

Farmingville, New York

Brookhaven Pennysaver

Amphitheatre

Vietnam Veterans Memorial

Brookhaven Town Hall



2016 Horseblock Road Corridor Study and Land Use Plan for

Farmingville

Small town feel

The objective of this land use plan is to build a safer, stronger, healthier, and more vibrant Farmingville with interactive community spaces, recreational opportunities, and attractive streetscape along Horseblock Road, with a stronger sense of place that will distinguish Farmingville from the surrounding communities.



Horseblock Road, CR 16 Farmingville, New York

We can change Horseblock Road from an undistinguished gray speedway to an area of small shops, tree-lined sidewalks, music cafes, landscaped medians, outdoor plazas, and bicycle paths

Most of the Farmingville downtown area is found along Horseblock Road, the main west-east route through Farmingville. Horseblock Road is a segment of County Road 16, which runs from Smithtown through much of Brookhaven and has five different names along its length. Currently, Horseblock Road seems designed to take people through Farmingville, rather than to Farmingville.

The Hamlet Plan envisioned a hamlet center on Horseblock between Blue Point and Granny Roads, where Triangle Park is located. The plan pictured a more walkable, vibrant, inviting

downtown with a wider variety of services, more public spaces with attractions like fountains and greenery, benches and other street furniture, and cafes and music

A more walkable, vibrant, inviting downtown with a wider variety of services, more public spaces with attractions

stores that would invite people to remain in Farmingville.

With the community's vision, the land use plan will shape the direction that the planning analysis takes and will serve to

assist the Town of Brookhaven at all stages of the planning process. This land use plan strengthens the community's vision and provides the tools necessary to implement and realize the very attainable goals of the community and the Town.

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TABLE OF CONTENTS

INTRODUCTION	8
COMMUNITY VISION	9
Vision	10
PLAN GOALS	11
EXISTING CONDITIONS	15
Historic Farmingville	16
Population Trends	17
Economic Trends	18
Land Use Trends	19
Existing Land Use	20
Zoning Trends	21
Existing Zoning	22
Commercial Trends	23
Housing Trends	24
Community Facilities Trends	25
Parks & Recreation Trends	26
Transportation Trends	27
Public Transportation	28
PROPOSED LAND USE	29
Land Use Plan Categories	30
Proposed Land Use Plan	32
Hamlet Center	33
15 Minute Walk	34
Main Street Elements	35
Redevelopment Opportunities	37
Morris Neighborhood Center	38
Regional Centers	39
Ocean Avenue Center	40
Waverly Avenue Center	40
Large Scale Development	41
Transition Areas	42
Neighborhood Commercial Areas	43
Opportunity Areas	45
Industrial/Heavy Commercial Development	46
Other Land Uses	47
Residential Development	49
Multi-Family Residential	50
NATURAL RESOURCES	51
Farmingville Heights	52
Parks & Open Space	53
Parks & Open Space Plan	54

SWAP	55
TRANSPORTATION	57
Horseblock Road	58
Town Roads	59
Parking Plan	60
Other Transportation Recommendations	61
Other Infrastructure Recommendations	64

APPENDIX

- Appendix I – Maps
- Appendix II – Hamlet Plan

MAPS

Figure 01 – Existing Land Use	67
Figure 02 – Existing Zoning	68
Figure 03 – Draft Land Use Plan	69
Figure 04 – Hamlet Center	70
Figure 05 – 15 Minute Walk	71
Figure 06 – Ocean Center	72
Figure 07 – Waverly Center	73
Figure 08 – Transition Areas	74
Figure 09 – Opportunity Areas	75
Figure 10 – Heavy Commercial/Industrial Areas	76
Figure 11 – Single Family Development	77
Figure 12 – Parks & Open Space Plan	78
Figure 13 – Sewer Districts	79

Preface ????

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Introduction...



Horseblock Road, or Suffolk County Route 16, extends from the west end of the Town of Brookhaven in Lake Ronkonkoma, east to Montauk Highway in Brookhaven hamlet. This 13-mile corridor is a major east-west Suffolk County Route running through the Town of Brookhaven.

This corridor study and land use plan examines approximately 2.3 miles of this Suffolk County Roadway from Nicolls Road (CR 97), to Old Medford Road. The study area also encompasses a part of the North Ocean Avenue or Patchogue to Mount Sinai Road, Suffolk County Road 83, corridor.

County Road 83 is a major 4 lane north-south county road which extends from Sunrise Highway, State Route 27, in Patchogue, north to New York State Route 25A in Mount Sinai. This corridor study and land use plan also examines approximately 1.5 miles of County Road 83 from the Long Island Expressway (State Route 495) and north to Bicycle Path.

Farmingville is demographically similar to the rest of Brookhaven Town, and it is laid out like much of Long Island. It contains many attractive developments of single-family housing, a couple of parks, several public schools on large plots of land, and a typical Long Island downtown area with a scattering of small and medium-sized shopping centers and their sometimes enormous parking lots. Most of the downtown is found along Horseblock

Drivers on Horseblock Road who aren't paying attention should be forgiven if they can't tell when they leave Lake Ronkonkoma, enter Farmingville, and the leave Farmingville for Medford. Although there is Triangle Park, a small, attractive downtown plaza, little else distinguishes the stretch of road in Farmingville from those adjacent communities. Unless they are headed for a specific store or destination, there is not much reason for drivers to stop, park and walk around in Farmingville.

The Horseblock Road Land Use Plan is a community driven plan. In December of 2009, community leaders held a three day community planning weekend aimed at helping residents of Farmingville take control of their community think about its future, and work on a vision plan to recommend improvements that can be achieved. That vision, Farmingville: Our Vision for Tomorrow was accepted by the Town in 2010.

The Horseblock Road Land Use Plan will serve as a policy document that the Town of Brookhaven will use as a guide for decision making. This plan sets forth a broad, ambitious set of recommendations and design parameters to sustain and improve the Horseblock Road and County Road 83 corridors over time. Recommendations are provided on how the various responsible parties can best implement the broad foundation and policies of the plan.

By scrutinizing current land use and zoning trends, together with the current transportation and environmental needs, the Horseblock Road Corridor Study and Land Use Plan will further the Town's and the community's development goals for Farmingville.

Community Vision...

In July 2009, five focus groups were held with community members, local officials, and service providers. The sessions were conducted by specialty (business owners, clergy, etc.) so that participants could discuss issues specific to their constituencies and each session identified community assets, challenges, and opportunities.



The Farmingville community envisions the hamlet of the future as one with a well-lit, tree-filled corridor that features a mix of businesses and services, including grocery stores, restaurants, and offices. There is sufficient on-street parking and shared parking behind stores so that shoppers are able to quickly and conveniently park their cars and go about their business on foot. The hamlet is a vibrant, healthy one where children have ample opportunity to be active, and can safely walk to school. Every day people walk and bike through town. Traffic moves at a steady pace, but pedestrians cross safely and easily at the brightly

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Findings...

The Horseblock Road commercial corridor is not inviting. Shopping centers vary in design and physical condition. More restaurants and additional types of merchants should be added to the mix. The long stretches of road, bare sidewalks, and large parking lots in front of the bigger shopping centers are unattractive.

Community lacks center. There is no clear town center and little to differentiate Farmingville from the rest of Long Island's suburban sprawl. The community lacks a gathering place that can accommodate community events and functions.

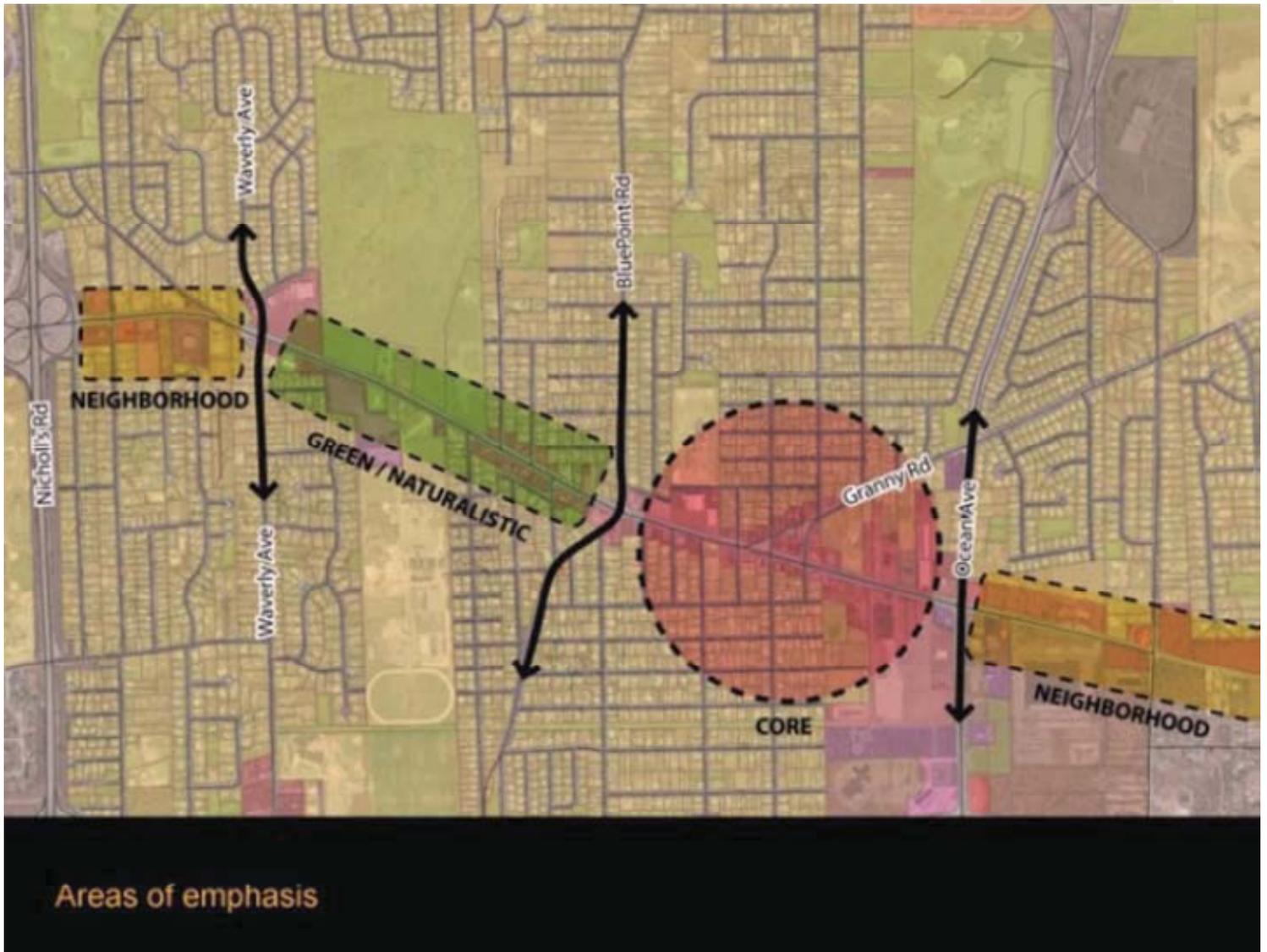
Traffic is a problem. Horseblock Road is very wide, often congested, and invites speeding when it's not congested. Public transportation is insufficient. Buses don't run frequently and the routes are too spread out.

