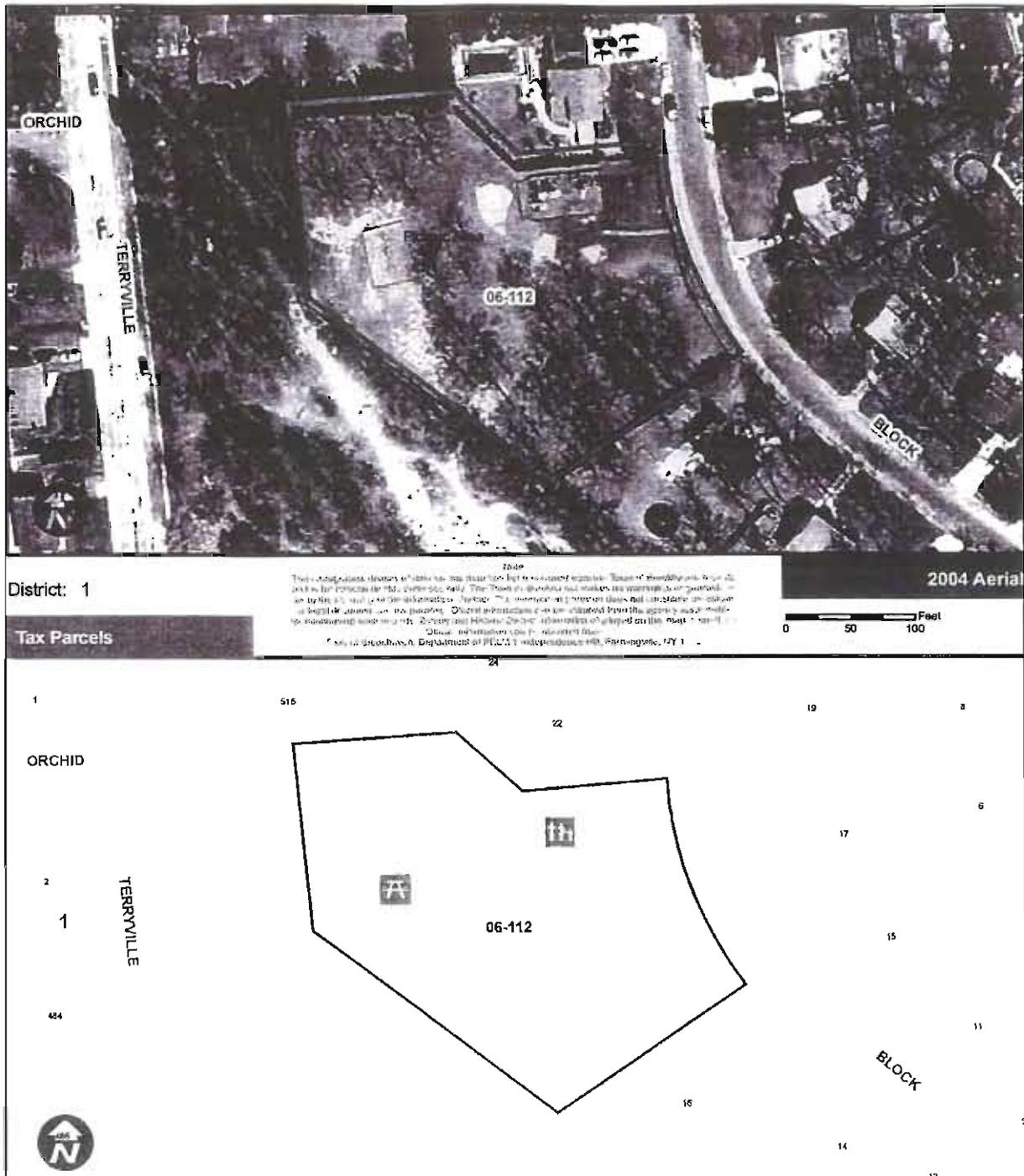


School Street Park Facilities

Yale Street Park - Robert Conigliaro Memorial Park

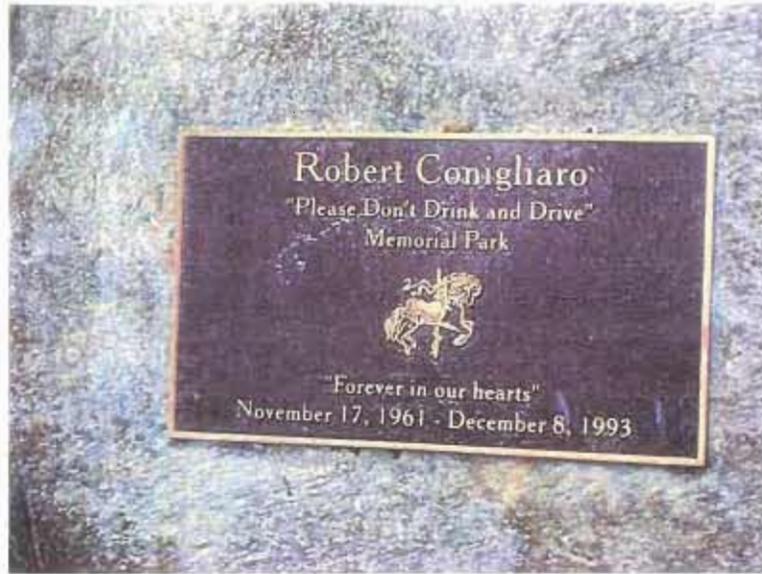


Yale Street Park Facilities



Yale Street Park - Robert Conigliaro Memorial Park

This pocket park of 1.18 acres is suitable for a picnic area and tot-lot recreation.



The currently undeveloped park properties, e.g., A&P, Winston Lane, Block Boulevard, etc., are well located to serve areas throughout the Hamlet so that every area can be within reasonable walking distance from each neighborhood. As the local residents indicate their desire for recreation development, the Town could schedule the necessary improvements. Since these vest pocket parks are meant for local usage, rest room facilities are not essential. However, public water should be available for potable and recreation purposes (sprinkler wading ponds).

Traffic Geometrics

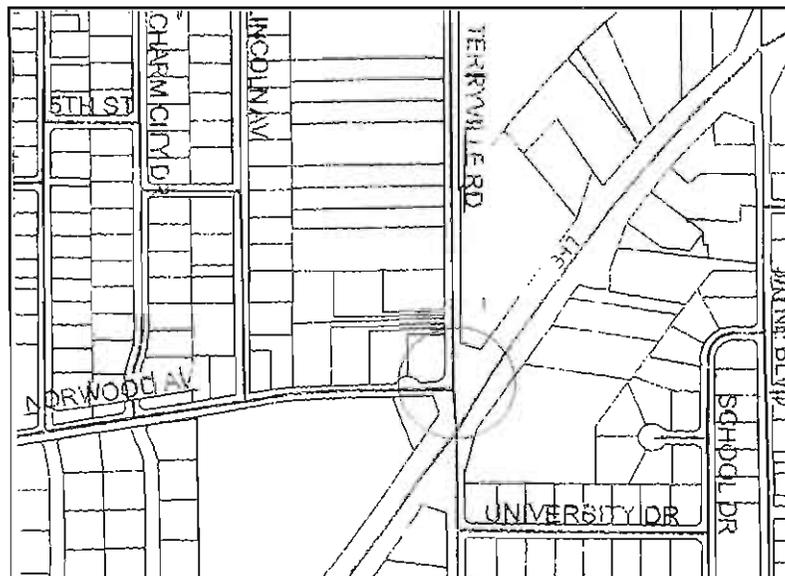
Introduction - The traffic/transportation portion of this plan includes an inventory and examination of the existing road network; highway access to commercial properties; the adequacy of signs and signals; mass transit options; highway aesthetics; road safety for motorists and safety options for pedestrians—including highway overpasses, sidewalks, and segregated bicycle routes.

This **Existing Conditions** segment of the Plan is concerned with issues that fall under the above headings. The fuller discussion of design and administrative options and recommendations will follow in the third segment, under **Plan Elements**. Included under geometrics are the eleven existing intersections that the Hamlet Committee suggests must be redesigned to achieve improved safety. They are:

1. The intersection of NYS Route 347 at Terryville Road and Norwood Avenue
2. The intersection of NYS Route 347 and 112.
3. The intersection of NYS Route 347 and Jayne Boulevard
4. The intersection of NYS Route 112 and Roosevelt Avenue
5. The intersection of Jayne Boulevard and Roosevelt Avenue
6. The intersection of NYS Route 347 and Arrowhead Lane
7. The intersection of Jayne Boulevard and Old Town Road
8. The intersection of Jayne Boulevard and Clinton Avenue
9. The intersection of Old Town Road and Dare Road
10. The intersection of NYS Route 347 between Woodhull Avenue and Terryville Road
11. The intersection of NYS Route 112 and North Bicycle Path

Each of these eleven “hot spots” is shown on a location map with a brief description of the existing concerns.

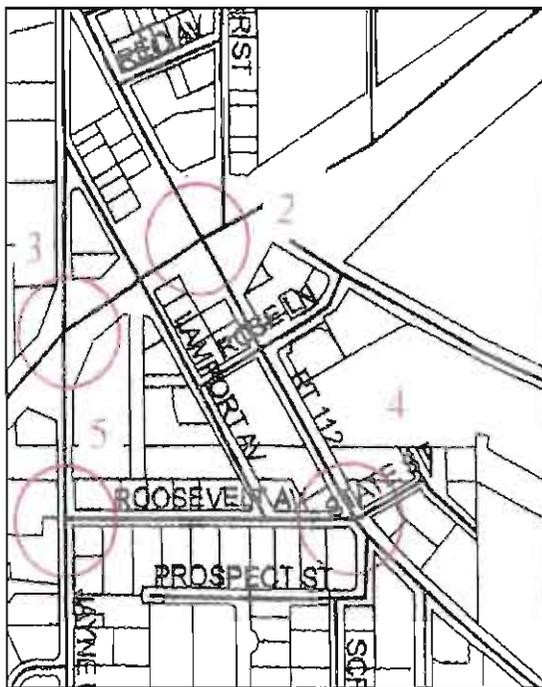
NYS Route 347, Terryville Road and Norwood Avenue



There are multiple issues with this intersection. First is that three heavily traveled roads come together at the intersection. At the least, this produces a backup on both Norwood Avenue and Terryville Road. In addition to the backup, there is conflict from both roads in trying to get to the light at NYS Route 347. The issues are further compounded by the fact that the two roads are skewed with NYS Route 347 at a sharp angle. Roads should intersect at 90 degree (right) angles to one another. It is preferable that only two roads intersect. An additional problem with this location is that westbound traffic on NYS Route 347 wishing to make a right turn onto either Norwood or Terryville further adds to the confusion.

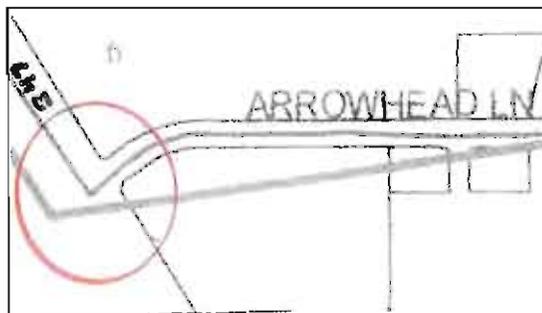
The next four intersections present similar concerns.

**NYS Route 347 and 112; NYS Route 347 and Jayne;
112 and Roosevelt; and Roosevelt and Jayne**



Perhaps one of the heaviest traffic volume intersections in Suffolk County is NYS Route 347 and 112. The adjacent commercial uses exacerbate the situation. Pedestrian safety is difficult to achieve at present due to the grade levels of both roads. NYS Route 347 was originally planned by the County to be limited access. When the road was swapped to New York State, this was the main objective. This did not occur. County Planning then recommended grade eliminations at all of the major intersections along the NYS Route 347 corridor: at 347 and 111; 347 and 25; 347 and Stony Brook Road; 347 and Nicolls Road; and 347 and 112. This also did not occur because of significant community opposition to further division of community cohesiveness by such a highway. The increasing traffic volumes on NYS Route 347 due to built-up commercial uses adjacent to the highway and continued suburban development to the East compound the problems faced by the residents of the Hamlet.

Arrowhead Lane/NYS 347

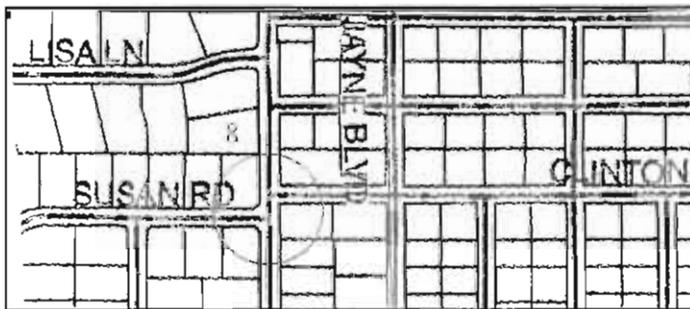


The intersection of Arrowhead Lane and NYS Route 347 is of concern for motorists and pedestrians due to the lack of proper turn lanes both north and southbound on 347, or signals. Although this location is at the western extremity of the Hamlet and slightly outside, it is used by residents of the community.



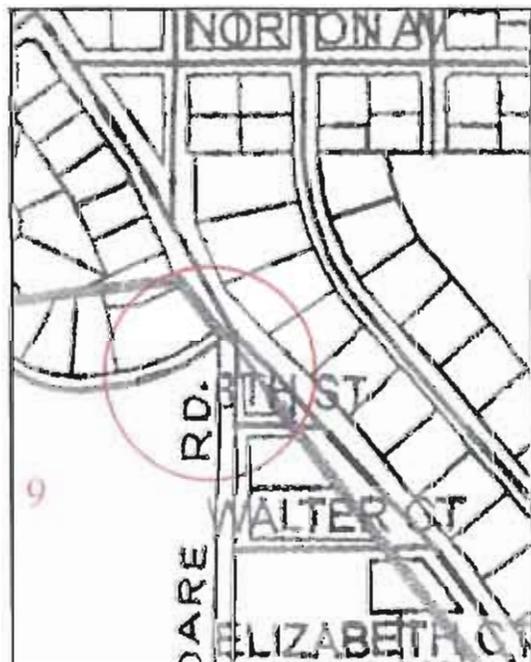
Boyle Road Elementary School and Boyle Road and Old Town Road

Traffic and pedestrian movements at the Boyle Road Elementary School as well as the intersection of Boyle Road and Old Town Road should be reviewed for mediation.



Clinton Avenue/Jayne Boulevard/Susan Road

The intersection of Clinton Avenue and Jayne Boulevard is offset with Susan Road and is of concern.



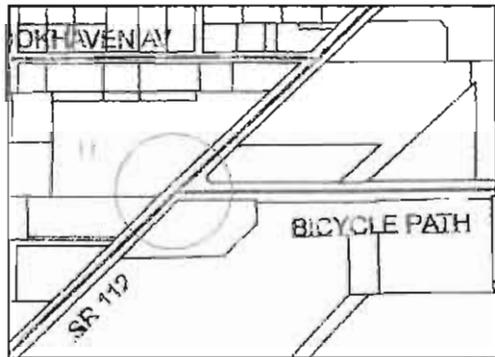
Dare Road/Old Town Road/Continental Road

Dare Road and Old Town Road intersect at a sharply skewed angle. The safety for pedestrians and motorists is further compounded by Continental Road joining the intersection.



SR 347/Terryville Road/Woodhull Avenue

The median gaps on SR 347 between Terryville Road and Woodhull Avenue are used for illegal “U” turns, potentially leading to accidents and slowdowns. Ingress and egress to the shopping center on the north side of SR 347, just west of Terryville Road, should be examined for improved design.



Bicycle Path/SR 112

There is a hump and dip on Bicycle Path that is a driving concern at the intersection with SR 112. The acute angle of the intersection is also of concern.

Housing

The Hamlet can be typified as a middle class residential enclave composed primarily of single family owner-occupied detached housing units. There are also fourteen multi-family projects that provide 2,574 units. 1,039 are rental apartments, and the remaining 1,535 units are either cooperative or condominium. The mail survey identified as one of the key factors attracting people to the Hamlet was the availability of affordable housing. Certainly, the community with over ten percent of the total housing stock in multiple units is providing a fair share of such needed units.