Horseblock Road is not welcoming to pedestrians or bicyclists. For much of the route, people who walk on sidewalks see roadway on one side and parking lots on the other. Amenities such as trash cans, benches, and shade are rare. Crossing Horseblock Road is intimidating, especially during rush hours. There are no bike lanes.

Recreational opportunities are inadequate. Although Farmingville has a large expanse of open space in Farmingville Hills Park, the community has limited space for active recreation. There are few playgrounds or appropriate locations for organized sports and outdoor activities, leaving little for youth and teenagers to do outside of school. Community members report frequent use of parking lots for skateboarding.

Priorities...

- Preserve the small-town feel which is the essence of Farmingville
- Foster community pride and enhance community identity
- Calm traffic and make the area more inviting to pedestrians
- Landscape and further beautify the community
- Create public space and define a town or —hamlet center
- Strengthen the local economy, particularly small, locally owned businesses
- Expand and enhance recreational opportunities



plan Goals...

These goals and objectives were developed as a guide to help shape the direction that the land use and planning analysis took and served to assist the Town of Brookhaven at all stages of the planning process within the corridor area and adjacent areas in the future.



DOWNTOWN CENTERS

This plan establishes identifiable Main Street Business and Downtown Centers. Downtown Centers include main street areas as well as areas adjacent to main streets that promote pedestrian activity. The plan objectives for the Downtown Centers include:

- Establish distinct boundaries for Main Street Business and Downtown Centers
- Provide for architectural enhancement of existing main street and downtown areas
- Offer main street and downtown infill development and redevelopment
- Provide for design criteria for new development and redevelopment along the main street and downtown center areas
- Develop architectural styles and consistency along main street and downtown center areas
- Establish pedestrian connections in all centers
- Provide for municipal parking and on-street parking requirements and design
- Provide for street furniture and street lighting

TRANSITION AREAS

Transition areas are established in areas outside the designated Downtown Centers. Transition area land uses are identified along with design elements to reduce the appearance of commercial sprawl. The plan objectives for Transitional Areas include:

- Establishing distinct boundaries for commercial and residential transition areas
- Provide design criteria for new development and redevelopment of transition areas
- Promote parking in the rear of the buildings
- Create a residential feel in the residential transition areas
- Soften the appearance of the existing commercial uses in the commercial transitional areas by architectural and landscaping improvements
- Preserve historic buildings by allowing limited commercial uses
- Eliminate the appearance of commercial sprawl

plan Goals...

REGIONAL CENTERS

The Plan recognizes the need for transit orientated uses, such as supermarkets, that are typically found in a regional commercial center. Several commercial centers presently exist within the study area. The plan objectives for these commercial centers include:

- Establish distinct boundaries for regional centers and large scale development
- Provide for architectural enhancement of existing regional centers
- Provide for regional center and large scale infill development and redevelopment
- Establish design criteria for new development and redevelopment within the regional centers and large scale development areas
- Provide for vehicular and pedestrian connections in all centers
- Provide for common parking area and connections between parking areas

TRANSPORTATION

The plan recognizes the need for roadway improvements to Horseblock Road (CR 16) by Suffolk County Department of Public Works. The plan objectives for Horseblock Road and the other streets controlled by the Town of Brookhaven include:

- Promote vehicular, pedestrian and non-motorized vehicle safety
- Establish areas for on street parking
- Establish street tree and street furniture styles
- Identify preferred lighting and signage styles
- Provide cross access and shared parking requirements
- Eliminate curb cuts onto the corridor where possible
- Increase sidewalk widths, as appropriate, throughout the study area
- Include areas sufficient for roadway drainage
- Reduce travel speeds in Downtown and Hamlet Center Areas
- Design pedestrian oriented centers
- Improve mass transit
- Provide municipal parking in Downtown and Hamlet Centers
- Develop bike lane and bike path routes

plan Goals...

RESIDENTIAL

Residential land uses support the local economy and businesses. Residential land uses are an essential element to this land use plan. The plan objectives for these residential land uses include:

- Identify existing single and multi-family housing inventory and population
- Conduct a need analysis of additional multifamily housing opportunities
- Identify single family uses along the corridor and other roadways and explore potential future land uses
- Identify potential multifamily housing locations
- Provide secondary residential land uses within the Main Street and Hamlet Centers

PARKS & OPEN SPACE

Improve neighborhood and community parks—providing adequate land to meet the needs of the community. As the community grows add new community and neighborhood parks and extend the greenway and trails to serve new neighborhoods and connect downtown centers. The plan objectives include:

- Identify and examine existing park inventory
- Provide for passive and active recreational uses
- Identify potential park sites
- Plan for future parks and open spaces
- Identify needed park improvements
- Protect significant natural resources
- Prepare an inventory of existing historic house and structures

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Existing Conditions...

This section will examine the existing conditions of the Farmingville study area including existing land uses, zoning, demographics natural resources and transportation. The examination will help guide the planning process and develop the recommendations provided later in this Plan.



In order for this land use plan to take shape and make the necessary recommendations for the future of the Farmingville areas, we first need to examine and inventory the overall conditions of the Horseblock Road corridor and the outlying study areas. By examining the current conditions of the corridor the Town of Brookhaven can determine what the needs are of the corridor and of the community. We can also identify the problems and find solutions to remedy those problems.

The following sections of this Plan will examine the existing population, current zoning and existing land uses along the corridor. These following sections will also look at our existing parks

and open spaces as well as existing ecological and historic resources. The transportation section will look at the existing traffic patterns and roadway network on both County Road 16, County Road 83 and Town roads.

Farmingville, like many neighboring hamlets and villages across Long Island, has lacked a focused planning strategy. No plans have specifically addressed the hamlet, although studies have been done in neighboring areas. The study of the existing conditions will form the building blocks to establish the future land use trends for the study area.

Study Area

Farmingville is a 4.5-square-mile hamlet in the Town of Brookhaven, Suffolk County, New York, approximately 60 miles east of New York City and just north of the Long Island Expressway. Farmingville is one of seven hamlets that make up the Sachem school district, which is served by the Sachem Public Library. The other communities in the Sachem district are Holbrook, Holtsville, Ronkonkoma, Lake Ronkonkoma, Lake Grove, and Nesconset.

Farmingville is a product of the suburban development that moved eastward across Long Island in the second half of the 20th century. The hamlet grew substantially in the post-World War II era and it seems to have been developed with vehicles rather than people in mind.

The community has no clustered downtown except for a small group of businesses near Triangle Park, where Horseblock and Granny Roads meet. There is little along Horseblock Road to distinguish Farmingville from any of the other dozens of suburbs in Suffolk County, or even to tell people that they are in Farmingville. The shopping area seems to be a place to drive through, rather than to.

Horseblock Road commercial corridor



Commercial districts are concentrated along Horseblock Road and at the intersection of North Ocean and Horseblock, where several shopping centers are located. Horseblock Road and North Ocean are zoned primarily for J-2 Business, general retail. Commercial properties along the Horseblock Road and North Ocean corridors are characterized by typical strip mall layout, vast expanses of parking lots, and uncoordinated architectural styles. The community has no community center, meeting hall or similar public facility and generally lacks a sense of place.

Historic Farmingville...

The area was originally settled by American Indians. English settlers began arriving in the 1600s, and by the late 1700s farmers had settled the Bald Hill and Mooney Pond areas. These farms gave the area its name, although it turned out that Farmingville's hilly terrain and sandy soil were not ideally suited for agriculture.

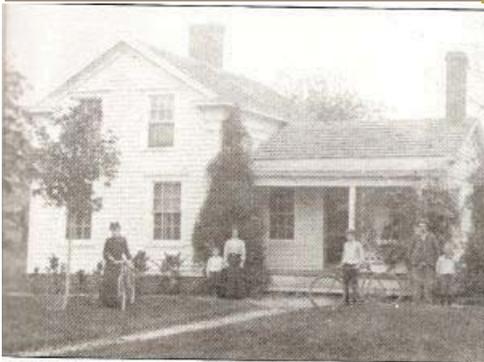
The first school opened in 1850 after residents of what was then known as Bald Hills requested a school district. The Bald Hills Schoolhouse served Farmingville and Holtsville until 1929, when a new school was built. The Farmingville Reunion Association then bought the original school. It served as a meeting place for the Congregational Church from 1858, which the church was founded, to 1890, when the parishioners built their own building.

The school remains in its original location on Horseblock Road, and the home of Bald Hills' first teacher, Elijah Terry, was moved next door. The National Register of Historic Places added the schoolhouse in 1988, and the county parks department works with the Farmingville Historical Society to maintain the site. The new Farmingville Hills County Park is adjacent to those houses. Farmingville eventually became part of the Sachem school district, which was founded in 1955 and is one of the largest in the state.

Bald Hill housed the Farmingville Ski Bowl from 1965 until 1980 and is now the site of the Brookhaven Amphitheater Arts and Cultural Center. Brookhaven Town Hall moved to Farmingville in 2004.



Farmingville, like Suffolk County and Brookhaven Town, grew most rapidly during the 1960s and 70s. Immigrants from Portugal began settling in Farmingville around 1960, and the hamlet now has a sizeable Portuguese community. Many of the immigrants became construction workers, building subdivisions and shopping centers during the construction boom of the 1960s and 1970s.



The Septor E. Terry house in Farmingville. From left, Lilly Thurston, teacher and members of the Terry family. Maillard, Louella, Howard, Septer, and Walter.
Courtesy Historian's Office, Town of Brookhaven

Bald Hill...

The first settlement in what is now called Farmingville occurred in the late 18th century, and was called Bald Hills and Mooney Ponds, before it eventually was called Farmingville (though the soil and hills are not good for agriculture). It did not have its own post office until 1950.

"Bald Hill" is one of the highest points on Long Island, and is located on the Ronkonkoma Moraine, where the glacier which formed Long Island stopped its advance. At the top of Bald Hill is Vietnam Memorial Park, which includes an obelisk-shaped monument, painted red, white, and blue, which was dedicated on Nov. 11, 1991.

The Bald Hill Cultural Center features the outdoor Brookhaven Amphitheater and was previously the location of a ski area from 1965-80 and is now known as the Brookhaven Pennysaver *Amphitheatre*.

Brookhaven Town Hall moved the seat of the local government to Bald Hill at its permanent location in the former Allstate building in 2004.



Mary G. Terry, ca. 1900. She was born in Farmingville and taught school in Farmingville, Holbrook, and Rockville Centre.
Courtesy Historian's Office, Town of Brookhaven

Inventory...

Elijah Terry Home circa 1823

Bates House circa 1850

Bald Hills Schoolhouse circa 1850

Bald Hill Schoolhouse was placed on the National Register of Historic Places in 1988.

Population Trends...

The Horseblock Road Study Area population has continued to grow at a relatively stable rate over the past decades. In 2000, the Horseblock Road Study Area accounted for 11% of the total population in the Town of Brookhaven. Trends in the Town of Brookhaven reflect those in the Horseblock Road Study Area. The following statistics and data are relevant to the Study Area. In the 2010 US Census the Farmingville community had a population of **15,481**.



The study area roughly corresponds to the Census-Designated Place and to the Farmingville, 11738 zip code. It is bounded by Nicolls Road (County Road 87) on the west, the hamlet of Selden to the north, the hamlet of Medford on the east, and the Long Island Expressway (I-495) to the south.

The Farmingville study area falls within the boundaries of several Census tracts, 1585.07, 1585.08, and 1585.10, 1586.06, 1587.04, 1587.11 and 1587.12. The U.S. Census Bureau recognized the hamlet as a Census-Designated Place in 1980. Demographic and socioeconomic data were taken from the 2010 Census unless more recent figures were available.

Farmingville, like Suffolk County and Brookhaven Town, grew most rapidly during the 1960s and 70s. The county population rose from 666,784 people in 1960 to 1,127,030 people in 1970. During that time Brookhaven Town more than doubled its population, from 109,900 to 245,260 (Long Island Regional Planning Board, 1982).

For the unincorporated area known as Farmingville, the 1960 Census estimated the population at 2,134. In the 1970 Census, the area was not separately counted, although the Long Island Regional Planning Board, using new boundaries that roughly correspond to the 1980 Census Designated Place, estimated the population at 9,131. By the 1980 census, the Farmingville Census-Designated Place had a population of 13,398.

Population growth slowed between 1980 and 2000. In that 20-year period, Farmingville grew by only 3,060 people, compared with approximately 11,000 between 1960 and 1980. The population in 2000 was 16,458. The 2010 US Census listed the population of Farmingville as 15,481, a reduction of 977. However the 2012 population was listed as 16,586.

The US Census and the Suffolk County Department of Planning project that the county's population will increase 18 percent by the year 2035. If Farmingville also grows at that rate, its population will then be 19,420, an increase of about 3,000 people over the next 25 years.



Historical Population Trends

Census statistics show that Farmingville residents are predominantly white; people of color represent less than ten percent of the population. African-Americans and Asians together make up about six percent of the population, as compared with ten percent for Brookhaven Town and eleven percent for Suffolk County. Farmingville's Hispanic population of twelve percent is comparable to nearby communities as well as the entire town, although it is lower than Suffolk County's and New York State's. The Hispanic population is expected to continue to grow throughout Long Island.

Year	Farmingville	Town of Brookhaven	Suffolk County
1960 Census	2,134	109,900	666,784
1970 Census	9,131*	245,260	1,127,030
% change 1960-1970	327.88%	123.16%	69.02%
1980 Census	13,398	365,015	1,284,231
% change 1970-1980	46.73%	48.28%	13.95%
1990 Census	14,842	407,977	1,322,535
2000 Census	16,458	448,248	1,419,369
2008 Estimate	17,614	491,035	1,508,602
2010 Census	15,481	486,040	1,493,350
2012 Cesus Estimate	16,586	485,222	1,492,360

*In the 1970 Census Farmingville was not surveyed seperately. This number was computed by the Long Island Regional Planning Board from figures comparable to the boundaries used for the 1980 CPD designation.

Profile...

Immigrants from Portugal began settling in Farmingville in 1960, the hamlet now has a sizeable Portuguese community. Many of the immigrants became construction workers, building subdivisions and shopping centers during the construction boom of the 60s and 70s. They bought dilapidated homes in rougher parts of the community and fixed them up. — They are the ones who built Farmingville, John Moedas, then-president of the Portuguese-American Center of Suffolk, a former chamber of commerce president, told The New York Times in 2001 (Fischler, 2001). Farmingville has several Portuguese restaurants and other Portuguese-run businesses.

Economic Trends...

Trends in the residential population and in the number of households located within the target market area and median household income allow for a clear understanding of those consumers that support the local economy – including existing and new businesses in Farmingville. An analysis of past data, coupled with current estimates and projections, illustrate the changing needs of the target market area, and how such needs can be accommodated within the local market through existing and future business establishments.



The population within the primary market area has fluctuated since 2000. The population in the primary market area decreased by 6.3% between 2000 and 2010, and it is estimated that the population increased by 7% between 2010 and 2012. Current estimates suggest a population of 16,586 residents within the primary market area, and an additional 18.3% growth is projected to occur through 2035.

Reflective of the population trends, the number of households within the target market area has also fluctuated since 2000. The number of households located within the primary market area decreased by 8% between 2000 and 2010 – from 5,041 households in 2000 to 4,707 households in

2010.

The latest estimates from 2012 suggest an increase of 9% to 5,125 households within the primary market area. This is 2% greater than the number of households recorded in 2000, illustrating steady growth in the target market area.

Unlike the population and household trends, the median household income trends have not fluctuated. In fact between 2000 and 2010 the median household income significantly increased by 36%. The median household income in 2000 was \$69,148 and in 2010 it was \$93,570. The 2012 estimated median family income was \$94,904 a 2% increase.

With 2012 estimated median household incomes of \$94,904, it is important to note that households residing within the primary market area have substantial levels of income. This indicates that the spending power is high, which is likely to be reflected in overall spending patterns within the community. This is attractive for new businesses looking to locate within the Farmingville community. The average household located within the primary market area spent over \$75,000 on goods and services in 2013.



Growth Factors

Population percent growth 7%

Households percent growth 9%

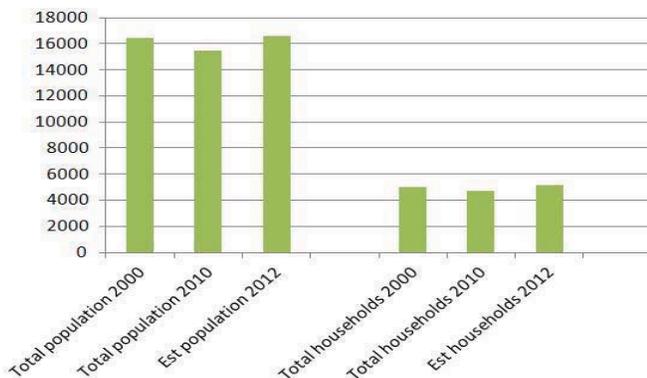
Median Household Income percent growth 2%

The median household income in Farmingville is 15.5% greater than the New York average and 57.9% greater than the National average.

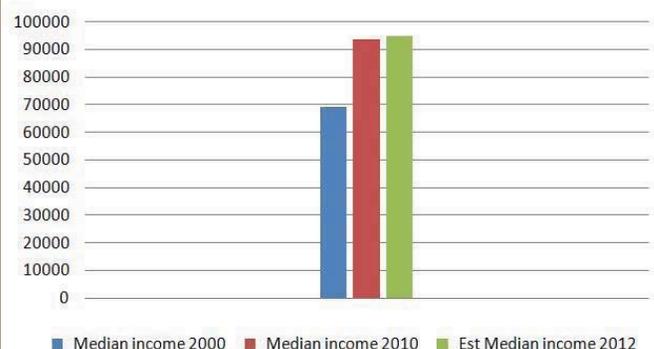
Neighboring household income...

Farmingville enjoys a significantly higher median household income than their adjacent neighbors. Based on Census data Farmingville median household income is 11.5% higher than Selden, 9% higher than Lake Ronkonkoma and 1.5% higher than Medford.

Households



Median Household Income



Land Use Trends...

Land uses within Farmingville range from the standard one story single family residence to the larger 5 story Teachers Federal Credit Union building and the Hampton Inn hotel. This is just one of the aspects that make Farmingville unique from the other hamlets within the Town of Brookhaven. The area around the LIE and CR 83 is one of the only areas in the Town that has five story buildings. Farmingville is also the home of the Town seat of government at Brookhaven Town Hall. Farmingville also enjoys considerable parks and open space opportunities including Farmingville Hills County Park and nearby Brookhaven Pennysaver Amphitheater at Bald Hill.



The three primary land uses in Farmingville are residential, commercial, and park/open space. As is typical of Long Island communities, single family residential land uses dominate the Farmingville study area. Commercial properties are concentrated along the east-west corridor made up of Horseblock Road. Larger commercial land uses occupy the CR 83 corridor. Most commercial properties are suburban-style strip centers, small office buildings, or stand-alone stores, like many that can be found in shopping areas all over Long Island. Unlike other parts of Long Island and the Town of Brookhaven, Farmingville did not experience the commercial sprawl effect.

There are a total of nine shopping centers in the study area, ranging from 5,000 square feet to 236,000 square feet in size. Altogether these shopping centers account for 431,000 total square feet of retail space (Suffolk County Department of Planning, 2006). Farmingville's retail community is a mixture of local businesses and larger regional and national chains. Three grocery stores Compare and Stop & Shop, anchor shopping centers on the east and west sides of the hamlet and C-Town in a shopping center at Old Medford Avenue. The Stop & Shop shopping center, the largest in the hamlet, also includes a K-Mart, and has additional lands for future expansion.

Most shopping and retail in Farmingville is in strip centers. The shopping centers contained a total of 112 stores (Suffolk County Retail Center Survey 2005). At that time 56 were retail stores and 45 were used for other functions, 11 were empty, leaving a vacancy rate of about 10%. This is down from 20% in the year 2000, although given recent economic circumstances, that rate has likely increased.

The hamlet's major recreational area, Farmingville Hills County Park. It is about 100 acres in size and fronts on Horseblock Road at the heart of the study area. Farmingville also has a small redeveloped plaza known as Triangle Park on Horseblock Road.



Brookhaven's town hall opened on Bald Hill in 2004. The town purchased and renovated the building to consolidate offices housed in separate facilities into one space. About 1,000 employees work there, and the building also includes a cafeteria and rooms for public meetings.