Table 9
MF/PRC Housing
Port Jefferson Station/Terryville

<u>Name</u>	<u>Address</u>	<u>Units</u>	<u>Ownership</u>
The Highlands	Windward Ct. & Highlands Blvd.	231	Condo
Jefferson Woods Apartments	84 North Country Rd.	34	Rental
Jefferson Woods Apartments	150 North Country Rd.	42	Rental
Heatherwood House	39-61 Piedmont Dr.	272	Rental
Stonington	Old Town Rd. & Rte. 347	170	Condo
Fox Meadow	Sara Circle & Rte. 347	133	Condo
Stony Hollow	460 Old Town Rd. & Rte 347	376	Coop
Fairfield Knolls North	Village Green Dr. & Rte. 347	291	Rental(Senior)
The Ranches at Long Lake Estates	Boyle Road and Old Town Rd.	102	Condo
Sagamore Hills	Sagamore Hills Dr. & Rte. 112	292	Condo
Sterling Woods	Gettysburg Dr. & Washington Ave.	61	Condo
Wisdom Gardens	115 Terryville Road	40	Rental(Senior)
Fairfield Gardens	125 Terryville Road	50	Rental
Fairfield Meadows	Rte. 112 and Rte. 347	54	Rental
Woodcrest Estates	Woodcrest Dr. & Rte. 347	256	Rental(Sr/Afford)
Piedmont Manor	30 Piedmont Dr.	20	Condo
Setauket Meadows	Hulse Road & Comsewogue Rd.	150	Condo(Senior)

The majority of housing is well maintained and is a source of community pride. Nevertheless, there are problems that have been identified by the Housing Committee, which is reflective of the concerns stated by many of the respondents to the survey.

First is the concern for the small percentage of unkept properties that also display housing dilapidation. For example, four such units, located in Port Jefferson Station, are typical of the problem.

This house at 87 Ontario Street is in such terrible condition. During the summer, there were weeds that were exceedingly high. The columns of the house are lying in the driveway along with articles of trash piled in front of the garage doors. Not sure if the house is occupied. This house has been for sale for over a year.



This house at 690 Old Town Road is located next to the property belonging to the firehouse on Old Town Road. There are overgrown trees and bushes on the property and there is apparently an abandoned car in the driveway.



Overgrown bushes in front of the house at 5 Alden Way cover the path up to the house. Broken trees all over the property. Shingles are missing on the east side of the house. The house looks abandoned but lights inside indicate habitation.



Overgrown trees and bushes on the property of 10 Roe Avenue; an abandoned van in the driveway; broken fence on the east side of the house; and trash thrown in the yard show neglect.



Second is the problem of illegal occupancies of single family homes for multiple uses. Because of the moderate cost of some houses, there has been the opportunity for investors to buy these units and then convert them for rentals. The usual signs of such activity are numerous cars on the property and/or conversion of garages into living space. It is not known if building permits were secured for such renovations, or if the owner is an actual resident, or is capitalizing on multiple, unrelated residents. The property at 90 Ontario Street is an example of garage conversion.

The two-car garage was converted into living space at 99 Ontario Street. One window was installed in front and a door was put in on the side. Numerous cars are parked outside the house.



The housing committee conducted “windshield” evaluations throughout the Hamlet and identified numerous examples of suspected illegally occupied homes, many of which showed housing deterioration and poor grounds maintenance. The inventory of these properties, with photographs, will be submitted to the Law Department and Building Inspector of the Town of Brookhaven for enforcement of any provable violations.

This house at 28 Huron Street has an abandoned appearance. The mailbox is missing and the landscaping appears neglected. More important is the two front entrances, which usually is a sign of multiple residency.



Poor maintenance of the grounds is another detraction from properties where the structures themselves appear to be in reasonably good condition, e.g., 11 Kennedy Road.



Another concern is the use of residential property for apparent home business activities. Although such properties are in good condition, the number of trucks and traffic generated are not in keeping with the community character.



A further community problem is the presence of either foreclosed, abandoned, or simply boarded up residential and commercial properties that are neglected and liable to vandalism. Such properties tend to devalue homes nearby and should be subject to condemnation proceedings and ultimate demolition or rehabilitation.

The house on Woodhull Avenue in Port Jefferson Station was foreclosed two years ago. The structure appears sound and should be restored to active tenancy by the mortgagee.



This house at the corner of S.R. 112 and Canal Road may be part of the property owned by New York State, scheduled to be transferred to the Town for a public park. A decision has to be made as to whether or not the structure could be rehabilitated and is suitable for inclusion in the park design.



- 1 Abandoned commercial properties are similar to abandoned homes in that they constitute a diminishment of the community character. The following example is a former Kentucky Fried Chicken structure that has been boarded up for years.

In addition to the recommendation in the Implementation section of this plan, calling for enhanced enforcement of existing codes and laws, it may be necessary to amend or create legislation to enable the Town to ameliorate existing problems; and/or to prevent new occurrences.



One recommendation is that owners of defunct and deteriorating commercial properties raze the structures, remove the debris, and regrade the lot to a vacant site at grade. The assessment on the property could then be based on the land, thus reducing the tax burden and potential liability.

Proposed Zone Changes

1. Lawrence Aviation

The Hamlet has 420 acres of privately-owned, vacant, potentially developable property of a total 3,658 acres, or 11.4 percent. Lawrence Aviation alone constitutes 35 percent of the total vacant land, and 46 percent of the vacant non-residential properties.

Lawrence Aviation has a long, unhappy checkered history. This site of 152.4 acres represents an opportunity for becoming a destination and focal point for the entire Hamlet. Unfortunately it also represents a fiscal, legal, and environmental quagmire. Currently, the United States Environmental Protection Agency (EPA) lists the property as a Superfund site. The toxic plume created in the past by illegal disposition of toxic and/or hazardous materials on site has resulted in a contaminated plume on the western half of the property that flows in a northerly direction into the Port Jefferson Harbor and Long Island Sound that must be fully remediated. It is estimated that the cost for remediation will be in the thirty to forty million dollar (\$30-\$40 million) range. Obviously, as long as the Superfund status continues, no reuse is possible. In any event, EPA estimates that it could take thirty years to achieve cleanup. It is EPA's contention that the area of the estimated plume not be used for residential purposes.

The following map depicts the various segments of the property that constitutes, in its entirety, the 152.4 acres.



A further limitation to any use of the Lawrence Aviation property is the existence of a plethora of liens against the property. First, EPA entered a suit against the owner to recover costs associated with EPA's cleanup efforts. Second, property taxes have not been paid for years. Although the County of Suffolk could have exercised its powers over tax default properties and acquire ownership. It has wisely chosen not to do so. Acquisition prior to the cleanup and elimination of liens would make the County liable for all of the debts unless the County could be exempt and held harmless from any liability by state and federal law. However, if the County would be guaranteed exemption from liability, the property could be immediately acquired for long-standing, no-payment of taxes.

What, then, are other options? According to EPA, industrial use would be an obvious choice. An alternative scenario would be to keep the entire site for open space purposes, i.e., passive and active recreation. A third scenario would be the development of a quality planned office park with the inclusion of a sizeable park to serve the entire Hamlet. The New York State right-of-way that originally was to serve as a 25A by-pass road, and now is designated as a "bike path" could be modified to allow direct automobile access from SR 112 to the site and still maintain segregated pedestrian and bike lanes. A less viable option would be from Sheep Pasture Road, which is unsuitable due to two limitations: Sheep Pasture Road is one lane in each direction and not designed for traffic loadings in a predominantly residential area; and a major impediment is the need to cross the Long Island Rail Road tracks, which is a serious safety constraint. In order to provide safe access either under or over the tracks would require regrading of the existing tracks. A feasibility study should be undertaken to determine the proper alignment that would allow access under or over the tracks to be carried out by a Town-selected engineering consultant and paid for by any proposed developer as part of the site design and SEQRA process at the current or other spot.

Several facts are clear. Unless and until the EPA satisfactorily cleans the site and eliminates the Superfund designation, no development could or should be allowed. In addition, the current liens—both private and Suffolk County—must be resolved. Third, portions of the property have been or are in the process of sale to a developer. No rezonings or segmentation should be allowed by the Brookhaven Town Board until all the options are evaluated and resolved. At such time, the Town should consider the entire site as a special planning area. Studies should be undertaken at that time to chart the best course of action in the interest of the Hamlet's residents and the Town Board.

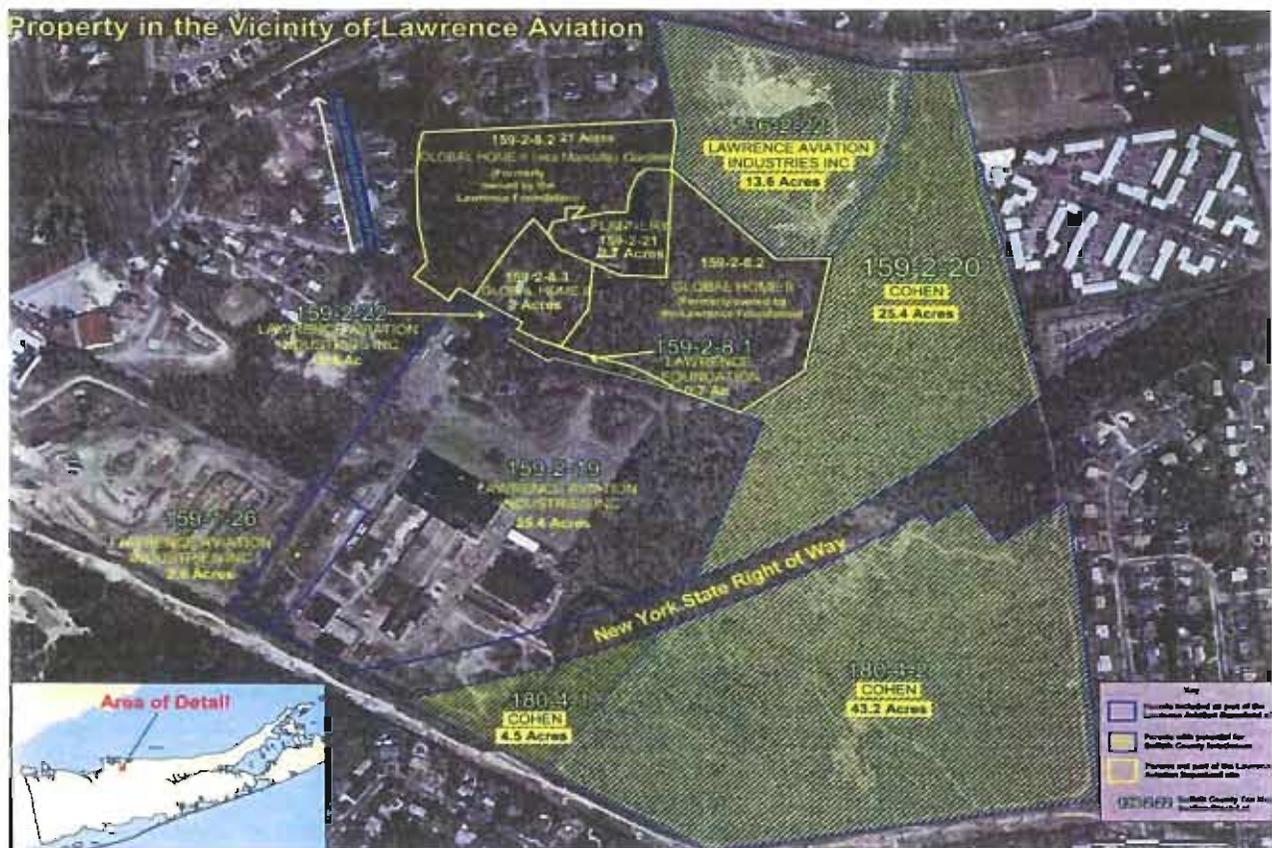
Even if the EPA removes the Superfund designation, there would continue to be a residual concern as to whether or not any portion of the site would be adequately safe for residential usage. The record of past practices of the EPA and the federal government has earned the mistrust of the citizenry. This leaves the concern over what this Hamlet Plan should recommend for the site, aside from a future comprehensive scientific and planning study.

In any event, one policy recommendation that should be mandated by the Brookhaven Town Board is to instruct the Planning Board and staff that no segmentation of the property be allowed; a positive declaration under the aegis of the NYS Environmental Quality Review Act (SEQRA) be followed; and within the scope of an overall design plat for the entire property that a significant portion be dedicated to the Town for park purposes. Prior to approval of a site design, the deed for the park should be consummated.

If development is to occur in the future, the recommendation of this plan is that the current B1 and L1 zoning on the entire site be changed to J4 to provide for a planned office complex—similar to the pattern followed at Smithtown’s Hauppauge Office Park.

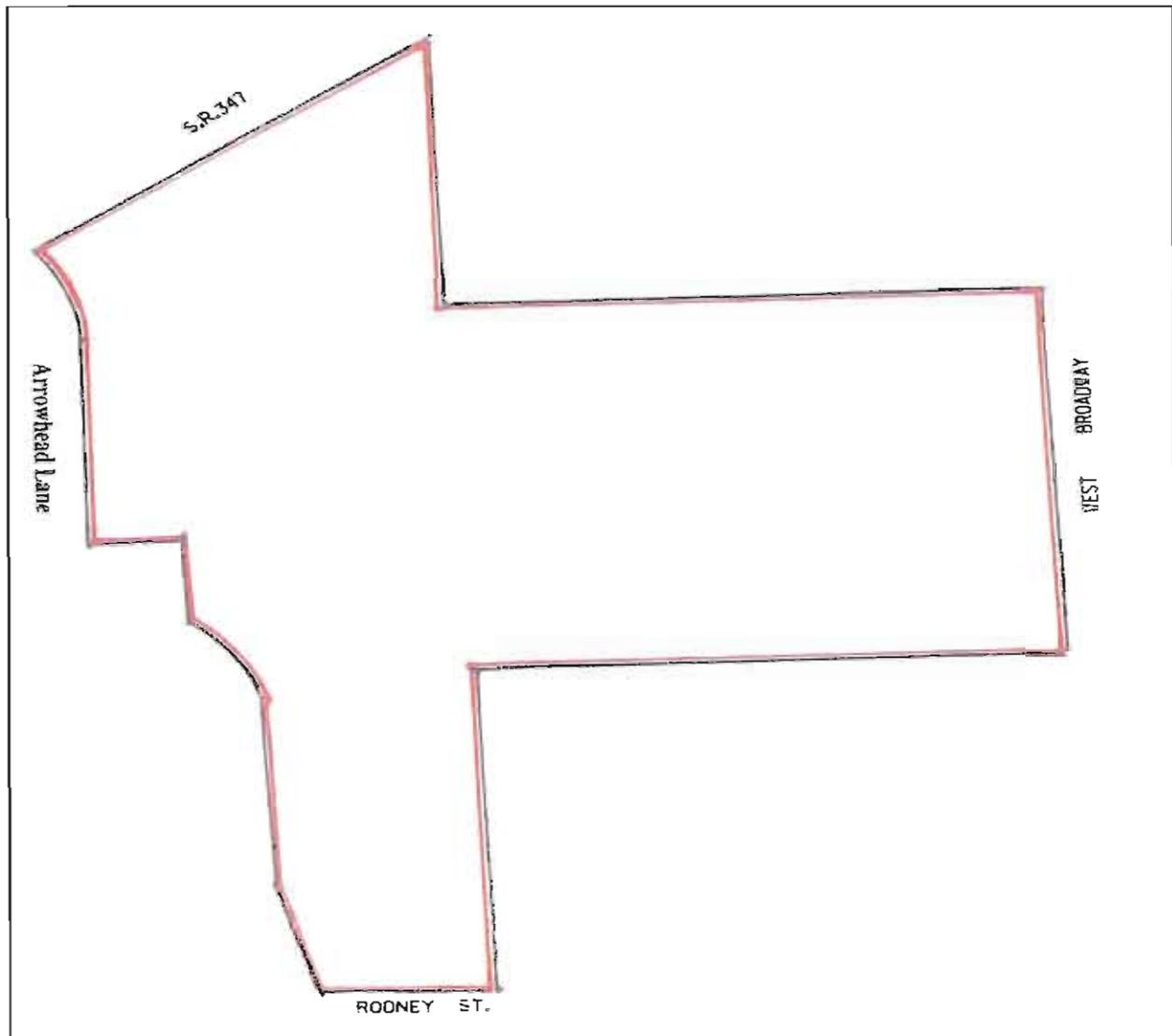
Since the Lawrence Aviation site is the most important, largest, undeveloped site in the Hamlet, it is worthy of a comprehensive land use study in order to maximize the quality of the site design, preserve the important trees on the site, and provide adequate existing forest and additional landscape buffering to protect the existing homes on all sides of the site.

The following map indicates the mixed ownership at the Lawrence Aviation property.



2. The Heatherwood Golf Course

The Heatherwood golf course fronting on S.R. 347 lies in East Setauket and the Port Jefferson Station/Terryville Hamlet. The survey conducted for this study indicated the overwhelming support for the maintenance of the existing golf course usage. If outright preservation is not implemented as the primary choice by the residents, then a limited cluster development for PRC or MF based on A5 density should be followed, thus maintaining the course for protected open space. This course, of approximately 65 acres, could yield a total of 13 individual homes based on the existing five acre residential zoning. A clustered development could be built on five to ten acres, thus leaving the existing golf course in perpetuity.



In addition to geographically specific zone change recommendations, it is also important to amend the existing OR category.