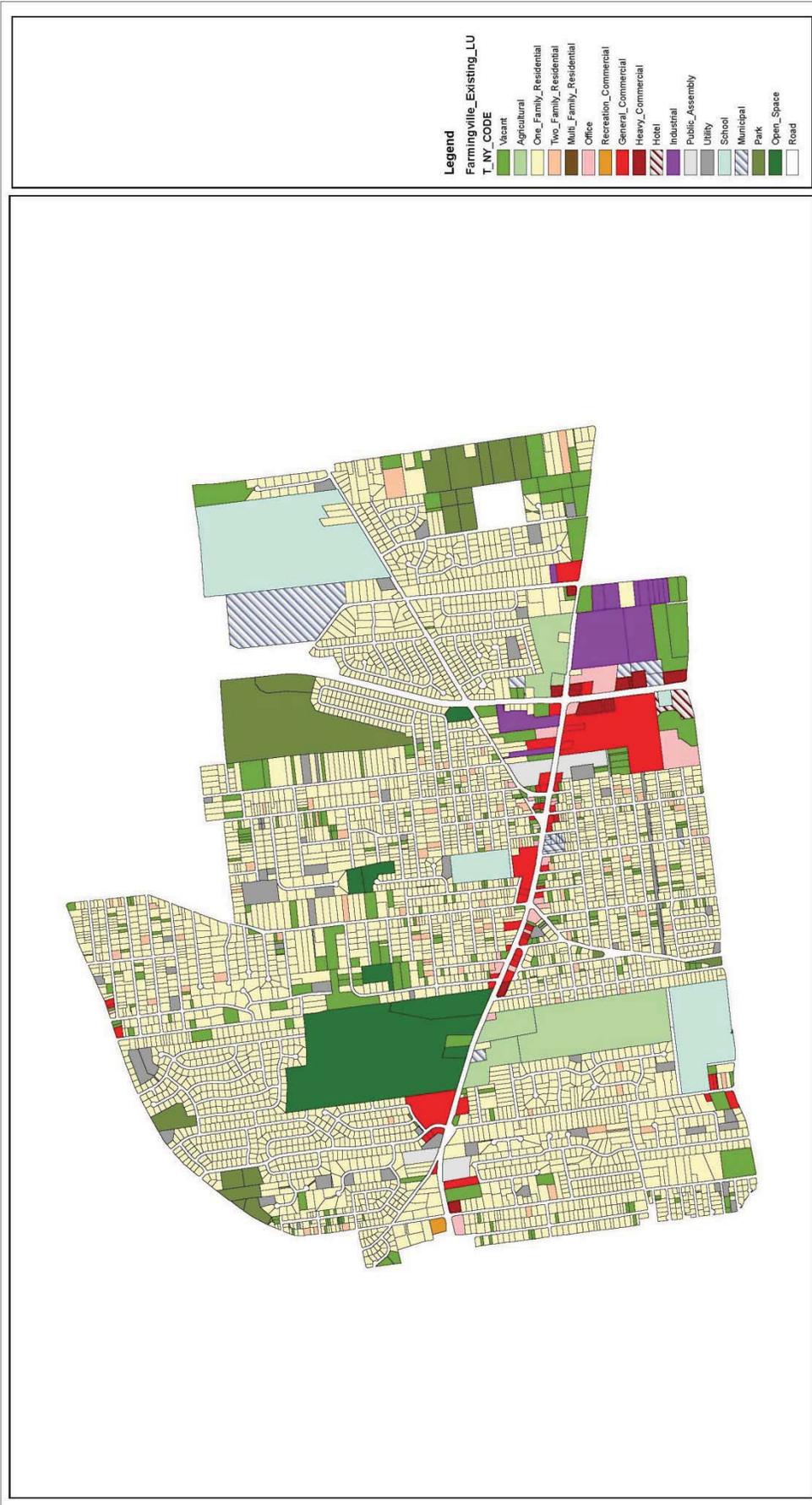
Nearby is the Brookhaven Pennysaver Amphitheater at Bald Hill. The town runs the 7,000-seat outdoor facility, which has concerts and other events.

A Vietnam Veterans Memorial was dedicated on an overlook near Bald Hill in 1991. The overlook is the only site on Long Island with a view of the Long Island Sound, the Great South Bay, and the Atlantic Ocean all at once.

Farmingville is home to a central business district. The district, at the intersection of Granny and Horseblock Roads, has 20 stores and accommodates 28,000 square feet of commercial space. The Suffolk County Retail Center Survey in 2005 found the district contained 8 retail stores, 10 non-retail stores, and 2 vacant stores, for a vacancy rate of 10 percent, on par with the vacancy rate for downtowns in Brookhaven (10.2 percent), compared with 7.3 percent in all Suffolk County towns.

Center Name	Anchor Stores	Street Location		Area (sq. ft.)	Year Open	# Stores
Expressway Plaza	Kmart, Stop&Shop, Compare Foods, Eckerd	W/N. Ocean	S/Horseblock Rd	236,000	1979, 1994	19
College Plaza	Family Dollar	N/Horseblock Rd	E/Waverly Av.	82,000	1972	19
Tiffany Plaza	--	N/Portion Rd	W/Morris Av.	60,000	1991	26
Farmingville Plaza (Farmingville CBD)	KK Athletics	N/Horseblock Rd	Opp/Oriole PI	50,000	1973	9
American Arcade	Xtreme Fitness Center	Horseblock Rd	E/Woodmont PI	28,000	--	20
		N/Portion Rd	W/S. Howell Av	25,000	1989	10
The Commons	--	S/Horseblock Rd	E/Waverly Av.	9,000	1990	8
Blue Spruce Center	--	S/Horseblock Rd	W/Pommer Av	8,000	1989	6
Horse Block Shopping Plz	--	S/Horseblock Rd	Opp E/Lidge Dr	6,500	1981	6
Campus Square	--	W/Waverly Av	Opp/Campus Dr.	6,500	1978	4
Mooney Pond Plaza	--	S/Mooney Pond	E/Hillside Rd	5,000	1983	4
Ruggiero Center	--	N/Portion Rd	E/S. Howell Av.	5,000	1985	6
Total:				521000		137

Centers listed in **bold** are within the boundaries of the study area. Source: Suffolk County Dept. of Planning - Shopping Centers and Downtowns, Suffolk County NY May 2006. Since that time some of the stores have relocated and College Plaza was re-named to Farmingville Shopping Center in 2009.



Horseblock Road (CR 16)
Farmingville
Land Use Plan
 JS July 2014

Farmingville
Existing Land Use

Zoning Trends...

The town adopted its first zoning code in 1937, setting the stage for the suburban-style development that began during the 1950s. The current zoning code was adopted by the Town Board in 1990. But much of the town, like many suburban communities, is zoned according to conventional Euclidean policies, so that land uses are segregated into distinct districts by type.

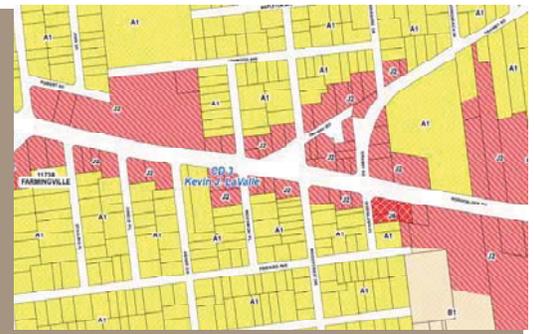
Most of Farmingville is zoned for single-family residential use. Such zoning allows development of detached homes on lots that generally range from a quarter-acre to ten acres. The predominant zoning category in Farmingville is the Residence A-1 District, which permits one dwelling unit per acre. This zoning is not consistent with actual development patterns, as most homes in the hamlet are on quarter- or half-acre lots.

Commercial districts are concentrated along Horseblock Road and at the intersection of

North Ocean and Horseblock, where several shopping centers are located. Horseblock Road and Portion Road, which runs just west of the study area, are zoned primarily for J-2 Neighborhood Business. These roads are not as intensively developed as nearby corridors such as Middle Country Road, but are major connectors to shopping centers such as the Stop & Shop at North Ocean and Horseblock.

There is very little Industrial development in the area. The UPS distribution facility, located on Horseblock Road, and several of the sites are zoned for additional industrial use.

Several large parcels are zoned for J-4 office development, however only one site is developed, the TFCU along CR 83. A large 10.5 acre site is zoned for office development but is currently vacant.



The study area does not enjoy any of the multi-family zoning districts allowed by town code, MF or PRC. A small PRCHC (assisted living) district was recently approved adjacent to the Hampton Inn hotel on the LIE Service Road.

One site is zoned as Open Space, A-5 Residence, Farmingville Hills County Park.

The study area offers one hotel zoned J-8 Business at the corner of CR 83 & the LIE.

Only two sites are zoned for J-5 Heavy Commercial district. Both are developed with gasoline filling stations.



The current zoning patterns of this community promote a sprawl effect. The existing zoning does not provide any synergy between the different commercial uses or interaction between commercial and residential uses.

The primary zoning for main street development is the J-6 Business District; however, only one parcel currently falls in this zoning district. As is the case in communities throughout the Town of Brookhaven, an excess of commercially zoned lands has been identified and presently exists in this study area. Many commercial sites are also developed with land uses that are not consistent with the zoning district.

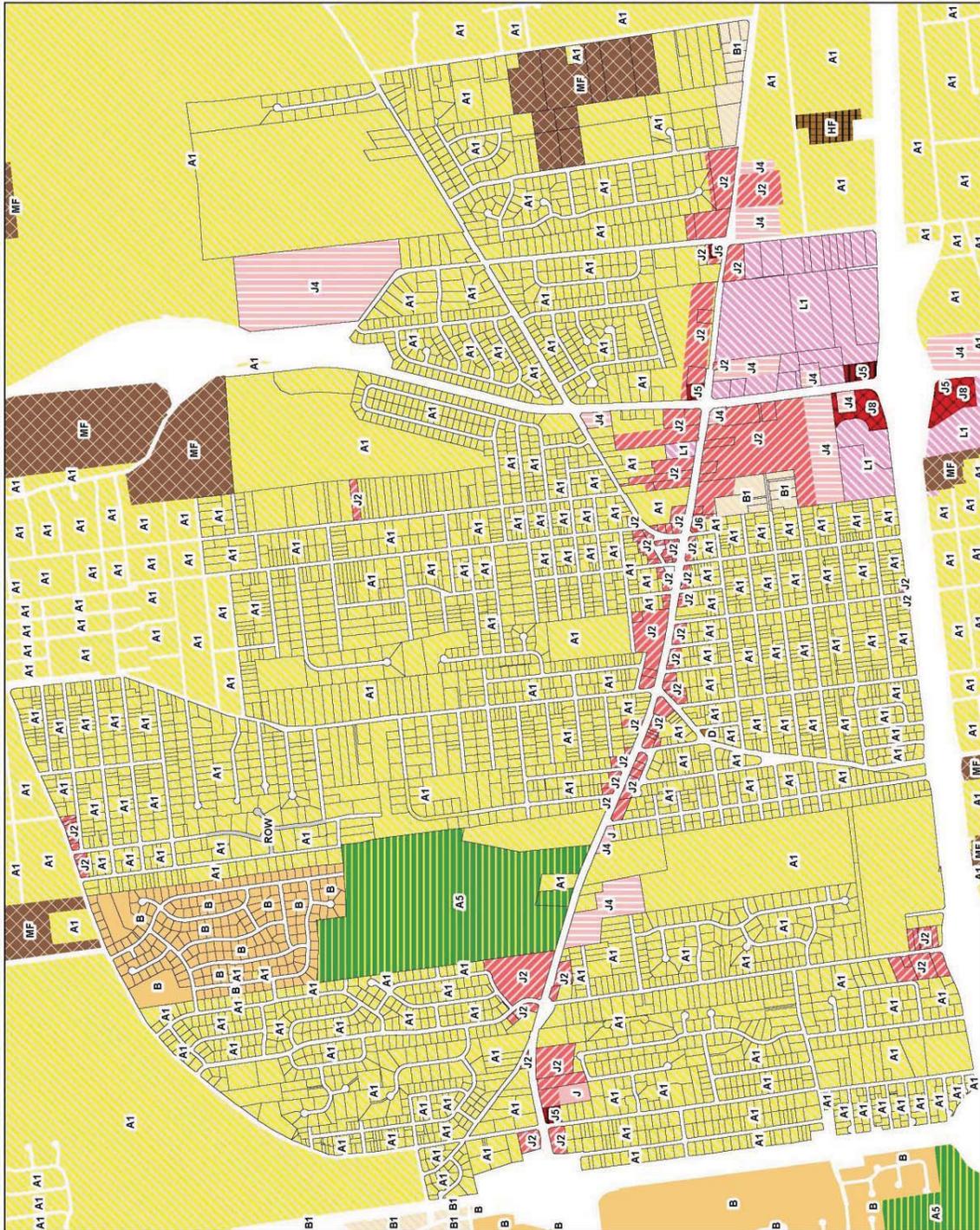
Classification	Permitted Uses
Residential	
A Residence 1	One-family dwellings; churches; convents and monasteries; open farming; public, parochial and private schools
A Residence 5	
B Residence	
B Residence 1	
D Residence: Two-Family Residence and Compatible Business	One-family dwellings; churches; convents and monasteries; open farming; public, parochial and private schools; owner-occupied two-family dwellings.
MF Residence: Multi-Family	Rental housing units; Attached or semi-attached single-family residences; Detached single-family residences.
Business	
J Business: Transitional Business	Art galleries, artist studios, museums or nonprofit cultural centers; Churches or similar places of worship, parish house, libraries or municipal buildings; mixed-use buildings, excluding retail operations; offices; single- or two-family dwellings.
J Business 2: Neighborhood Business	Bank (no drive-thru), bowling alley, church or similar place of worship; commercial center; day-care; deli; dry-cleaner; health club; Laundromat; schools; office; personal service (i.e. barber, beauty parlor); pharmacy (no drive-thru); retail; take-out restaurant; undertaking; veterinarian.
J Business 4: Professional and Business Offices	Administrative, financial, business and professional offices; art galleries; bank; day-care; exhibit halls; undertaking.
J Business 5: High Intensity Business	n/a
J Business 8: Hotel-Motel	Hotels and motels, including residence hotels.
Industrial	
L Industrial 1: Light Industry	Agricultural or nursery including retail sale of products raised on premises; bank; church or similar place of worship; commercial laundry; day-care; health club; historical or memorial monument; lodge; manufacturing; office; printing plants; research and development including labs; veterinarian (provided that all activities take place within the building); warehouse.
ROW: Right-of-Way	n/a

**As applied to parcels in the Hamlet of Farmingville.*

Horseblock Road CR 16 Draft Land Use Plan for Farmingville, NY Existing Zoning - Figure 00

- Legend
- Farmingville
 - A10
 - A5
 - A2
 - A1
 - A
 - B1
 - B
 - C
 - D
 - HF
 - K
 - OE
 - RD
 - CD
 - J
 - J4
 - PRC
 - PRCHC
 - MF
 - NHH
 - L1
 - PC
 - CR
 - J2
 - J6
 - J8
 - J4
 - J5
 - J2
 - PDD
 - ROW
 - Village
 - UWVL
 - Water

This map should be utilized in conjunction with the written text of the Lawrence Aviation Land Use Plan. The Map itself should not be utilized on its own to determine proposed land use for a specific location.



Commercial Trends...

Overall, the percentages of retail stores in both downtowns and shopping centers have been declining since the late 1980s. Many stores now house service businesses such as coin-operated laundries. Smaller downtowns tend to be more service-oriented, as is the case in Farmingville. The hamlet of Farmingville is unique to Brookhaven with a small main street area, transportation oriented commercial centers, restaurants, and service oriented commercial, multi-story office and hotel, as well as, non-retail transitional uses.



There are a total of nine shopping centers in the study area, ranging from 5,000 square feet to 236,000 square feet in size. Altogether these shopping centers account for 431,000 total square feet of retail space (Suffolk County Department of Planning, 2006). Farmingville's retail community is a mixture of local businesses and larger regional and national chains. Two large grocery stores, Compare and Stop & Shop, anchor shopping centers and C-Town shopping center at Old Medford Avenue. The Stop & Shop shopping center, the largest in the hamlet, also includes a K-Mart, and a number of other large-scale retailers.

Convenience stores such as CVS and 7-Eleven are located around town in stand-alone buildings. A few national chain restaurants are concentrated along North Ocean Avenue between the LIE and Horseblock Road, and a scattering of locally owned restaurants are found along Horseblock Road.

Most shopping and retail in Farmingville is housed in strip centers. The shopping centers contained a total of 112 stores when they were counted by the Suffolk County Retail Center Survey in 2005. At

that time 56 were retail stores and 45 were used for other functions. Eleven were empty, meaning a vacancy rate of about 10 percent. This is down from 20 percent in the year 2000, although given recent economic circumstances, that rate has likely increased. A 10 percent vacancy rate is comparable to neighboring hamlets including Centereach, Holtsville, and East Patchogue.

Farmingville is also home to one major commercial center, Expressway Plaza, located on North Ocean Avenue, is 236,000 square feet and contains 19 stores. The commercial center is 100 percent occupied. A proposed addition to this center includes a proposed 51,500 sq.ft. addition which also includes a standalone restaurant.



Growth Factors

Change of zone applications recently approved within the Farmingville study area:

Bristol at Farmingville – L-1 Industrial to NH-H Nursing Home, 145 bed Nursing Home Use.

Expressway Plaza - J-4 Business to J-2 Business, 51,500 sq.ft. addition to commercial center.

Holmesview Commons – A-1 Residential to J-2 Business, 118,000 sq.ft. retail center.

Transition Areas...

Unlike other communities in the Town of Brookhaven, transition areas used to break up commercial sprawl unexpectedly formed on their own along Horseblock Road. Non-retail land uses with unique architectural building styles have been constructed within the last five years.

In addition to new construction, existing single family homes along Horseblock Road are converted to non-retail commercial land uses. These non-retail commercial land uses help strengthen the main street commercial area while preserving the character of the community.

Farmingville Main Street...

Farmingville is one of only 14 Brookhaven communities to have a central business district. Existing buildings line the street with typical street furniture and street trees. This main street runs from Woodmont Place on the west to Greenlawn Place at the eastern end for approximately 1,000 linear feet. The district, at the intersection of Granny and Horseblock Roads, is home to 20 stores and accommodates 28,000 square feet of commercial space. Most of the existing development forms along the south side of Horseblock Road. The Suffolk County Retail Center Survey in 2005 found the district contained eight retail stores, ten non-retail stores, and two vacant stores, for a vacancy rate of ten percent, on par with the vacancy rate for downtowns in Brookhaven (10.2 percent), compared with 7.3 percent in all Suffolk County towns. Anchoring this main street area is the Farmingville Fire Department at the west end and two places of worship at the eastern end.



Housing Trends...



Ninety-five percent of houses in Farmingville are occupied by their owners, similar to 93 percent for Brookhaven Town as a whole according to the 2010 US Census. Most homes in the hamlet are single-family houses. There are no apartments, condominiums or senior housing available. The vacancy rate in 2010 was 2 percent, compared with 6 percent for the town. Vacancy rates have probably risen since then because of economic conditions. The average Farmingville household has 3.3 members.

The Town of Brookhaven has several residential zoning districts from most dense to least dense include: B Residence, B1 Residence and A1 Residence. Multi-family categories including MF Residential, PRC Residential, PRCHC Residential and NH-H Residential. No multi-family zoning categories were not found in the study area. The majority of this study area is zoned and developed in accordance with the single family zoning districts.

Beginning in the early 1950's subdivisions were filed and created the development pattern we see today. GI's returning from the war were furnished with home loans to finance new houses. The neighboring Ronkonkoma area became one of those

settlement areas. The settlement areas expanded into this Farmingville study area.

Over the years the zoning around the Town of Brookhaven has changed, requiring development on larger and larger parcels of land. The lot size limitations are based on the Suffolk County Department of Health Services requirements for sanitary systems. Suffolk County has classified this area as Hydrogeographic Zone III, providing for an allowable sanitary flow of 300 gallons per day per acre.

The predominant zoning category in Farmingville is the Residence A-1 District, which permits one dwelling unit per acre. This zoning

is not consistent with actual development patterns, as most homes in the hamlet are on quarter- or half-acre lots. Large parcels of land available for additional subdivision are limited.

Home values in the Farmingville study area have dropped from 2009 to 2014. Median value of housing units in 2011 was \$322,000.

Most homes in the hamlet are single-family houses. There are no apartments, condominiums or senior housing available. This lack of diversity in housing options makes it difficult for young people and the elderly to find affordable, accessible housing.



Housing and Immigration...

Immigrants from Portugal began settling in Farmingville around 1960, and the hamlet now has a sizeable Portuguese community. Many of the immigrants became construction workers, building subdivisions and shopping centers during the construction boom of the 1960s and 1970s. They bought dilapidated homes in rougher parts of town and fixed them up.

During the 1990s, during another building boom, Farmingville became a magnet for people coming from Central and South America in search of work. The Census Bureau found that by 2000 the Latino population had risen to 1,300 people. Many of the immigrants became day laborers, hired by contractors who pick them up along roadsides and at other outdoor sites where they congregate. Some residents objected to the outdoor gatherings and expressed alarm that workers were crowding by the dozen into small rental houses. The residents felt these factors were threatening the character of the community.

Farmingville and Brookhaven Town, like much of Suffolk County, face a severe shortage of affordable and rental housing. As a result, many communities, including Farmingville, experience overcrowding of existing housing. The town created a Quality of Life Task Force to address the issue. The Task Force and the Town's Building Department have stepped up code enforcement efforts throughout the town, and they have given landlords citations for overcrowding. As a result of these efforts, the number of reported violations has decreased significantly and efforts to ensure enforcement continue.

Over the past few years, much of the heat surrounding this issue has dissipated, but some of the hard feelings remain.

Growth Factors

Large parcels of land available for new subdivision development are limited. Most available lands are single and separately owned lots previously subdivided. Analysis finds that there are approximately 270 vacant properties remaining within the Farmingville study area. This equals approximately 137 acres which could yield approximately 119 new housing units.

In-fill development of single family homes on single and separate subdivided lots will continue. However, the remaining larger vacant lands in the Farmingville area should focus on alternative housing types such as condominium, townhouse or senior housing.