Proposed Golf Course Zoning Considerations

The Outdoor Recreation (OR) district should be amended for the first of the permitted uses; namely, golf courses, executive or regulation. It must be noted that golf courses constitute an important segment of the overall recreational open space inventory within the town. The utilization of better management practices (BMP) in recent years has greatly reduced the environmental impacts from fertilization of the greens and the utilization of irrigation water. In fact, the preservation of existing golf courses/country clubs should be a public policy position set forth in law by the Brookhaven Town Board.

Policy Considerations - All private courses, whether run as a daily fee operation open to unaffiliated golfers, or members of limited membership clubs, should be subject to a “first refusal option” wherein any course that the owners opt to sell should first be required to notify the Brookhaven Town Board, who shall have ninety (90) days in which to exercise the option to acquire based on current appraisals.

If, for whatever circumstances, the Town does not indicate its commitment to acquire, the golf course should be subject to the following:

- If the intent is to sell the property for continued use as a golf course, the private transaction could occur as a matter of right immediately following the expiration of the Town’s first refusal option.
- If the intent is to seek change of use, e.g., housing, the course should be retained while providing the owners with a housing cluster opportunity to construct golf villa condominium housing based on a three (3) unit yield per acre of the overall site. The housing to be subject to site design approval by the Brookhaven Planning Board based on planning staff recommendations. In the event that the owner(s) do not wish to operate the golf course or lease it to a concessionaire for operation, the course should become the property of the Town of Brookhaven.
- If the course is part of an existing or proposed condominium or cooperative housing development, with the control exercised by the board elected by the community association with the use restricted by the board, and for whatever reason decides to abandon the ownership, operation and maintenance, the course ownership shall automatically become the property of the Town. Any real estate taxes formerly paid by the homeowners association shall cease upon title transfer to the Town.

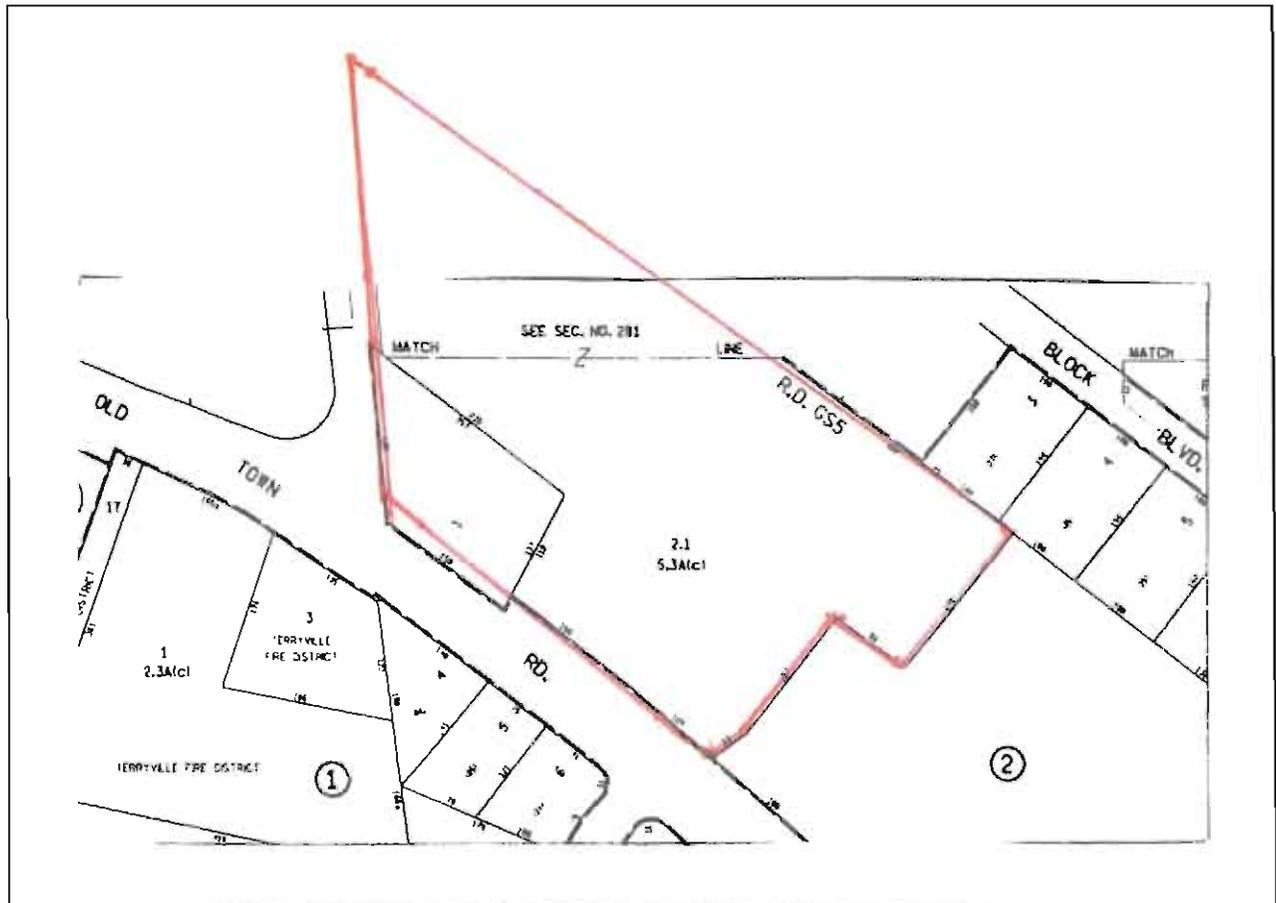
A further policy consideration is to cover those instances where the private membership (owners) wish to continue the existence of the course but are in fiscal constraints, the town should have the right to reduce or remove the property tax liability for as long as the course remains in operation. In the event any of the above options come under consideration, the total tax forgiveness would have to be paid with a twenty (20) percent of the total penalty.

4. Northeast Corner of Terryville Road and Old Town Road

This five acre property currently zoned J2 is contemplated by the owner for a strip commercial development of fifteen stores. This property, adjacent to an existing strip commercial neighborhood center, is otherwise surrounded by residences on three sides and a Town park on its northern side.

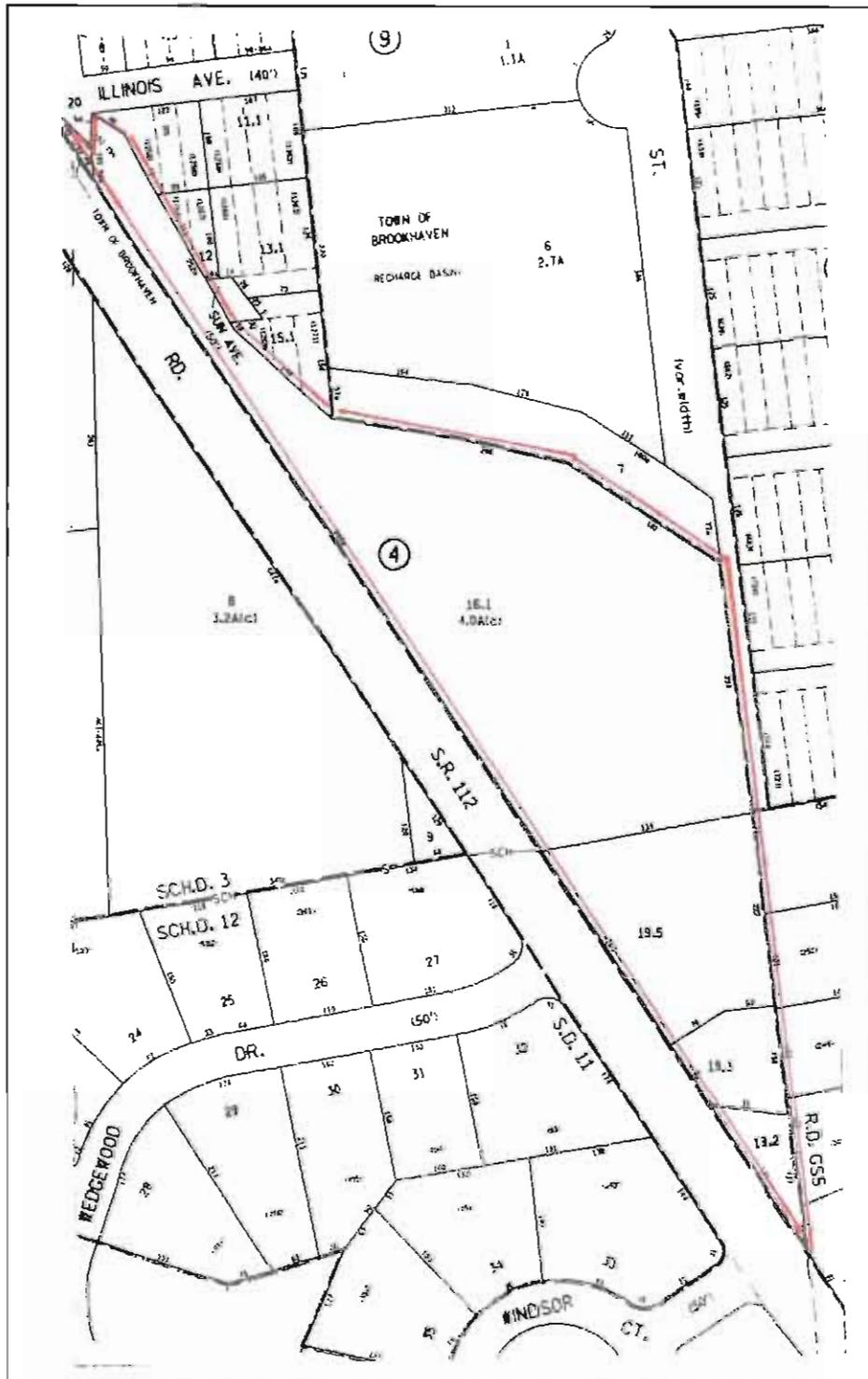
Old Town Road is a predominantly residential street and the site is the gateway to the Terryville-Road Historic District. There is no demonstrable need for additional retail stores in the vicinity.

This area is suitable for a senior facility. The site is most suitable for such use and would be in conformity with the A1 zoning throughout the area. However, if a public use is not feasible, the property should be rezoned from J2 to PRC. This change would provide a needed residential use more compatible with the surrounding neighborhood in an architectural style compatible with the Terryville Road Historic District.



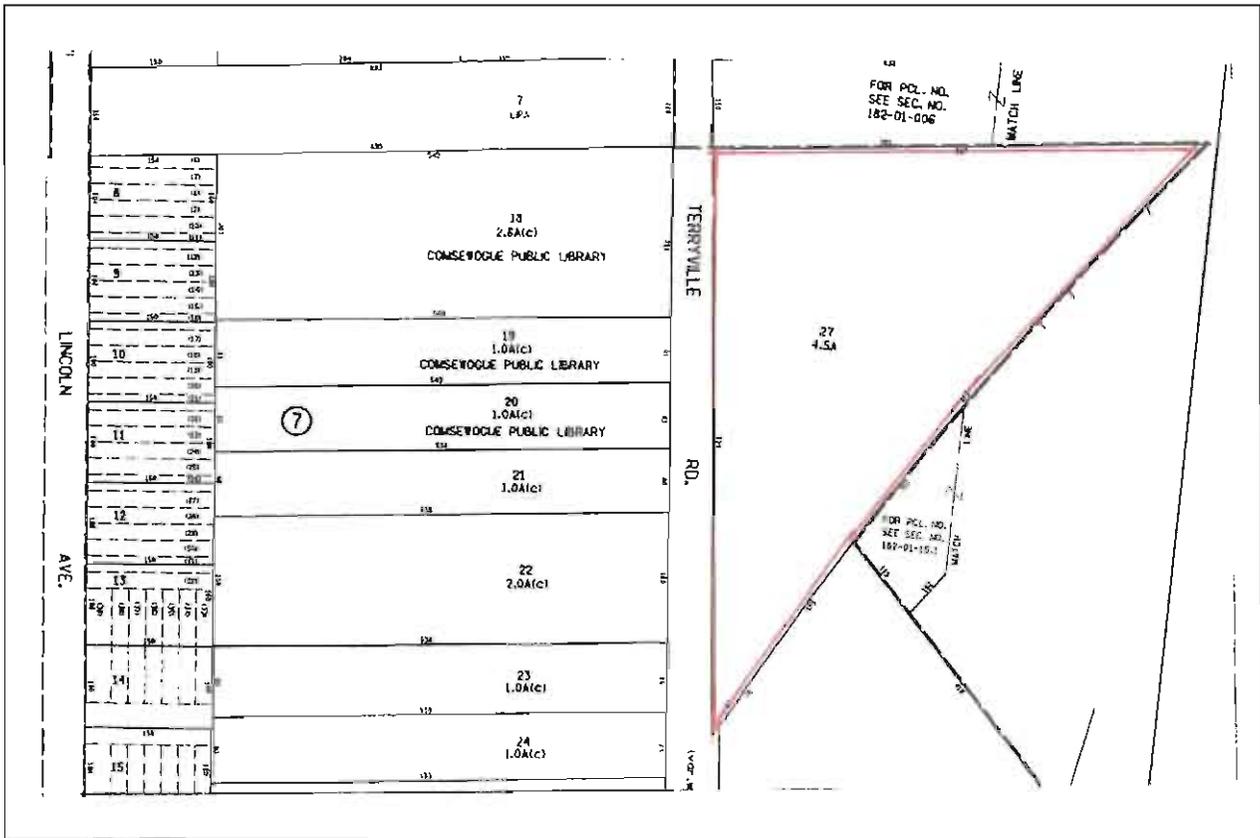
5. East Side of S.R. 112, South of Grove Street

This property of 4.0 acres is currently zoned J2 business. The property directly across S.R. 112 is zoned and proposed for implementation of J4 use. The existing use surrounding this property is residential. This isolated strip commercial parcel should be rezoned for J4 use since J2 strip business zoning is incompatible with the surrounding uses..



6. Terryville Road Across from the Comsewogue Library

This 4.5 acre parcel should be acquired by the Town for a recreation park that could serve as a Hamlet focal area. Barring this recommendation, the parcel should be maintained in B1 residential use. The owners' effort to receive commercial zoning is not in keeping with the historical designation of the Terryville Road Historical Area designation. The unwarranted intrusion of non-residential use could also create an unnecessary traffic generation that would conflict with the public institutional existence of the Comsewogue Public Library. This parcel would be suitable for acquisition for park land to serve as a buffer between the commercial uses fronting on S.R. 347 to the south and the non-commercial uses along Terryville Road. The Town should seek financial support from State and County towards the acquisition and development costs. Such use is a good planning concept, compatible with the library.



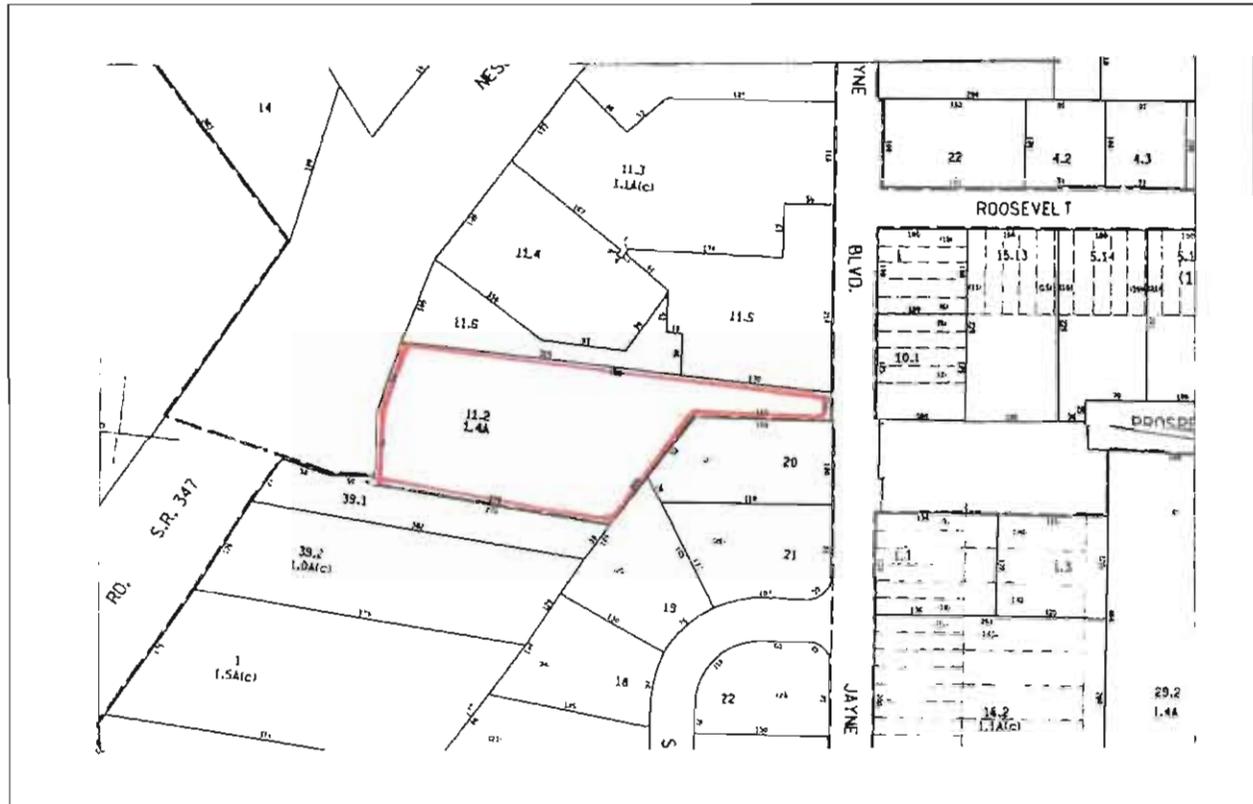
7. Southeast Corner of S.R. 347 and Old Town Road

This property, located on the east side of Old Town Road, has a closed Hi-Lite Diner, near the Protestant church. The current heavy traffic at this intersection and the present land uses, render J2 incompatible. The zoning should be J4 for office use. However, if the owner intends to redesign the site for another diner, under the existing J2 zone designation, the Town should verify that the site design review process of the Planning Department and Planning Board ensures that adequate parking is provided by the owner of the diner, and that substantial landscaping be provided to beautify the S.R. 347 corridor frontage; and also sufficient landscaping to provide a buffer to the Christ Church United Methodist property and the residential properties on Broadway Avenue.