Community Facilities Trends...

Uses such as Brookhaven Town Hall, Fire Department, Post Office, Schools and Places of Worship are considered community facility land uses. Farmingville is home to many of these very important facilities. Community groups and organizations provide social support, public information, and other purposes.



The area is serviced by the Farmingville Post office, located along Horseblock Road, zip code 11738.

Several churches are located in or near Farmingville, including St. Michael the Archangel Roman Catholic Church, Congregational Church, Church of the Resurrection, Helping Hands Ministries, and One More for Jesus Christian Center. The nearest synagogues are in Lake Ronkonkoma, Patchogue, and Coram. The nearest mosques are in Moriches and Dix Hills.

VFW Post 400, located on College Road in Farmingville, runs a number of community outreach services and activities for local veterans, including an annual Memorial Day Parade.

Sachem Community Youth Services, also known as the Sachem Teen Center, is a non-profit organization based in Lake Ronkonkoma that for 30 years has provided activities for area young people between 5 and 20.

Other active local community groups include the Farmingville Residents Association, the Farmingville Historical Society, the Farmingville Civic Association, the Portuguese-American Center of Suffolk, the Farmingville-Holtsville Chamber of Commerce, and Friends of the Sachem Library.

In addition, the area is home to Sachem Little League, which was founded in 1958 and serves the communities of the Sachem school district. The league is Williamsport-sanctioned, which allows it to compete in the Little League World Series. The Sachem Youth Advisory Group, incorporated in 1966, serves more than 4,000 children between the ages of 5 and 17 throughout the Sachem community. Programs include soccer, baseball, softball, basketball, lacrosse, and cheerleading.



Emergency Services...

The Farmingville Fire Department is based along Horseblock Road, with a second station located along Portion Road. Ambulance services are based out of the fire department.

The Suffolk County Police Department's Sixth Precinct located in Selden provides law enforcement services.

The Town of Brookhaven maintains a Department of Public Safety that is responsible for fire prevention, code enforcement, vehicle control and parking enforcement and town hall security, and other duties.

Other facilities...

Brookhaven's town hall opened on Bald Hill in 2004. About 1,000 employees work there, and the building also includes a cafeteria and rooms for public meetings.

Nearby is the Brookhaven Pennysaver Amphitheater at Bald Hill. The town runs the 7,000-seat outdoor facility, which has presents concerts and other events.

A Vietnam Veterans Memorial was dedicated on an overlook near Bald Hill in 1991. The overlook is the only site on Long Island with a view of the Long Island Sound.



Schools...

The Farmingville community is part of the Sachem Central School District, one of the state's largest. The district serves more than 15,000 students from Farmingville and six other communities. It includes 12 elementary schools, 4 middle schools, and 2 high schools, Sachem High School East and Sachem High School North. Farmingville is home to Tecumseh and Lynwood elementary schools and Sachem East, which is located near Town Hall and Bald Hill. Sachem East has about 2,600 students and 300 teachers and other staff members.

The Sachem Public Library is one of the largest school district libraries in New York State, serving roughly 82,000 people, located on Holbrook Road in Holbrook.

Suffolk Community College's Ammerman campus, one of three locations for the college, is just northwest of Farmingville in Selden. Stony Brook University is less than ten miles from Farmingville.

Park and Open Space Trends...

The 102-acre Farmingville Hills Suffolk County Park, dedicated in January 2009, is the largest parkland within the Farmingville community. The park is mostly preserved as open space and as such cannot be used for such pastimes as active playfields. The park does provide passive activities such as hiking. The county opened walking trails in the park in April 2009.

The study area contains about 216 acres of parkland & open space, yielding a ratio of 12 acres per 1,000 residents. That's above the most widely accepted standard of 6.5 to 10.5 acres per 1,000 people set by the National Recreation and Park Association. However, removing the 102 acres of Farmingville Hills County Park, most of which is wooded area, from the total amount of parkland yields a ratio of 6.48, just below the national standard. The general community perception is that there is insufficient usable park space for children or adults.

Despite the lack of active parks, there are

some opportunities for youth to play. Not counted as parkland in these calculations are the soccer fields just north of the LIE, which are owned by the school district and used for league play and the Town of Brookhaven Medford Athletic Complex on Horseblock Road.

Of the 282 acres of public land, only 6.5 acres are used as active neighborhood park. The local school district, Sachem School District, provides for other park and athletic facilities. Within this area, the school district holds 120 acres of land. Only one commercial recreational use was found within the study area. A miniature golf course use was identified in the West Farmingville area. However other private recreation facilities include: the Portuguese soccer field, Unique Fitness & KK Athletics.

The neighborhood parks are typically the smaller parks that serve nearby homes and neighborhoods. On a per capita basis, the



overall area lacks sufficient active recreational and neighborhood park facilities.

However, there is a sufficient amount of vacant parkland within the study area. A 12.5 acre parcel and an additional 5.5 acre were found along Moony Pond Road. Both sites could sustain a neighborhood park. Another larger 55 acres of parkland was found along Fairmont Avenue. The site once was used as a Town of Brookhaven recreation center. Although the center has closed, the viability of a new park at this location is not feasible as this site is in very close proximity to the Medford Athletic Complex.

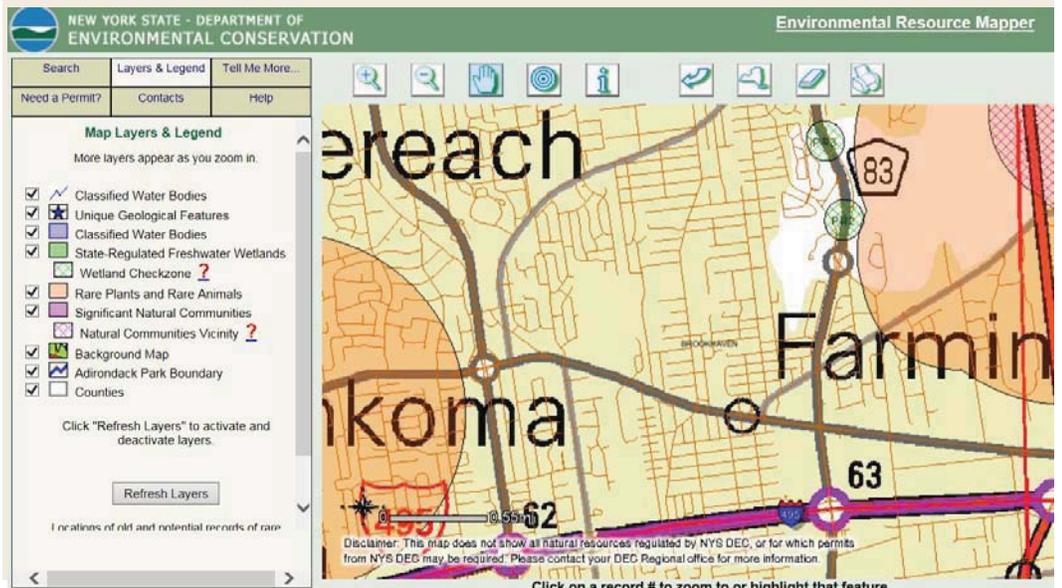


Natural Resources...

According to Town records and New York State Department of Environmental Conservation records no significant environmental resources were identified. There are no state or local regulated wetlands or bodies of water, no unique geological features, no rare or endangered plants or animals and no significant natural communities identified within the study area.

Parks Inventory...

- Triangle Park
- Farmingville/Holtsville Veterans Memorial Park
- Bald Hill Memorial
- Medford Athletic
- Rose Caracappa Fields



Transportation Trends...

Development patterns in Farmingville, as in much of the rest of Long Island, favor automobiles. Alternative modes of transport such as buses are severely limited. Sidewalks, if they exist at all, are often poorly maintained. There are no bike lanes. Concerns about lighting, traffic speeds, and other safety issues further limit transportation choices.



Farmingville residents overwhelmingly rely on automobiles. According to the 2000 Census, 4 out of 5 people drive to work alone. Nine percent carpool. Less than 6 percent use public transit to get to their jobs and less than 1 percent walk to work even though many residents are employed within the hamlet. The average one-way commute for a Farmingville resident is 35 minutes. Nineteen percent of workers have a commute of less than 15 minutes; 17 percent spend more than an hour.

Cars are also necessary to travel within the community because of separation between residential and commercial areas. Ninety-three percent of Farmingville households have at least one vehicle, compared with 70

percent of households in the state.

The hamlet is located just off the Long Island Expressway at Exit 63 (North Ocean Avenue), making for relatively easy access to New York City and other parts of Long Island.

Farmingville is served primarily by three county roads: Nicolls Road (CR-97), North Ocean Avenue (CR-83), and Horseblock/Portion Road (CR-16), which is the main corridor through the hamlet. These roads are designed to move vehicles and have little to offer bikers, pedestrians, and those who would walk from shop to shop. Horseblock Road is heavily trafficked during rush hours, and the intersections at North Ocean Avenue, College

through several changes of lights to turn left from North Ocean to Horseblock, for example.

The New York State Department of Transportation rates road conditions from A (best) to F (worst), with C or better desirable. Horseblock Road is currently rated C along some portions and D along others. It is comparable to other county roads in the area. The roadway was built as, and remains, a commercial corridor, but it has also become an arterial route connecting the Long Island Expressway and Sunrise Highway.



Horseblock Road, CR 16...

In 2009 Suffolk County DPW completed the improvements to Portion Road from the Town Line to Nicolls Road, the western border of this Farmingville study area. The work included medians in certain portions of the road, street-tree wells, sidewalk reconstruction, and new curb cuts or driveways into various businesses and pedestrian crosswalks.

Horseblock east of Nicolls Road was widened and improved, and according to Suffolk County Department of Public Works, there are no plans for further improvements between Nicolls and N. Ocean at this time. Work is currently underway at the entrance and exit ramps to Nicolls Road and there are plans for functional improvements at the N. Ocean and Horseblock Road intersection, including additional dedicated turn lanes and signal improvements.

Town Roads...

- Blue Point Road
- Waverly Avenue
- Mooney Pond Road
- Granny Road

Road	From	To	AADT* One Way Count	AADT* One Way Count	Date of Count
CR-83 / N. Ocean	I-495/LIE	CR-16/Horseblock	28476 (Northbound)	34125 (Southbound)	11/12/2008
CR-83 / N. Ocean	CR-16/Horseblock	SR-25/Middle Country Rd.	24842 (Northbound)	26500 (Southbound)	11/12/2008
CR-16/Horseblock	CR-97/Nicolls Rd	Waverly Ave	9168 (Eastbound)	8653 (Westbound)	8/22/2006
CR-16/Horseblock	Waverly Ave	Blue Point Rd	9634 (Eastbound)	9503 (Westbound)	8/22/2006
CR-16/Horseblock	CR-97/Nicolls Rd	CR-83/N. Ocean	13035 (Eastbound)	12901 (Westbound)	2/7/2007

Accident Data

Accident data for six intersections within the study area by accident severity and the type of accident during the 36 months from December 1, 2010 through November 30, 2013.