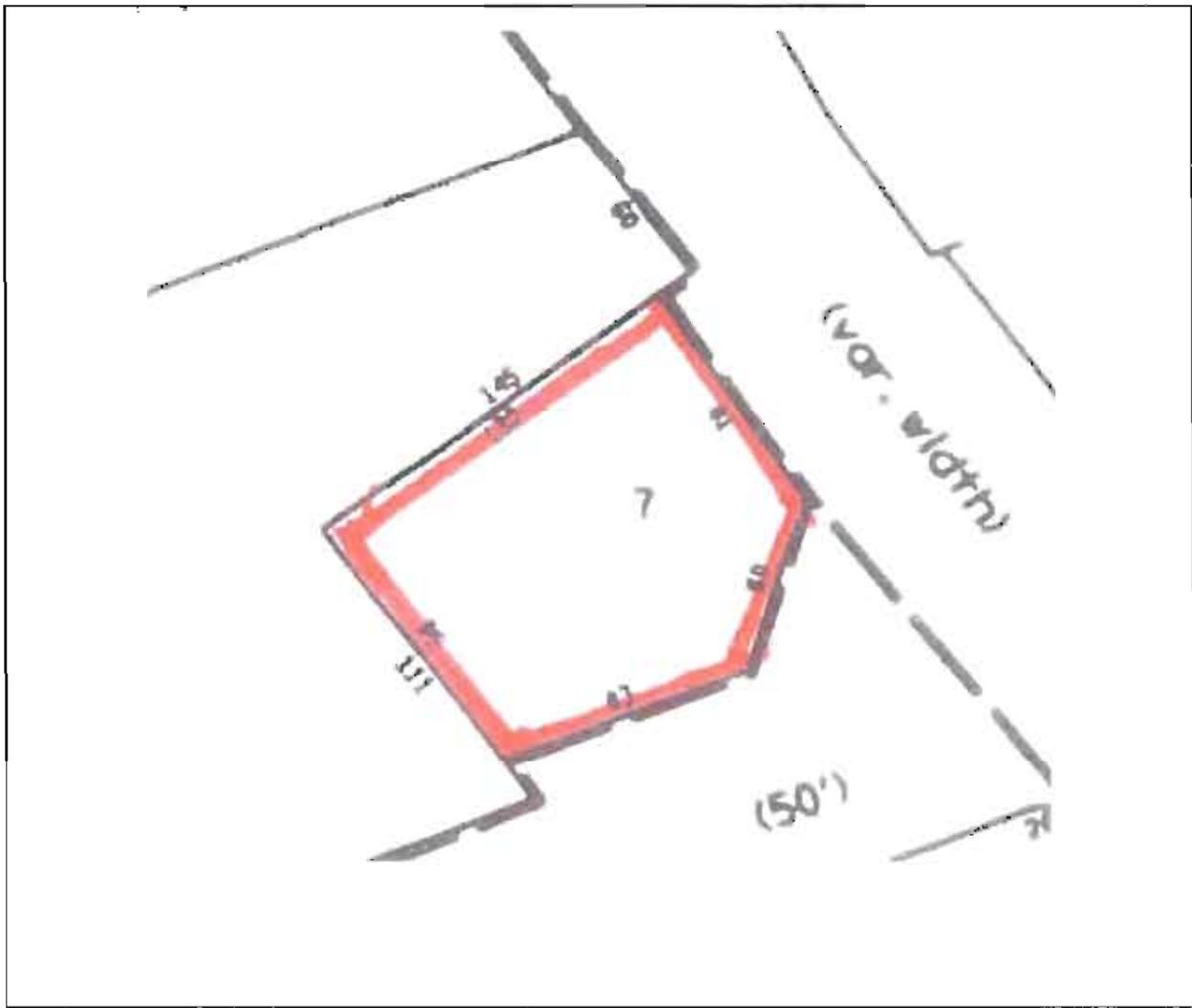
8. S.R. 347 and Jayne Boulevard

This property, fronting in S.R. 347, is currently zoned J2. It is between Wendy's and Printing Shop. The owner seeks approval for a fast food restaurant with ingress and egress on Jayne Boulevard. The property is directly adjacent to an existing home and directly across from homes on Jayne Boulevard. Consideration should be given to a change from J2 to J4 for a professional office use with access directly from S.R. 347. No access to Jayne Boulevard should be allowed.



9. The Northeast Corner of Terryville Road and State Route 112

The former Jack in the Box property. This lot is slightly in excess of one-quarter acre in size and is currently zoned J2. The owner is proposing a two-story medical office building of colonial design. Normally this would be a preferable use instead of J2 retail. Several problems, however, mitigate against “matter of right” development. First of all, the site will be limited by the New York State Department of Transportation’s taking of frontage from the site for highway widening on S.R. 112. A further limitation is the egress and ingress issue. Access should be restricted to Terryville Road since any curb cuts so close to the intersection would be an unacceptable hazard. Due to the State taking, there is no room for a deceleration lane for southbound traffic, or a turning lane for northbound traffic. The further problem is access from Terryville Road would be too close to the intersection, adding to the traffic hazard problem. The best planning choice would be no development. The Town should consider public acquisition and use as a downtown landscaped mini plaza as the southern gateway to the Station area. Efforts should be taken to encourage financial participation with Suffolk County and New York State.



Open Space: Local Parks, Landmarks and Aesthetics

The Parks Committee and consultant have field-checked the existing designated parks and indicated the general condition of all the parks (see pages 64-68). Two neighboring recreation parks are cited as examples of what the Committee felt were good examples to follow. The first is the Olga Wilk Memorial Park in the Village of Lake Grove. During the finalization of the Hamlet Plan, the Town has already begun park improvements.



The second is the North Shore Heritage Park at Mount Sinai.



In addition to specific recommendations for improvements to the local parks, additional recommendations for historic and aesthetic preservation and enhancement follows:

Historic and Landscape Landmarks

- Terryville Road Union Hall, Terryville
Two Prosser Spruce trees located at the front/east side of the union hall and another 3 ½ rods north of hall, on what is now the child care facility front lawn.
- The Gentleman's Driving Park/Herman Floyd race track, Morgan Avenue between Canal Road and Route 347, Port Jefferson Station.
- 'Murphy House' Barn, situated behind/west of the new medical building, which is under construction, Terryville Road, Terryville
- Elm Tree, Hallock Avenue, near the corner of the old Kentucky Fried Chicken building, opposite Mobile gas station and Kunz Nursery, Port Jefferson Station.
- Funding to be provided for the preservation of existing woods along and near Cordwood (Terryville) Road.
- Funding to be provided for the installation of brick/paver crosswalks at various locations, including but not limited to the following:
 - a. along Main Street, in Port Jefferson Station, south from the intersection of Route 347, north to the train station
 - b. at Route 112, at Rose Lane, near the Chamber of Commerce Railroad Car
 - c. at Route 347 and historic Terryville Road; Route 347 at Jayne Boulevard
 - d. at historic Terryville Road and Lisa Lane
 - e. along Norwood Avenue
- Along Main Street, Port Jefferson Station, and in existing shopping centers, i.e., the Jefferson Shopping Plaza, and Terryville Plaza (which serves the historic district), the installation and maintenance of
 - a. antique style street lamps
 - b. attractive trash containers
 - c. decorative planters filled with annuals and seasonal foliage
- At the site of the new '*Historic Terryville-established circa 1850*' signs (north and south ends of Terryville Road), the creation of a rock garden/stone scape with plantings and lowlights should be installed.

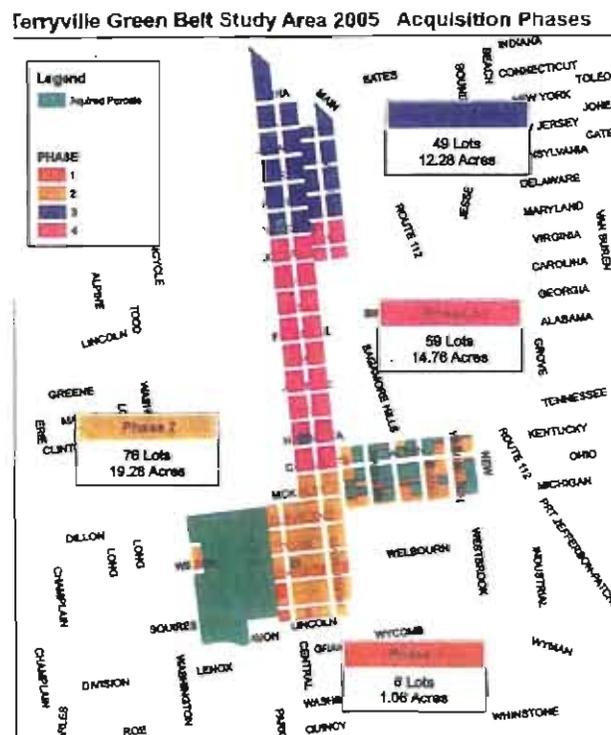
Terryville Green Belt

The corridor of small undeveloped lots immediately to the eastern boundary of the Comsewogue High School is a lovely wooded tract with a variety of tree cover, including birch groves, oak and flowering cherry.



The Hamlet survey demonstrated strong resident support for the preservation of the entire corridor from Lincoln and Avon on the south, running north to SR 112. The entire proposed green belt has an area of 71.08 acres. Since 2005, 24.7 acres have been acquired. The Planning Department's Division of Environmental Protection has planned a four-phase acquisition program for the privately held 47.36 acres. Pending future funding sources, this property should be given priority status. An effort should be made to partner with Suffolk county for funding support.

The following map depicts the original phased acquisition recommendation.



Jayne Boulevard Playground - Officer Jack Jantzen Memorial Park

Enhancements requested:

- The memorial plaque area suitably landscaped instead of the current stark setup
- The ground around the climber and swings leveled. The existing climber replaced with one suitable for children 2-7 years of age.
- The existing swings replaced with two sets of swings - one set for toddlers, and one set for older children.
- The existing picnic table and benches replaced with two new tables and two new benches.
- The fence gates have a locking mechanism installed.
- The illegible Brookhaven sign be replaced with a new sign designating the name of the park, hours of use, and the park rules to be followed by users.
- The parameter of the park have a landscaped border within the fence line.
- The ground properly leveled.

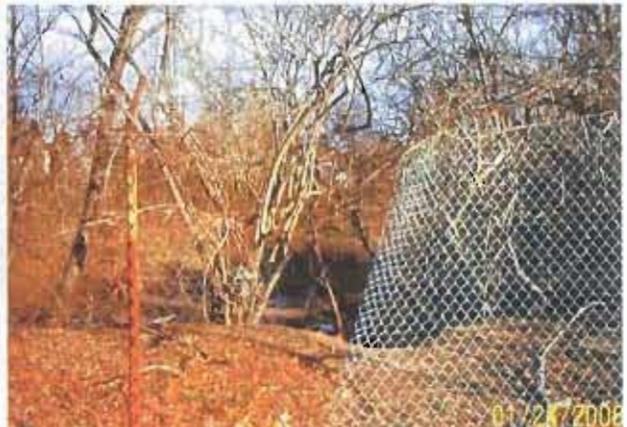


Yale Street - Robert Conigliaro Memorial Park

Enhancements requested:

- The stone and bronze memorial plaque centered in a landscaped setting
- The swing frames can be retained with the chipped paint and rust removed and repainted. The toddler swings replaced with new ones.
- The frame borders around the swings removed and replaced with flush borders and mulch or padded ground surface
- The gates have locks installed as well as a sign on the fence posting the hours of use at the park.
- Lighting installed to deter vandalism and increase park use appeal in dusk hours
- The existing climber currently coated with graffiti and areas of damage removed. New climbers installed that are specific for children aged 2-5; and one for children aged 5-8.
- Perimeter tree plantings installed
- The border fence near the sump is damaged and should be repaired
- The damaged picnic benches replaced
- A gazebo installed to provide a shaded picnic area
- Parking provided for six to eight cars
- Walking paths installed that segregate the different play equipment areas

- Sufficient garbage collection cans spaced throughout the park



Steven J. Crowley Memorial Park - located at the corner of Greenhaven Drive and Old Town Road

This park, which had suffered from neglect, was recently improved by the Town with post and rail fencing, benches and plantings around the memorial plaques and flag pole. This modest investment, the park is once again an attractive passive recreation reflection property that shows proper respect to the memory of Marine Corporal Crowley, and the men and women who served in the Nation's armed forces.



Heatherwood Golf Course

The response to the survey clearly indicated overwhelming support for the preservation of this property as a recreation facility. This is a similar expression of the community's response to the consummation of the Terryville Greenbelt (see page 96).

At the very least, the existing A5 zone designation must be maintained. If public acquisition is not feasible and the property is to be developed, the Town Board and Planning Department should only allow clustered residential use based on the current A5 yield. The site design process should strive to maximize the golf course usage. The course could operate privately as a daily fee facility, with special membership provisions for the owners of the golf villas on the site. Obviously, the limited size of the course and the limited number of homes that would be allowed to be built would not be sufficient to operate the course restricted to homeowners. One incentive to achieve this goal would be an assessment reduction. Another would be an increase in residential yield if clustered condominiums were built instead of single family detached homes. The Town should also stipulate that in the event the owners of the golf course cannot or prefer not to continue the operation, the property should revert to Town control.

Traffic and Transportation

Introduction - The traffic/transportation portion of this plan includes an examination of the existing road network; highway access to commercial properties; the adequacy of signs and signals; road safety for motorists and safety options for pedestrians—including highway overpasses, sidewalks, and segregated bicycle routes.

The previous section of the plan, **Existing Conditions**, identified eleven intersections that warrant improvement. The following pages identify the design solutions that would resolve the existing problem conditions.

However, there are additional existing problems and service shortages that must also be addressed.

In addition to the traffic geometrics, or road design, there is the need and proper location for signs and signals that are also vital to the safe movement of people and goods.

A third concern involves the objective of increasing the use of mass transit in order to curtail the almost exclusive reliance on the private automobile.

It must be recognized that this plan cannot solve all the existing problems or shortfalls. For example, the Setauket industrial land uses along Comsewogue Road and Hulse Road operate approximately seventy-five trucks. The majority heavy duty eighteen and twenty-two wheel dump trucks. Due to the weight limitation on the Sheep Pasture Road bridge, east of Hulse Road, these trucks must travel south on Sheep Pasture Road to Old Town Road. Some then travel easterly from Old Town Road onto S.R. 347 in order to pick up aggregate materials. One recommendation that was proposed was to reroute some of this industrial traffic onto the proposed Route 25A bypass. While this could relieve some of the loads on S.R. 347 and Old Town Road, the State legislation creating the development of a pedestrian and bikeway trail with a prohibition for vehicles leaves the status quo.

Another concern is that the NYSDOT's proposed recommendation for S.R. 347 will end between S.R. 112 and Crystal Brook Hollow Road. The traffic generated in this section and also east of Crystal Brook Hollow Road will exacerbate the existing substandard condition at the S.R. 112/347 intersection. The construction of an overpass of S.R. 112 over S.R. 347 would mitigate the problem. In addition, the overpass would provide the Terryville Fire Department improved access to local streets.

An alternative proposal would be to end the six lane widening at S.R. 112. The inside right lane would be posted at Jayne Boulevard as strictly to be used for mandatory right turns onto S.R. 112. In addition, Lamport Avenue should dead end and not exit onto S.R. 347.

A corollary to the previous paragraph is that the proposed widening to six lanes extend with a widening of S.R. 25A to six lanes to the county road, William Floyd Parkway. This will eventually be necessary due to the expanded traffic volume generated by residential and commercial uses

transforming the rural land uses into suburban development. Otherwise eastbound traffic will back up to the Hamlet as a result of the constriction of the road from six to four lanes.