Location	Accident Severity				Total	Accident Type										
	Fatality	Injury	Property Damage Only	Non-Reportable		Rear-End	Overtaking	Right-angle	Left-turn	Right-turn	Fixed Object	Pedestrian/Bicyclist	Parked Vehicle	Backing	Run Off The Road	Other/ Unknown
CR 16 at Waverly Avenue	0	7	8	0	15	9	1	1	0	1	0	0	1	1	0	1
CR 16 at Hanrahan Avenue	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0
CR 16 at Lidge Drive	0	2	1	0	3	1	0	0	0	0	0	1	0	0	1	0
CR 16 at Raymond Avenue	0	2	0	0	2	1	0	0	0	0	1	0	0	0	0	0
CR 16 at Pommer Avenue	0	1	2	0	3	1	0	1	1	0	0	0	0	0	0	0
CR 16 at Blue Point Road	0	15	11	0	26	4	4	5	9	2	0	1	0	0	1	0

Public Transportation...

The primary form of public transportation available is buses provided by Suffolk County Transit. Five bus routes pass through Farmingville. Residents generally agree this service is inadequate.

These routes are not integrated into neighborhoods, and passengers must make their way to main roads in order to reach bus stops. Community members report that current service is particularly lacking for seniors and youth, who rely most on public transportation. Buses generally do not run more than once per hour, and each stop is served about twelve times a day. No buses run on Sundays.

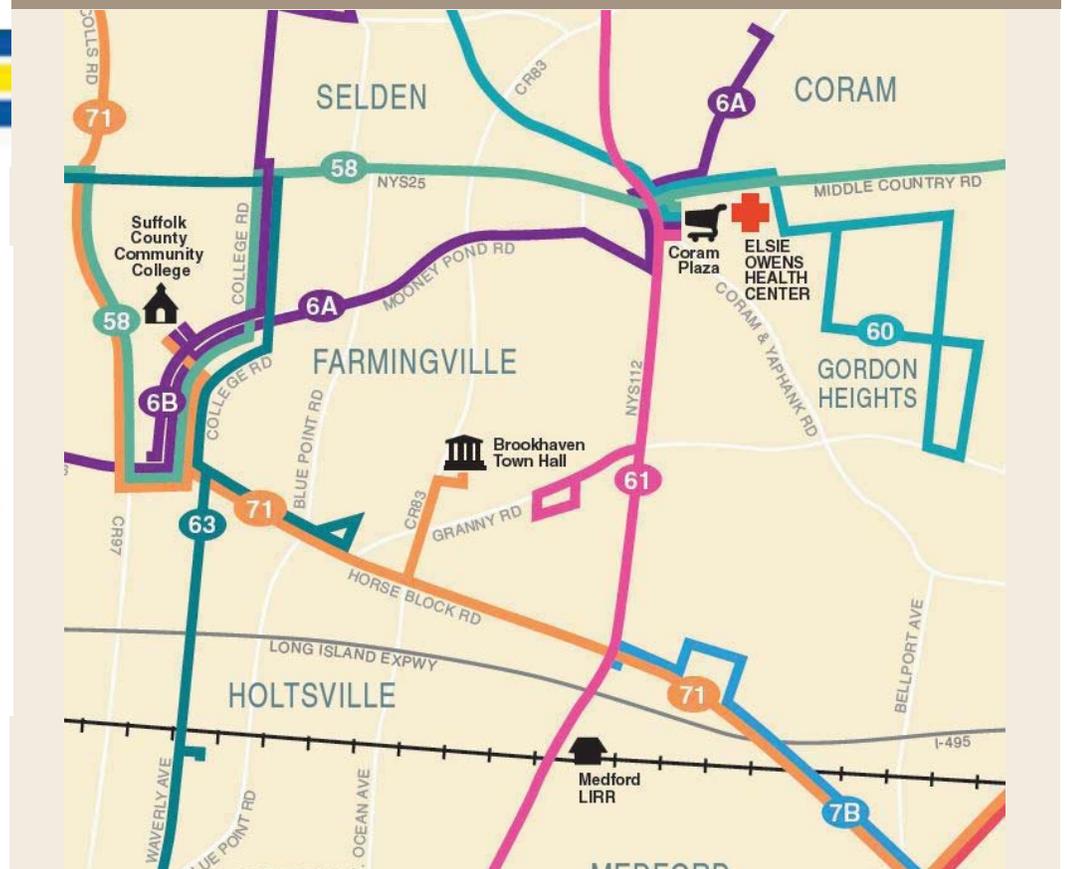
The situation for the disabled is worse. Suffolk County Accessible Transportation provides buses Monday through Friday from 6:00 am to 8:30 pm and Saturday from 7:00 am to 8:30 pm. Later, earlier, or holiday service is provided only where regular buses are running. The accessible buses will stop no more than three-quarters of a mile from the regular routes.

The Town of Brookhaven operates a Jitney Transportation Program through its Senior Citizens Division. The jitneys transport residents over 60 to shops and medical appointments. However, the service is so popular that seniors must make appointments weeks in



advance to use the jitneys, limiting their utility.

Farmingville has no Long Island Rail Road station. The closest one is in Medford, and some residents travel to Ronkonkoma for a direct connection to New York City.



Proposed Land Use...

Through cooperative efforts the Town of Brookhaven and the community prepared these land use recommendations contained in this section of the land use plan. The recommendations are expected to foster the development and redevelopment of the Horseblock Road corridor in a cohesive and coordinated manner. Any new development or redevelopment of properties must be compact and convenient for residents seeking goods and services.

To further the goals of this plan and the community's vision for Farmingville, the Horseblock Road corridor is identified in distinct areas. They include the Farmingville Main Street District, Waverly Avenue Neighborhood District and the CR 83 Regional Center. The Morris Avenue Neighborhood Center was previously identified as part of the Portion Road Land Use Plan for Lake Ronkonkoma and Farmingville.

The formalization of the main street area where a greater density can be provided within the centers and a lesser density at its perimeter, in the transitional areas, will accomplish the goals of this plan. It is important to prevent and eliminate sprawl by concentrating infrastructure and drawing a distinction between the downtown and regional centers by establishing transition areas.

The CR 83 regional center provides transportation related, large

commercial retailers including major restaurants along with multi-story office and hotel uses.

Outside these distinct centers transitional areas are designated, which offer non-retail commercial uses with specific design standards. This methodology is used in other areas around the Town to prevent or reduce commercial sprawl.

The following sections of the Horseblock Road Land Use Plan are intended to offer land use recommendations for each of the distinct areas. The intent is to offer a visual representation of the desire of the Town of Brookhaven's desire to create pedestrian-oriented commercial and residential land uses along this corridor.

Horseblock Road, C.R. 16...

Farmingville is divided by Horseblock Road, County Road 16, its main corridor, which is flanked by a variety of commercial establishments, from law offices, banks and small businesses, to grocery stores and an indoor soccer facility. Immediately north and south of these businesses, just blocks off the main road are quiet residential neighborhoods of mostly single-family homes and tree-lined streets.

Horseblock Road also serves as the communities "Main Street". Shops and stores line the street and center around Triangle Park, a center point for community activity.



Farmingville Vision...

The Farmingville community envisions the hamlet of the future as one with a well-lit, tree-filled corridor that features a mix of businesses and services, including grocery stores, restaurants, and offices. There is sufficient on-street parking and shared parking behind stores that shoppers are able to quickly and conveniently park their cars and go about their business on foot. Traffic moves at a steady pace, but pedestrians cross safely and easily at the brightly painted signalized crosswalks. Lampposts accented with hanging flower baskets and trash receptacles line the road. Benches and small café tables provide places for people to sit along the way, sipping coffee and chatting with business owners before going to get their hair or nails done at the salon or barber shop. Banners hanging from the lampposts and signs donated by local businesses in planted medians accompanied by dedicated turning lanes at either end of the hamlet center remind you that "Farmingville Welcomes You."

Land Use Plan Categories...

The Horseblock Road Land Use Plan designates specific areas for specific land use categories. Each land use category offers a variety of permitted land uses that are typically associated with that category. This section describes each category and associated permitted land uses as they appear in the land use plan. These land use categories correspond to the Land Use Plan Map. The Land Use Plan Map should be utilized in conjunction with the written text of this plan. The Map itself should not be utilized on its own to determine proposed land use for a specific location.

The categories are also related to the Town of Brookhaven's land use legislation or Town Code zoning district. This is done in order to better assist the reader and ultimate user of this land use plan and help guide the desired development to the appropriate land use category and zoning district.



Medium Density Residential class refers to the configuration of the single family residential development pattern of the area. The areas in Farmingville are predominately zoned A-1 Residential (40,000 sq.ft. lots) but have been built and developed predominately as B Residential (15,000 sq.ft. lots) and B-1 Residential (22,500 sq.ft. lots). Land uses identified in this category are proposed to be zoned and used for single family residential purposes.



High-Density Residential class refers to several different attached housing options and types including condominium and townhouse. Opportunities exist for future multi-family housing within the study area; however, this land use should be limited to those areas identified in the plan. Future development should also be consistent with the Town Code provisions and regulations pursuant to the MF Residential Zoning District.



Public Assembly class refers to the land uses such as Place of Worship and Social and Recreational Hall. These land uses are typically permitted in all zoning districts.



Transitional areas provide for commercial land uses but limit retail commercial uses, consistent with the J Business Zoning District. Development in this class requires residential type architecture. This designation is designed to permit non-retail commercial uses while concentrating retail commercial to more appropriate areas and reducing sprawl.



Office category limits land use development or future development to office related uses only, consistent with the J-4 Business District.



Recreational Commercial uses allow for a variety of uses, from miniature golf, catering facility and social recreation hall, consistent with the CR Commercial Recreation Zoning District.



Main Street class refers to the Horseblock Road **Main Street** and **Morris Hamlet Center** and is designed to be the pedestrian-oriented center of Farmingville. The uses and site layout are consistent with the J-6 Main Street Business District.

Farmingville_LUP

-  Medium_Density_Residential
-  High_Density_Residential
-  Office
-  Transitional_Commercial
-  Recreational_Commercial
-  Neighborhood_Commercial
-  General_Commercial
-  Main_Street_Commercial
-  Regional_Commercial
-  Heavy_Commercial
-  Hotel
-  Light_Industrial
-  School
-  Public_Assembly
-  Municipal
-  Public_Parking
-  Utility
-  Park
-  Open_Space
-  Opportunity



Hotel class refers to the multi-story hotel use. The uses and site layout are consistent with the J-8 Hotel Business District.



Heavy Commercial uses consist of gasoline filling stations, automotive repair and dealerships as well as fast food restaurants, consistent with the J-5 Business District.