Signs and Signals - In addition to road geometrics including road expansions access improvements, intersection redesigns, etc., all of which require construction, many safety and improved road efficiencies can be achieved by the proper location and installation of signs—both for street identification and traffic safety—and signals at the higher impact locations. The following locations should be reviewed by the Town’s Division of Traffic Safety.

- The intersection of Roosevelt Avenue with S.R. 112 at one end, and with Jayne Boulevard at the west end be reviewed for vehicle activated traffic light signals; and “no right turn on red” signs
- The intersection of Jayne Boulevard and Old Town Road have a traffic light installed.
- Terryville Road just north of its intersection with Norwood Avenue have a traffic signal. The virtual three-way intersection between Norwood Avenue, Terryville Road and S.R. 347 is of concern.
- The intersection issues at Jayne Boulevard just north of S.R. 347 for a pedestrian activated traffic signal and signage.
- The new, brighter traffic lights reduce night-time vision for the road conditions immediately past the signal. This is particularly a problem for older drivers.
- The timing of traffic lights at Jayne Boulevard and S.R. 347; Woodhull Avenue at S.R. 347; and Cherub Lane at Main Street should be studied and recalibrated to allow a greater number of vehicles per green cycle to exit these streets.
- A left turn signal light at the Heatherwood Golf Club onto S.R. 347 for southbound traffic.
- The existing stop sign at Pine Street and Canal Street for a three-way stop.
- No parking 6:00 a.m. to 6:00 p.m. signs should be considered in the area along S.R. 112 from Oakland at the LIRR northerly to North Country Road
- The visibility and accuracy of road signs—especially name signs—should be enlarged for easier reading, and should be cleared of obstructions such as trees, etc., and easier to read at night. Distance marker signs to intersections of high volume should be installed, similar to the practice along S.R. 347.

Road Improvements - New York State Department of Transportation is in the process of improving S.R. 347. Although the original concept advanced by Suffolk County was to build a limited access highway with grade eliminations, the State has followed a far less ambitious path. The current expectation is the widening of S.R. 347 to three lanes in each direction. If and when this occurs, then S.R. 25A, which joins S.R. 347, should also be expanded to three lanes to the William Floyd Parkway. Anything less would only exacerbate the congestion from the junction of S.R. 347 and S.R. 25A. The rapid and continuing development east of the Hamlet to the Shoreham community and its concomitant vehicular usage has already diminished the safety and effectiveness of these highways. Of course, the original concept of S.R. 347 as a limited access highway was the best solution.

Particular attention has to be given to the intersection of S.R. 347, S.R. 112, and Jayne Boulevard. With the advent of a five acre park at the southeast corner of S.R. 347 and S.R. 112, consideration should be given to a pedestrian overpass across S.R. 347, with handicap ramps in addition to stairs.

Bikeways - The encouragement of bicycle use in the Hamlet could be greatly enhanced with the designation of safe, segregated bike lanes. The current practice in the Town of Brookhaven, to paint a parallel set of white lanes immediately contiguous to the vehicle lane on one side, and a curb parking lane on the other, appears less than optimum. Bicycle lanes on Terryville Road, Old Town Road, Jayne Boulevard, Norwood Avenue, Bicycle Path, and S.R. 112 could offer a network that traverses the Hamlet.

Wherever bicycle lanes are to be provided, curb parking should be eliminated and prohibited. That space should be the designated bicycle locale. A double yellow line marking should separate this space from the vehicle lane. In those vicinities, where the travel lane leaves little or no space due to property landscaping, extending virtually to the vehicle lane, it should be noted that the Town domain generally extends eight (8) feet from the edge of the road. This private encroachment should be removed.

Traffic Geometrics - Included under geometrics are the eleven existing intersections that must be redesigned to achieve improved safety. They are:

1. The intersection of NYS Route 347 at Terryville Road and Norwood Avenue
2. The intersection of NYS Route 347 and 112.
3. The intersection of NYS Route 347 and Jayne Boulevard
4. The intersection of NYS Route 112 and Roosevelt Avenue
5. The intersection of Jayne Boulevard and Roosevelt Avenue
6. The intersection of NYS Route 347 and Arrowhead Lane
7. The intersection of Jayne Boulevard and Old Town Road
8. The intersection of Jayne Boulevard and Clinton Avenue
9. The intersection of Old Town Road and Dare Road
10. The intersection of NYS Route 347 between Woodhull Avenue and Terryville Road
11. The intersection of NYS Route 112 and North Bicycle Path

Each of these eleven “hot spots” is shown on a location map.

1. NYS Route 347, Terryville Road and Norwood Avenue



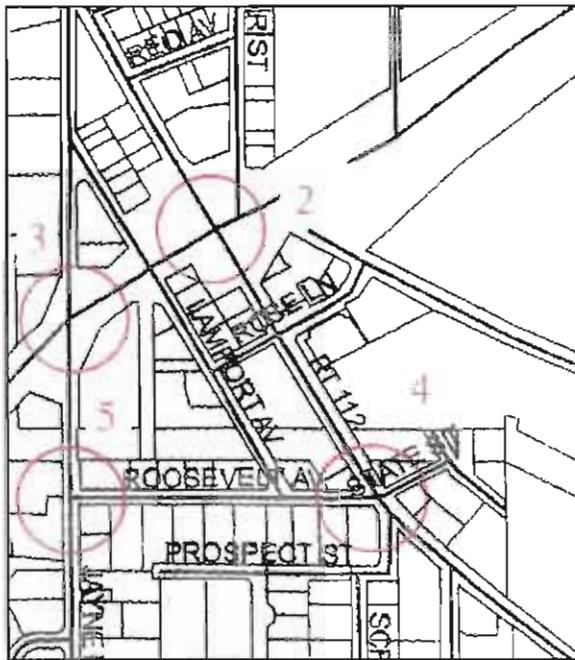
Aside from a total redesign of this intersection, an intermediate solution of timing traffic light signals at S.R. 347, Norwood Avenue and Terryville Road, and the signal north of Norwood on Terryville Road could relieve the existing conflicts. On one cycle where the red signal at S.R. 347 stops 347 traffic, the Norwood signal would allow Norwood traffic to proceed north on Terryville or south through S.R. 347.

On the second cycle, traffic on Norwood

and S.R. 347 would halt, and Terryville traffic would proceed. The light on Terryville Road should be moved at least 100 feet northerly in order to avoid stacking at the Norwood/Terryville intersection.

The next four intersections present similar problems.

2, 3, 4, 5 NYS Route 347 and 112; NYS Route 347 and Jayne; 112 and Roosevelt; and Roosevelt and Jayne

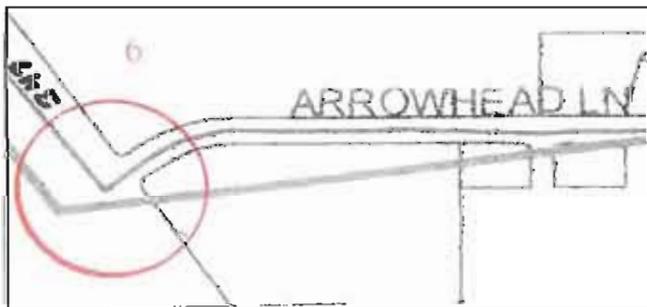


The intersections at S.R. 347 and S.R. 112 will always be a problem as long as they continue to be at grade crossing. The ultimate recommendation would be for a grade elimination. Canal Road should terminate at S.R. 112 and not divide the shopping center and proposed “cultural” park at the southeast corner of the intersection. Pedestrian crossovers could be built over S.R. 347 and S.R. 112 to allow safe pedestrian access from the north and northwest.

Red and amber blinker lights should be installed at each end of Roosevelt Avenue in place of the stop signs. In addition, yield signs should be placed instead of the stop signs.

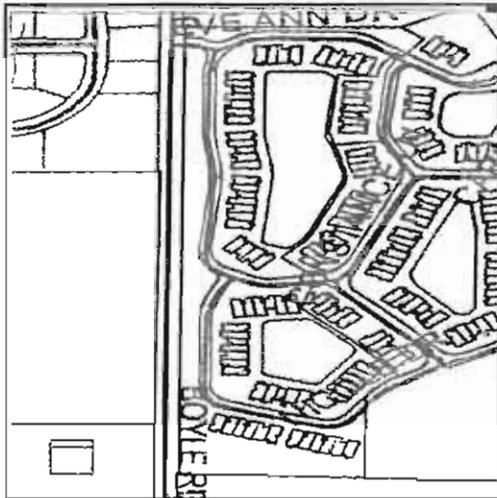
The plans by NYSDOT for the improvement of S.R. 347 should pay close attention to intersections such as the one at Jayne and S.R.347.

6. Arrowhead Lane/NYS 347



Turning lanes from Arrowhead out to S.R. 347 should be studied for redesign.

7. Boyle Road Elementary School and Boyle Road and Old Town Road



Traffic and pedestrian movements at the Boyle Road Elementary School as well as the intersection of Boyle Road and Old town Road require mediation. At the entrances to the school, red and amber blinking lights could be installed that are timed for operation when the school hours begin, and when they terminate. At other times stop signs are adequate. Boyle Road and Old Town Road is another skewed intersection that could be repaved to approximate a 90 degree or Toe intersection.

8 Clinton Avenue/Jayne Boulevard/ Susan Road



The intersection of Clinton Avenue and Jayne Boulevard is offset with Susan Road and creates a hazardous situation. Red and amber blinker lights could be installed at both Clinton and Susan. Stop sign controls should theoretically be sufficient, however, the abuse of placing stop signs to please local residents and not for their initial purpose has only led to increased violations by drivers who ignore them.

9. Dare Road/Old Town Road/Continental Road



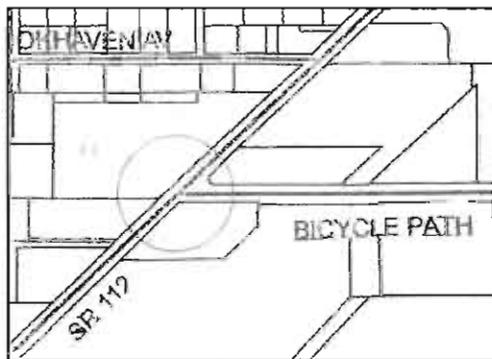
Dare Road and Old Town Road intersect at a sharply skewed angle. The safety for pedestrian and motorists is further compounded by Continental Road joining the intersection. One approach would be to end Dare Road at 8th Street and leave Continental, which is at a more favorable angle with Old Town Road. Another proposal to consider would entail the installation of a traffic light at the intersection and the placement of yield signs on Continental Road to afford Dare Road preference.

10. SR 347/Terryville Road/Woodhull Avenue



The median gaps on SR 347 between Terryville Road and Woodhull Avenue are used for illegal “U” turns, causing accidents and slowdowns. Ingress and egress to the shopping center on the north side of SR 347, just west of Terryville Road, is poorly designed. These cuts across the median for the convenience of shoppers and store owners should be totally closed off! Traffic moving eastbound should proceed to the light at Terryville Road and then make a U-turn to go shopping. Motorists leaving the shopping center who wish to travel eastbound should proceed to the light at Woodhull and make a U-turn. The light may have to be retimed to allow sufficient time for the added movement.

11. Bicycle Path/SR 112



There is a hump and dip on Bicycle Path that is a driving hazard at the intersection with SR 112. The acute angle of the intersection is also hazardous. NYSDOT should work closely with the Town’s traffic specialists so that this intersection will be properly dealt with when the State proceeds with its reconstruction of S.R. 112.

Port Jefferson Station/S.R. 112 Design Study

Hamlet Study

The Urban and Regional Design Studio has focused on two issues; *restructuring* or *retrofitting* the suburban strip and *Transit Oriented Development*. This Hamlet Study is a *planning study* of a Hamlet made possible by the Town of Brookhaven. It is used to update the Brookhaven Town's existing land use plan. It is a citizen-based plan, where "residents identify their wishes for the development pattern for the community in which they live." Citizen committees studied the history of the area, land-use and zoning, open space, transportation, housing and possibly other relevant issues of concern. A questionnaire was sent to all the residents to get feedback on qualities and problems, needs and desires. A demographic analysis was made of population, social and economic characteristics to compare and reinforce the input from the questionnaire. Conclusions and recommendations were arrived at by consensus and made into a report to be submitted to the vote of the Brookhaven Town Board.

Restructuring Route 112*

Suburban America's commercial strips have become the latest victims of the same dynamic of creative destruction within the retail industry that once gave them birth. As early as the 1920's, retailers began moving from downtowns to suburban highways to serve a population increasingly enchanted with the automobile. And for the rest of the century, retail activity continued to flow to pole-sign-studded lots along arterial highways and a growing number of regional malls, making shopping on foot in the center-city commercial districts ever more of an anachronism.

In recent decades, however, new trends have undermined the viability of the strip as the auto-age shopping destination of choice. The build-out of Interstate and other grade-separated highways has created more accessible sites at highly visible interchange locations. Intense competition has led to enlarged formats which exploit economies of scale but require enormous sites.

Meanwhile, the strip has also been failing as an arterial thoroughfare. For years, transportation officials have emphasized the importance of arterials to long-distance mobility. But miles of individual strip business require frequent curb cuts, and left turns across traffic further decrease overall speeds and increase accident rates. Sacrificing the efficiency of vehicle movement to the success of local business might represent a rational choice; so might devoting the strip to smooth traffic flow. But by trying to do both, the strip has failed to do either well. The outcome have been cries familiar coast to coast: fix the traffic congestion! Give our city an entry and an identity! Replace obsolescence! Get rid of the ugliness!

Unfortunately, the weaknesses of the strip are structural, and there is little that individual property owners can do by themselves. To reverse disinvestment, stabilize property values, and restore vitality along once-important suburban corridors municipalities must join with regional agencies to formulate strip restructuring plans. This challenge also provides an opportunity to build on the present forces of change

and articulate credible new visions of supportable retail-driven centers, healthy neighborhood structures, and a workable hierarchy of transportation corridors.

Centers are the parts of cities and towns where people congregate. Active, concentrated and connected public places, they typically contain tight clusters of retail, restaurant, entertainment and civic venues that draw people out of their private worlds to participate in public life.

The suburban strip is in many ways the anti-center: it scatters all the activity-generating shops and services a community can support along miles of arterial roadway.

The primary challenge (of transforming the strip into a center) will be to create a more pedestrian-friendly environment without sacrificing high-volume vehicle capacity.

* *From "Restructuring the Strip" by Michael Freedman, in Places, a Forum of Environmental Design, Volume 17, Number 2, Summer 2005*

The Hamlet Study designs have concentrated on the area from the Long Island Railroad-LIRR tracks at the north to the area just south of Rout 347. The community has identified this as the place that might give identity and a sense of place to their community. The present *strip development* of this Route 112 site has been studied as a place that might be transformed to give the hamlet of Port Jefferson Station/Terryville an identity and image of a memorable place. The projects have identified three areas of different kinds of development that have their own identity and character but are seen to form an integrated sequence to this one mile stretch.

In the northern segment, each design plan attempts to develop a continuation of the Main Street south for about a quarter mile or to the shopping mall. This involves infill of vacant, unoccupied, or inappropriately utilized sites. A new mixed-use zoning and density is proposed, and the street has a smaller scale with slower traffic with one lane in each direction, less turn options and a center turning lane to permit better flow have been proposed. Some projects even propose on street parking in this area to buffer the pedestrian from the traffic flow.

A less dense pedestrian oriented street has been developed from the shopping center to Route 347. Existing small scale residential (and converted residences) are given a more intimate scale with special sidewalk paving and tree planting. The two shopping centers on the west side of the street are modified with small pavilion shops at the street to relate to the single family house scale on the east side of the street. A center boulevard and turning lane along with less turns is proposed to assist traffic flow. The wedge of vacant wooded space opposite the fire station is developed as a public space to enhance the prominence of the fire station, and the space behind that is utilized for public fairs and similar events.

A public park with a community center and other public amenities is proposed at the south east corner of Routes 112 and 347. There are several ideas about how to create better access to the park

from the north side of Route 112 that also address an image of a gateway to the village center designs on Route 112.

Zoning Proposals

In an attempt to transform Route 112 from the LIRR train station at the north to Route 347 at the south the projects propose one of two possible incentive zoning methods.

1. Create a new zoning category of mixed-use with the following characteristics:
 - A Floor Area Ratio (FAR) of 2
 - Front yard setback –5’
 - Side yard setback – 0
 - Performance Standards:
 - Encourage party wall development
 - Parking in the back
 - Combined parking to minimize driveways
 - Street canopies
2. Another more complex and innovative concept for rezoning is to create a *consortium* of property owners and tenants. Design the buildings along Rt. 112 to create a *downtown street* using the new mixed-use zoning of 1. Finance and build the project with loans. The property owners would be given the equivalent amount of space as they presently have with build out to their needs and they can purchase more space. Tenants would be moved back into equivalent space or can rent more. Proceeds from the sale or rent of the added mixed-use floor area would be used to pay off the loan and to pay the property owners a continuous stipend.

Traffic Issues

Route 112 has one lane of traffic in both directions throughout much of its length from Port Jefferson to Patchogue. However from Route 347 north to the intersection of 25A east, it is two lanes. These designs all assume that two lane traffic in both directions makes it very difficult to create a pedestrian friendly environment and it is doubtful whether it is assisting in traffic flow given its short length and conditions at either end. Thus the projects propose to have only one lane in each direction. Proposals range from creating a third center left hand turn lane, on street parking like Port Jefferson to slow traffic and provide a sense of protection for pedestrians, more stop lights and fewer parking drive ways. Bikeways were also considered. Special paving for sidewalks, pedestrian lighting, trees and store front canopies and developing buildings at the sidewalks were proposed to create a pedestrian scaled environment.

Transit Oriented Development - TOD

The design program was also dedicated to the study of the theories, concepts and design of a transit oriented community. This theory is to design density around existing public transportation to reduce automobile dependency while linking new communities. It is a theory of self sufficiency in that a town or village with multiple uses of dwelling, working and leisure activities would be provided for a density that could sustain it. This density would be within a quarter mile radius of the existing transportation, and the main center of work and commercial provisions of basic needs. It takes approximately ten minutes to walk a quarter mile. Thus the study area includes a half mile

radius with less density than the quarter mile. The program also includes appropriate open space for active and passive recreation for the new density. Urban space formed by a hierarchy of streets and sequence squares or plazas, is a critical aspect of the program to create an urban place. Since the new community has public transportation to connect to other communities, this transportation provides the potential for the site to become a destination for other populations. This means the new community could have a distinctive character derived from this destination use.

T.O.D. aims to capitalize on the potential synergy between public transit and land use and is based on the following general principles:

- Implementation of land use planning and urban design policies to reinforce transit usage.
- Maximization of the use of existing urbanized areas accessible to transit through appropriate infill and development.
- Location of high density land uses in areas well served by transit in order to focus future growth.
- Development of compact mixed-use environments to facilitate walking and reduce auto trips.
- Creation of a balance between jobs and housing to help reduce vehicle-miles traveled.
- Definition and location of activity centers which provide a focus for transit oriented development.
- Implementation of land use and urban design policies which encourage pedestrian travel.

Thus the T.O.D. concept is: Moderate and high density housing along with complimentary public uses, jobs, retail and services are concentrated in mixed use development located along the regional transit system.

The theory is that a population of 5,000 is needed to make a sustainable and self sufficient community. This would be about 1,500 units at about 3.5 people per household. There would be a mixture of types of residences from the single family detached, two family, single family party wall townhouses, and multifamily walk up apartment buildings offering units a range of rent and purchase costs. It is assumed that the higher density units would be closest to the center and the single family units would be organized to integrate the new community with the existing surrounding communities beyond the quarter mile radius. It is also programmed to have “affordable” housing as well as elderly and assisted living housing.

The theory assumes that many residents could walk to work in the new village. Office space for medium size corporations to rent or own, would have up to 40,000 sf available for as many as 400 people at a standard occupancy rate of 100 sf per occupant. There would also be professional suites and assumes that the “home-office” concept will continue to grow in the information age. Commercial space would be in the center for essential needs of the village community with and also some use by the surrounding existing community. With thousands of commuters presently using the existing Jamaica train station daily, the commuter needs must also be addressed.

For consideration – linkage with Port Jefferson and inter-model possibilities of the LIRR, Suffolk County bus routes and the Bridgeport-Port Jefferson Ferry. Transportation linkages south to Patchogue and the Atlantic Ocean should also be considered.

Open Space and Sustainability

There is almost no public open space in the immediate vicinity of the site. Open space is a critical element in the hamlet. The streets in the area are not only important for transportation, but are essential for light and air and provide the opportunity for contributing to the aesthetic quality of open space and defining the image of the community. The hierarchy of streets as a network and a sequence of space must be considered.

There is the obvious need to consider the issue of sustainability in the project. Besides the importance of “green architecture” the T.O.D. concept is an idea to reduce land occupation and automobile use. A functional infrastructure design of utilities, circulation, services is critical to urban sustainability.

Three of the plans developed by the students follow.

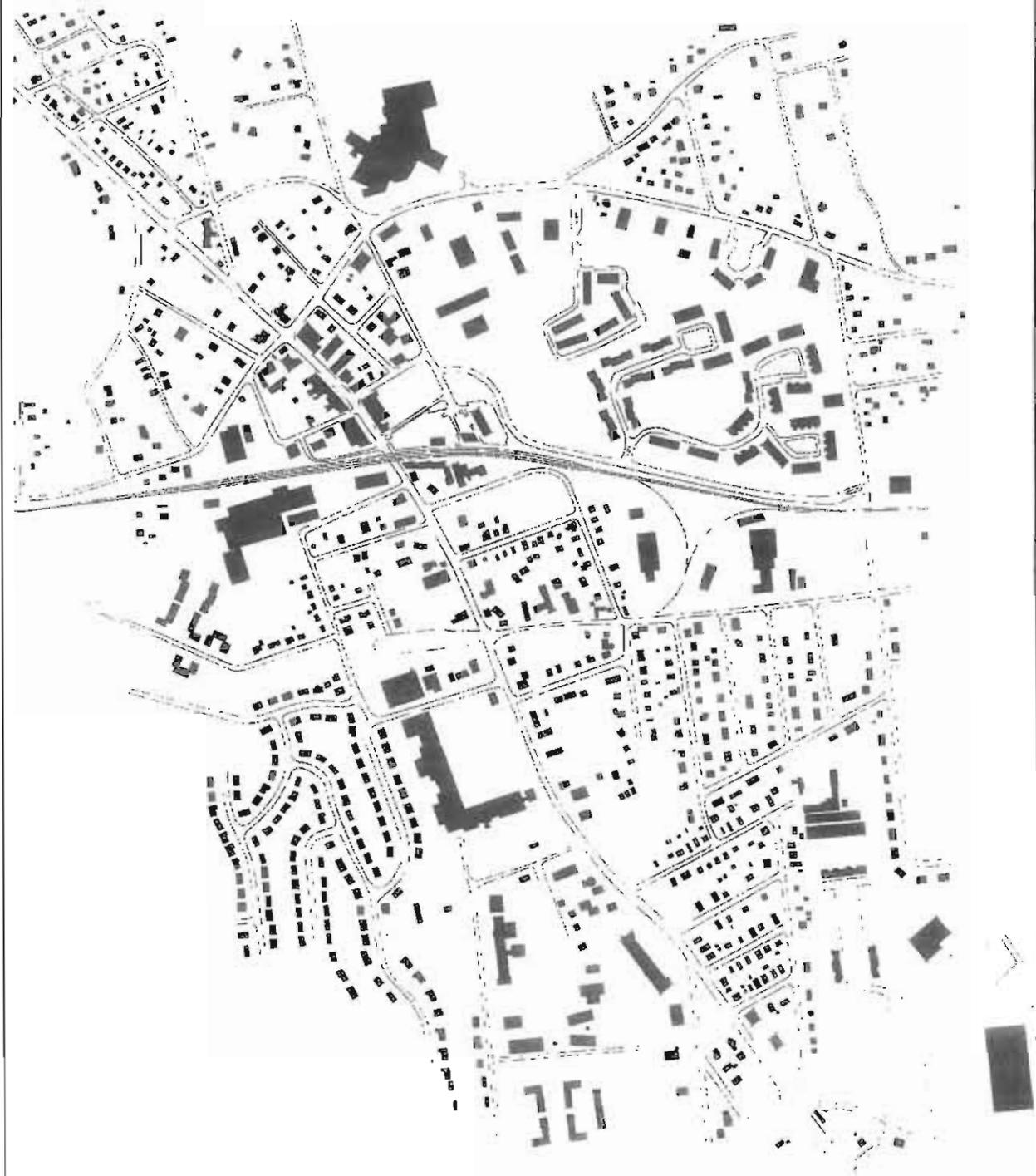
Plan 1: Chantay Cambell

Plan 2: Lakshmi Rekha

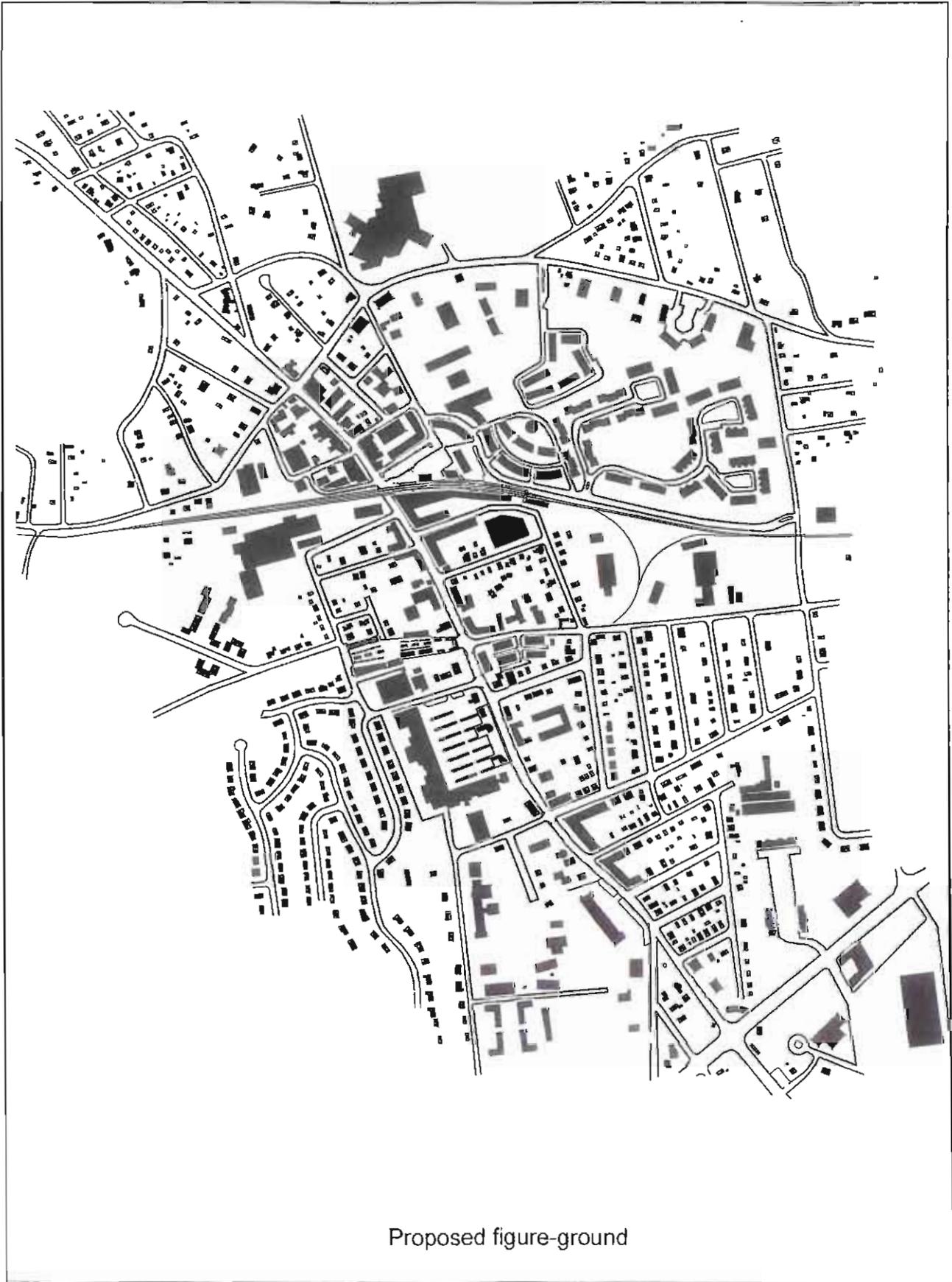
Plan 3: Naren Vangamundi

Each of the plans offers conceptual solutions for the attainment of those goals. The station plaza designs transform the terminus of the railroad into a destination site. The tree-lined vistas along the S.R. 112 corridor and at the shopping center, from the station to S.R. 347, with suitable seating, architectural downlight street lighting, and landscaping would provide a unifying and aesthetically pleasant “downtown” appearance.

The provision of apartments over the stores and multi-family housing near the station and restaurants could meet the needs for affordable housing for seniors and also help to retain the young from leaving the community.



Existing figure-ground



Proposed figure-ground

Site changes and Land use

ADDED

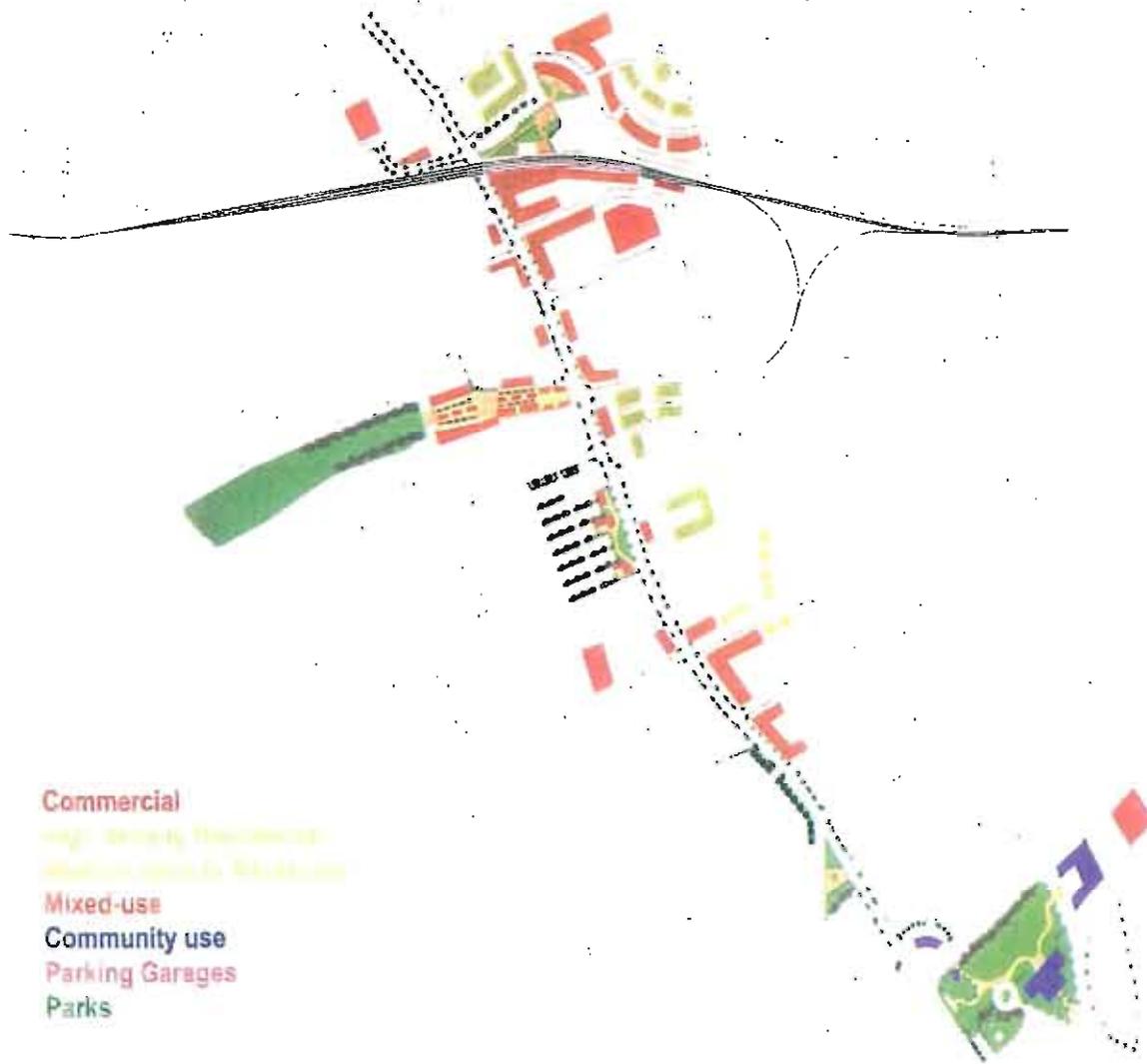
Infill buildings into available spaces



REMOVED

Land Uses

- Road Improvements
- Sidewalks
- Trees
- Street Lights
- Bus Stop Sheds
- Street Parking
- Neck-Downs
- Public Spaces Along Street



Commercial

Mixed-use

Community use

Parking Garages

Parks



Station Park:

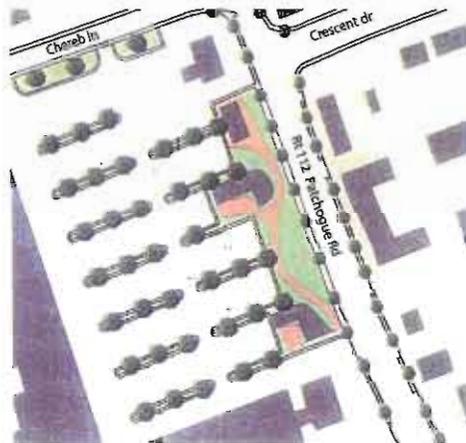
Restaurants, relaxing, bus stop and shelter while waiting on the train.



Market square:

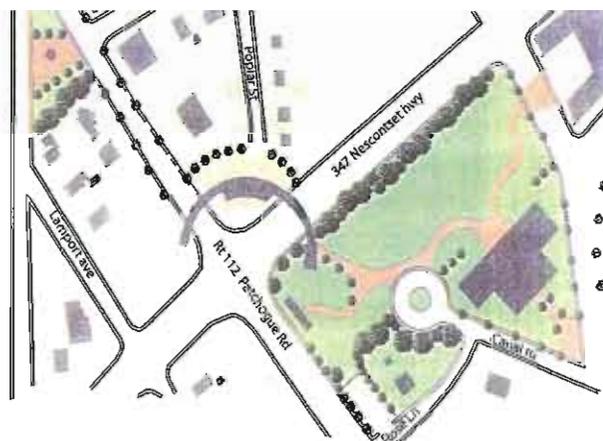
Farmers market, restaurants, shops.

Large Park: Baseball field, running track, bike path



Shopping plaza:

Places to sit, restaurants, shops, close proximity to bus stop.

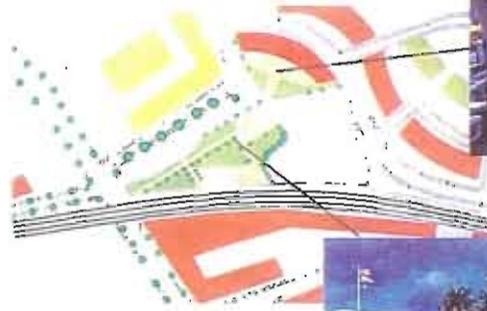


Fire station plaza: Sitting area, community monument

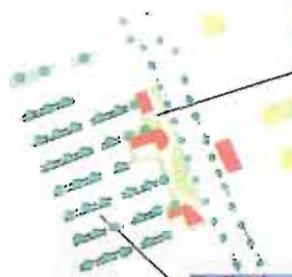
Civic park: Picnic area, playground, Christmas tree nursery, community center, car museum

Public Spaces

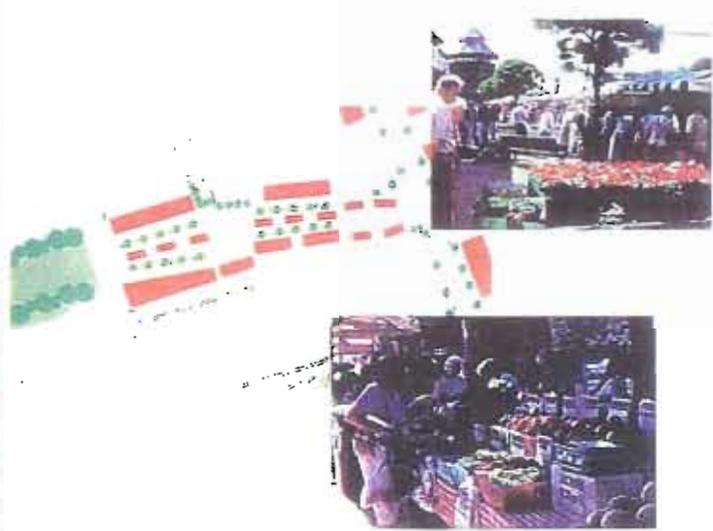
Train station plaza



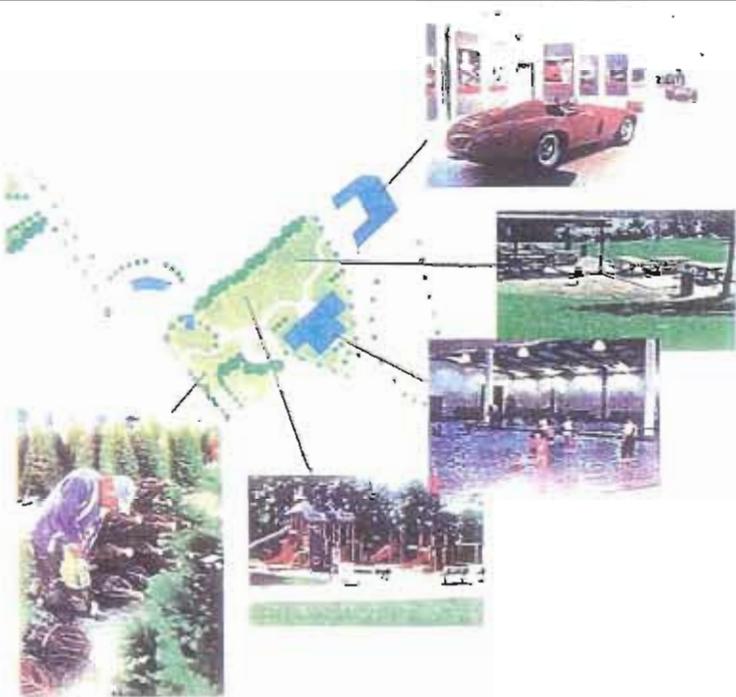
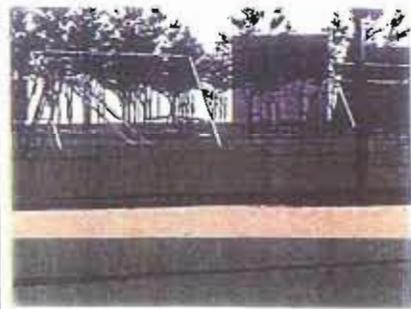
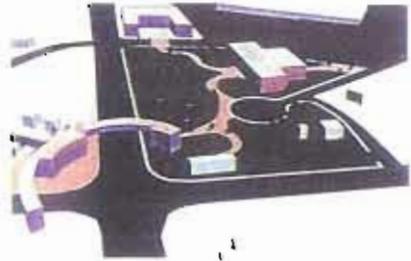
Shopping plaza



Market square

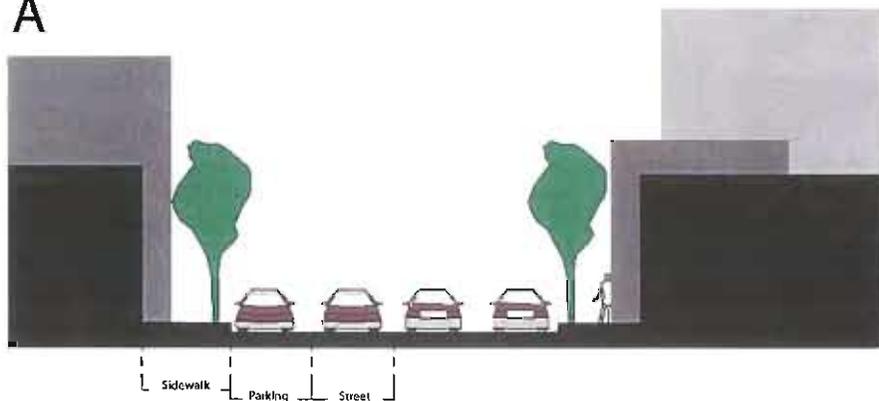


Civic park



Two options for the development of route 112

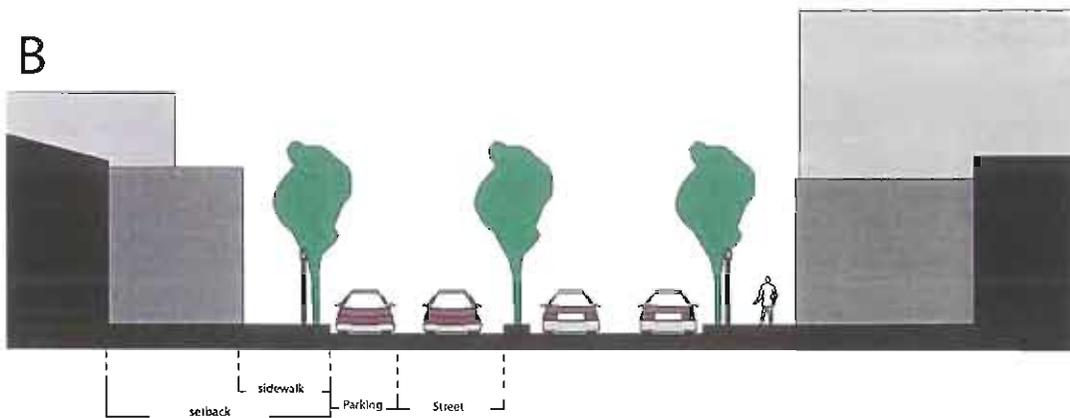
A



Tree lined streets
Street Parking
minor setbacks
Large sidewalks

This option would require less reconstruction of the existing road.

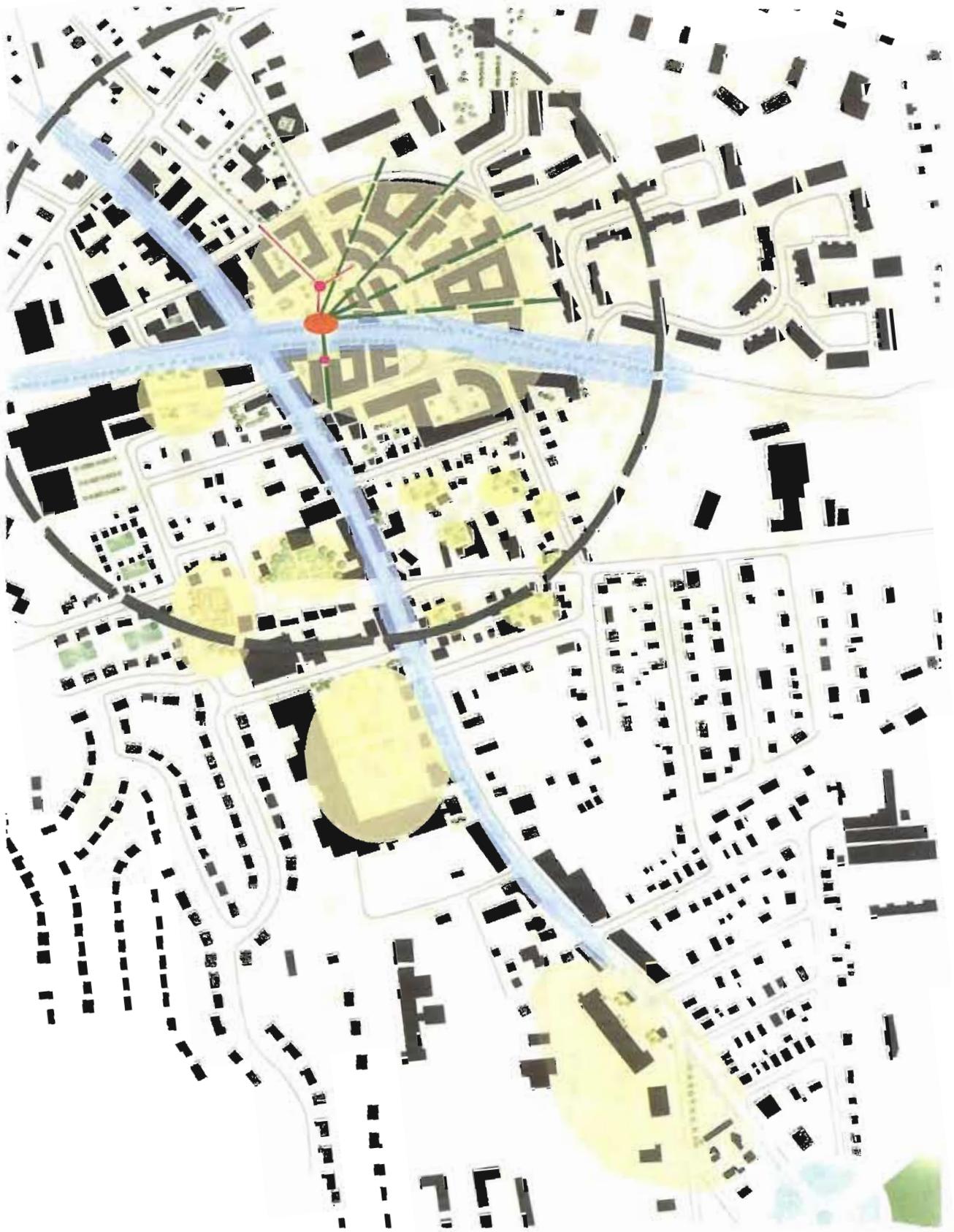
B



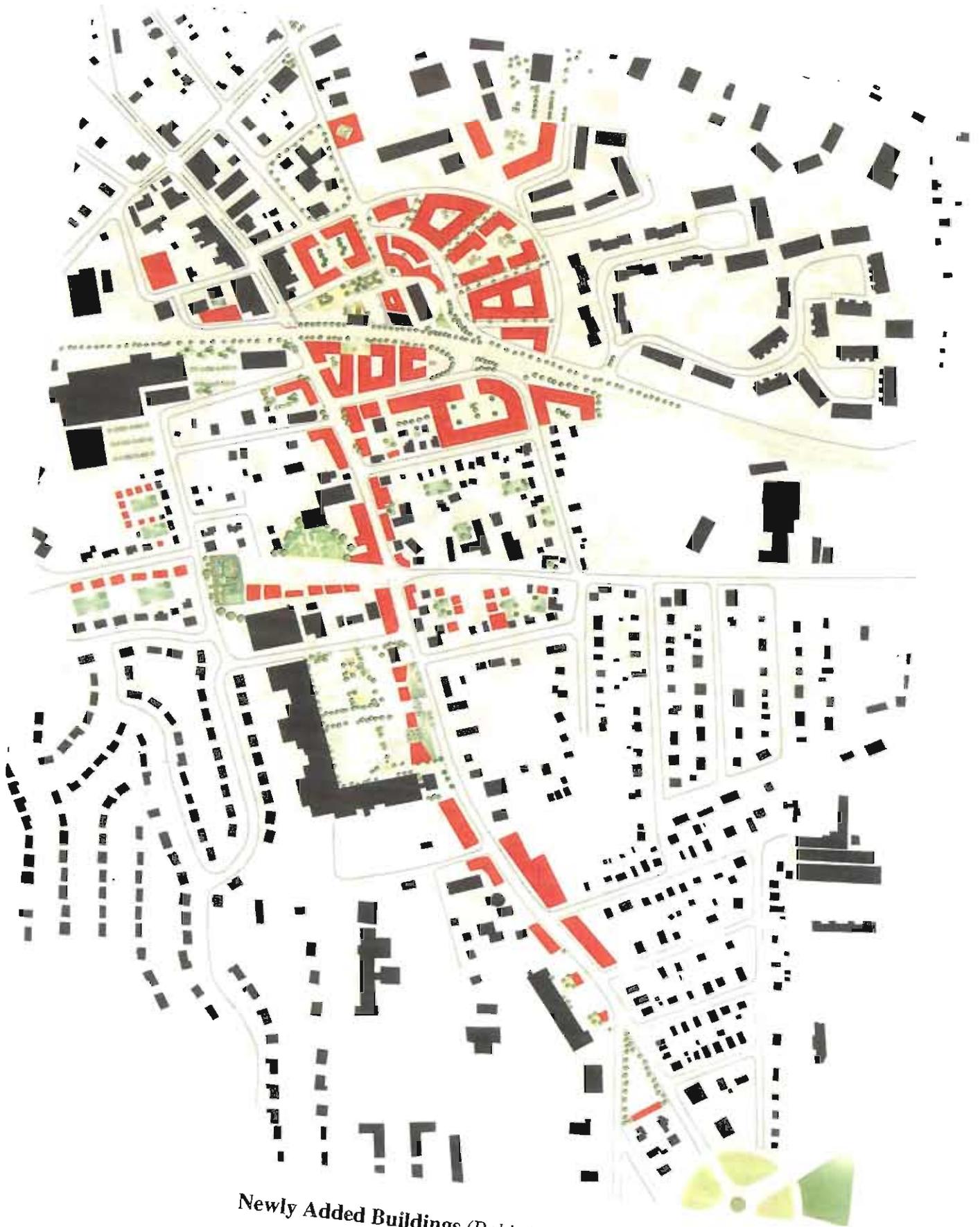
Tree lined streets with center median
Set backs
Street parking
Large sidewalks



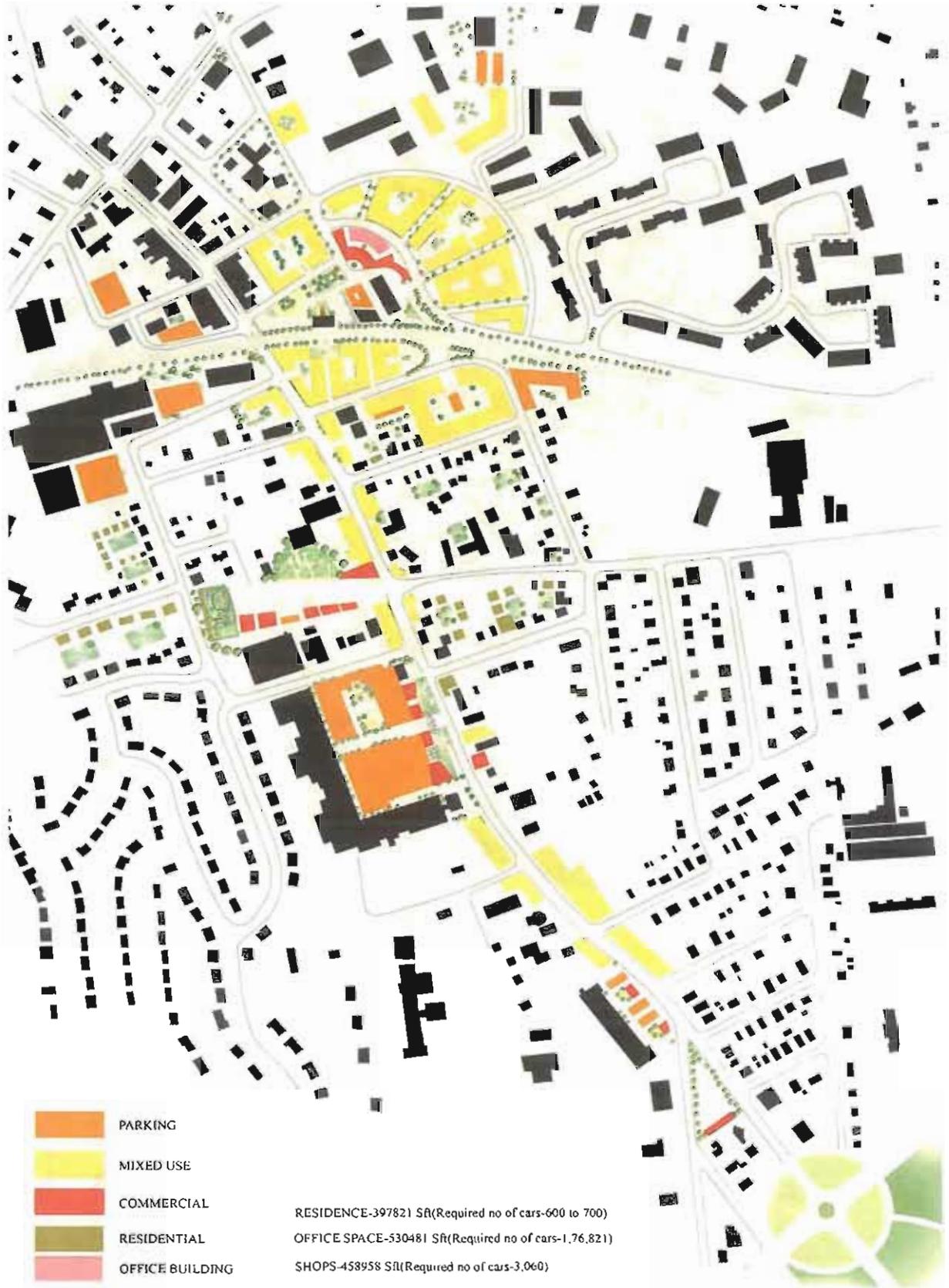
Site Plan - Lakshmi Rekha



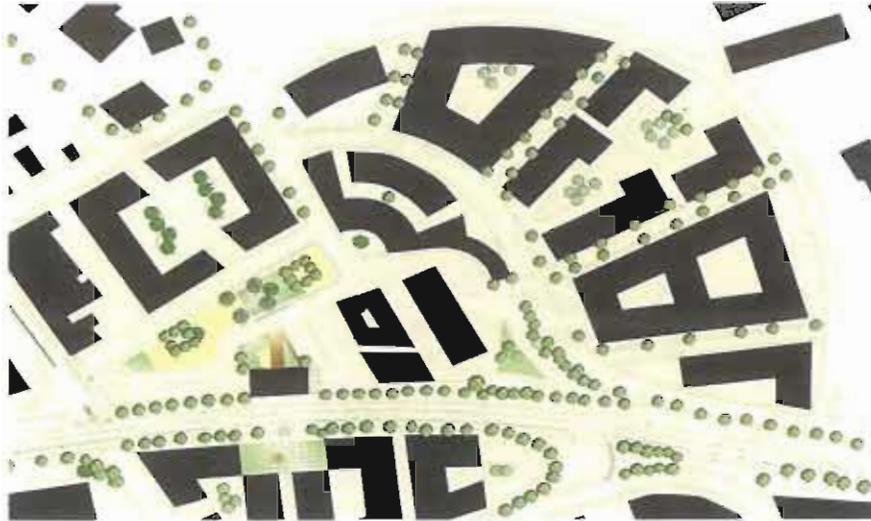
Concept - Green Space (Rekha)



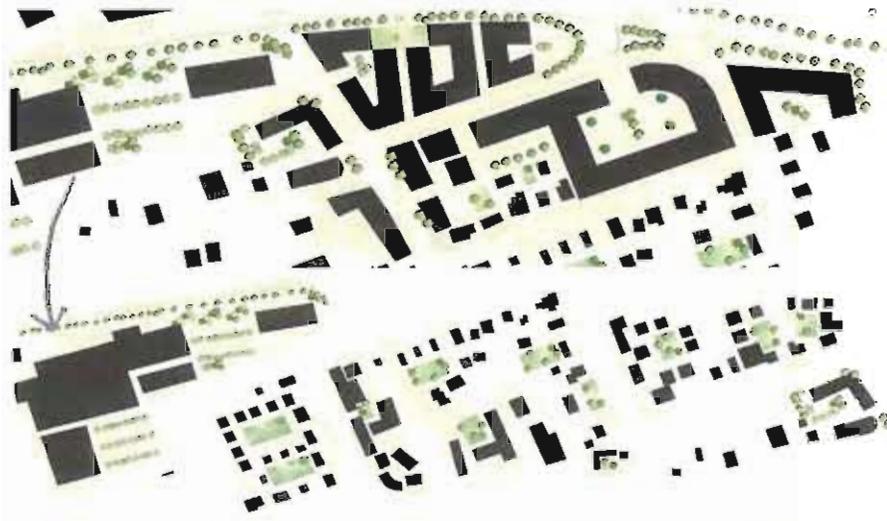
Newly Added Buildings (Rekha)



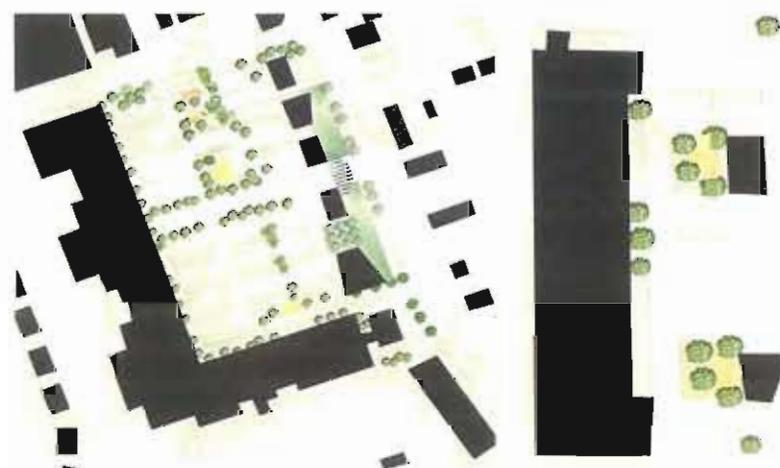
Land Use (Rekhe)



DETAILED PLAN TRAIN STATION



SHOPPING COMPLEX



PORT JEFFERSON

Detailed Plan - Train Station (Rekhe)



A



B



C

VIEWS:
 A-View along 112 route
 B-View on both side of the road
 c-View of the shopping complex

PORT JEFFERSON



VIEW TOWARDS THE TRIANGLE SEATING SPACE

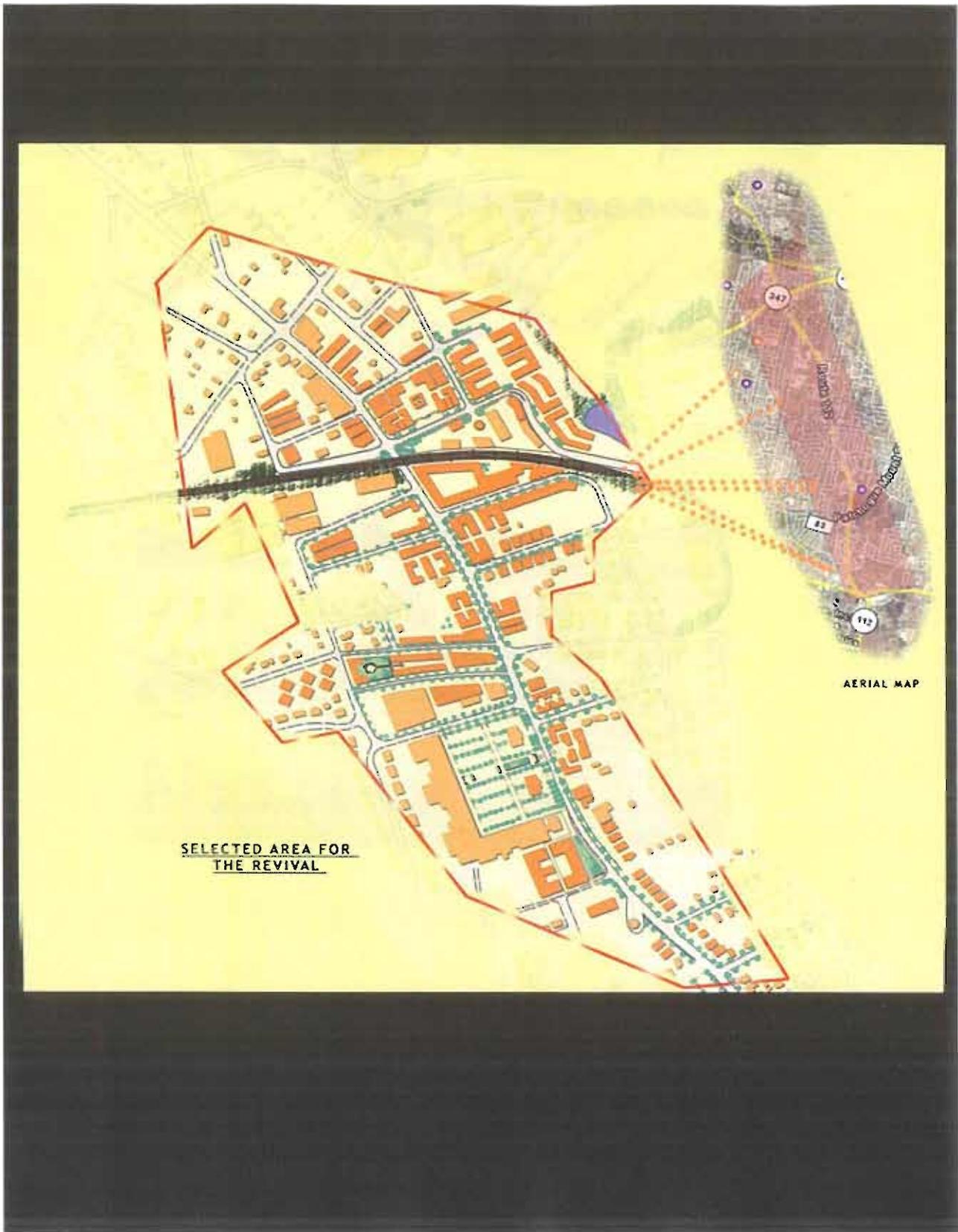


VIEW OF TRAIN PLAZA

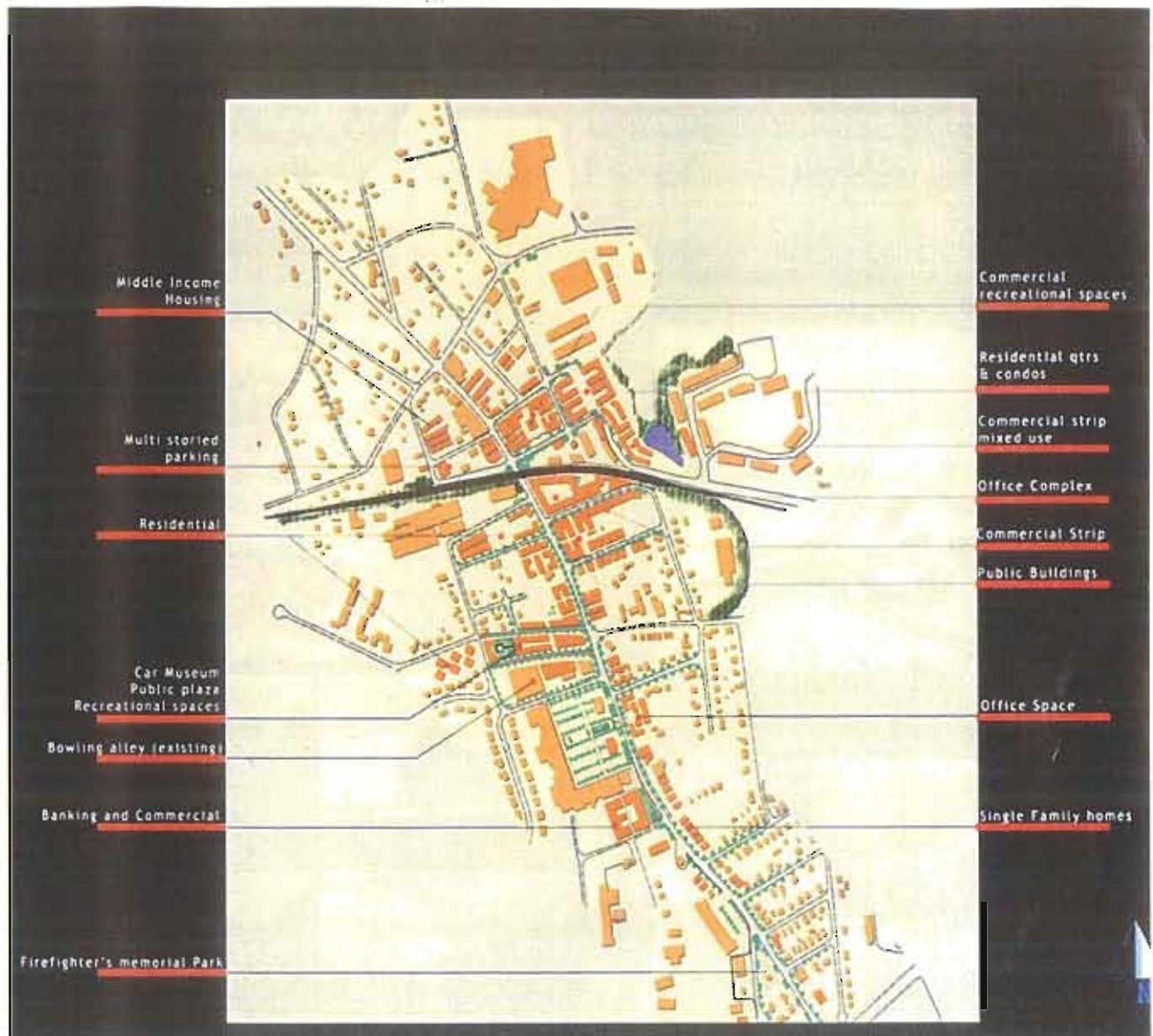


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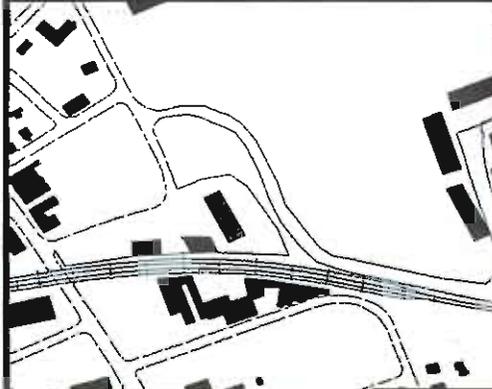




Naren Vangamundi



Vangamundi



PROPOSED DESIGN
FOR THE REVIVAL OF THE
PORT JEFFERSON STATION
AND AROUND



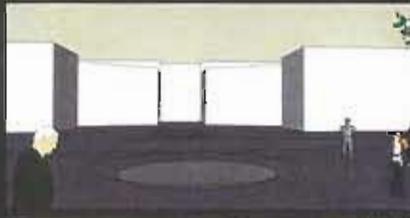
PROPOSED PLAN
WITH VIEWS

EXISTING PLAN





Existing plan



Proposed 3D Views



Proposed Plan



DESIGN PROPOSAL FOR THE REVIVAL OF THE SHOPPING MALL AND AROUND