Regional Commercial uses represent those uses that typically attract consumers both locally and from a large contributing area. Land uses include supermarkets, movie theater, and other large scale retailers on parcels of land in excess of five acres, consistent with the J-2 Business District.



Industrial uses represent those uses such as warehouse, distribution facility and trucking terminal, consistent with the L-1 Industrial District.



Public Parking uses represent those New York State sponsored "Park & Ride" facilities, where commuters can park their cars and share commutes to work.



Utility uses represent those public utilities such as PSEQLI, LIPA and SCWA.



Municipal uses represent government and public land uses including Fire & Ambulance companies and Town and County offices and land uses, including recharge basins.



School uses represent public and private parochial schools including colleges and universities.



Parks include active and passive recreations sites and may also include pocket parks, ball fields and tot lots as well as village greens and squares.



Open Spaces are areas preserved as natural and undisturbed lands for preservation purposes. Passive recreation uses may also be included in this category.



Opportunity Areas are areas that offer the opportunity for development or redevelopment of those parcels identified for alternative land uses or site layout and design. The parcels are specifically identified and a range of future potential land uses are recommended herein.

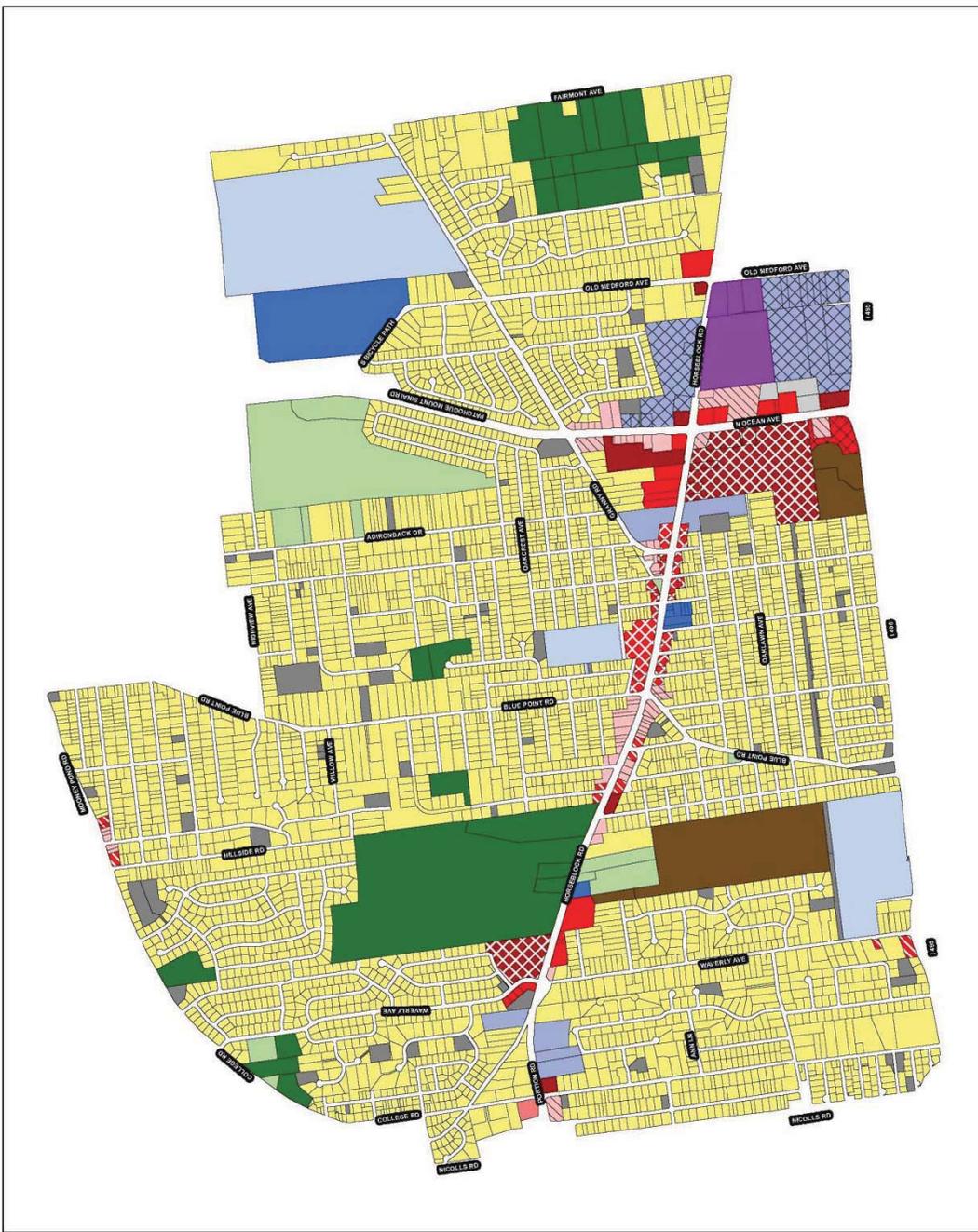
Farmingville_LUP

-  Medium_Density_Residential
-  High_Density_Residential
-  Office
-  Transitional_Commercial
-  Recreational_Commercial
-  Neighborhood_Commercial
-  General_Commercial
-  Main_Street_Commercial
-  Regional_Commercial
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-  Hotel
-  Light_Industrial
-  School
-  Public_Assembly
-  Municipal
-  Public_Parking
-  Utility
-  Park
-  Open_Space
-  Opportunity

**Horseblock Road CR 16
Draft Land Use Plan
for Farmingville, NY**
Draft Land Use Plan
Park & Open Space - Figure 03

- Legend**
- Farmingville_LUP
 - Medium_Density_Residential
 - High_Density_Residential
 - Office
 - Transitional_Commercial
 - Recreational_Commercial
 - Neighborhood_Commercial
 - General_Commercial
 - Main_Street_Commercial
 - Regional_Commercial
 - Heavy_Commercial
 - Hotel
 - Light_Industrial
 - School
 - Public_Assembly
 - Municipal
 - Public_Parking
 - Utility
 - Park
 - Open_Space
 - Opportunity

This map should be utilized in conjunction with the written text of the Horseblock Road CR 16 Land Use Plan for Farmingville. The Map itself should not be utilized on its own to determine proposed land use for a specific location.



Hamlet Center...

The Farmingville Hamlet Center follows Horseblock Road from Blue Point Road on the west to lands east of Granny Road on the east. Many of the existing buildings along the main street presently comply with the J Business 6 (Main Street Business District) standards. The layout and design standards found in the Main Street Business District Design Manual should be applied as a guide to and new construction and redevelopment within the Farmingville Hamlet Center.



The Horseblock Road Hamlet Center is the heart of Downtown Farmingville. Existing buildings, primarily along the south side of Horseblock Road, line the street with typical street furniture and street trees. One area along the south side also offers a civic plaza. Along the north side is the existing Triangle Park. This main street runs from just east of Granny Road on the eastern end to Blue Point Road at the western end for approximately 2,300 linear feet or approximately one half mile.

Main streets flourish when they offer a variety of goods and services, a pleasant community environment and convenient access. Design and physical appearance

contribute directly to their livability and economic success.

Most of the Horseblock Road Main Street has an established building setback line. Any new development or redevelopment should be consistent with the existing building setbacks.

Other improvements, such as new signage, blade signs and awnings, will brighten the ambiance of the hamlet center. This can be accomplished with simple façade changes to some of the existing buildings.

Parking facilities should be located in the rear of the buildings and be open for common use or municipally owned or maintained. For

existing commercial uses with front yard parking, attempts should be made to relocate parking to the rear of the buildings. The former front yard parking areas should than be landscaped or used as plaza/courtyard areas.

Land uses for these areas are typically retail and encourage second story residential or office uses. Accessory uses such as outdoor dining and retail display should be encouraged. Back doors should be provided for pedestrians to access the buildings from the parking areas.

Buildings that cannot provide a second story use should be designed to appear as a two to two and one half story building through architectural design.

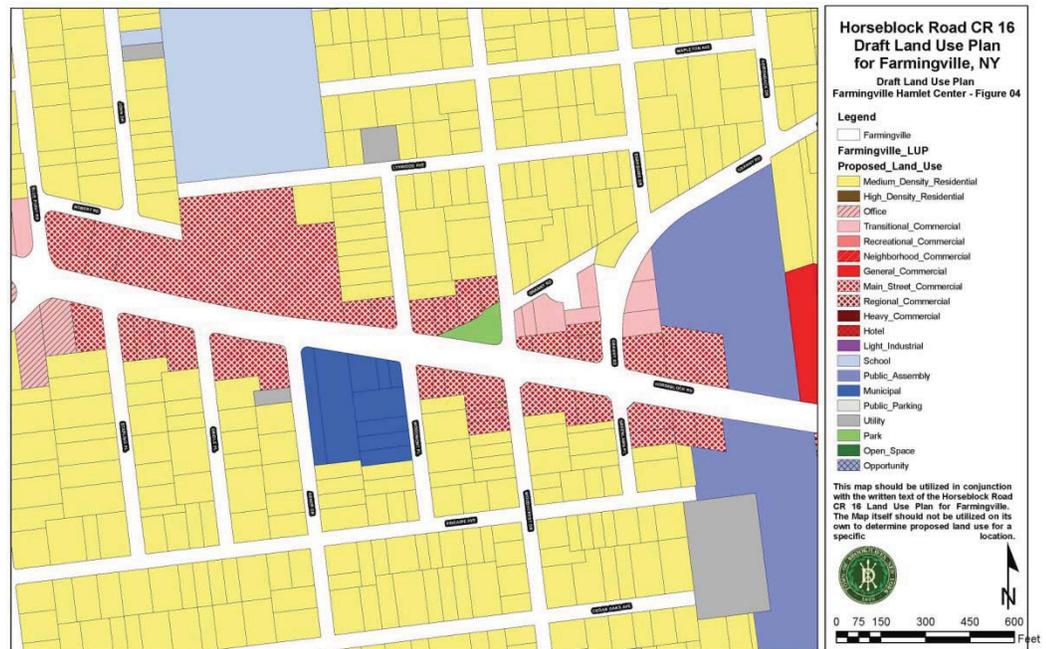
In-Fill...

Today, opportunities exist to fill-in the "Main Street" as it has currently formed. The site adjacent to and east of D & I Expediting is an ideal location to expand the existing building to the corner of Woodmont Place. The area along the north side of Old Granny Road, opposite Triangle Park could be redeveloped with new main street style buildings. Infill development is also possible in other areas, along the north side of Horseblock Road that do not have building frontage along the roadway.

In-fill development along Horseblock Road is desirable in areas that do not have building frontage along the roadway in a typical main street fashion, which positions the buildings to the street. Incentives for infill development include expedited review and the commercial incentive program consistent with the Hamlet Center Map.

Land uses for the Farmingville Hamlet Center should be consistent with those found in the J6 Business District and the *Main Street Business District Design Manual*.

Farmingville Hamlet Center...

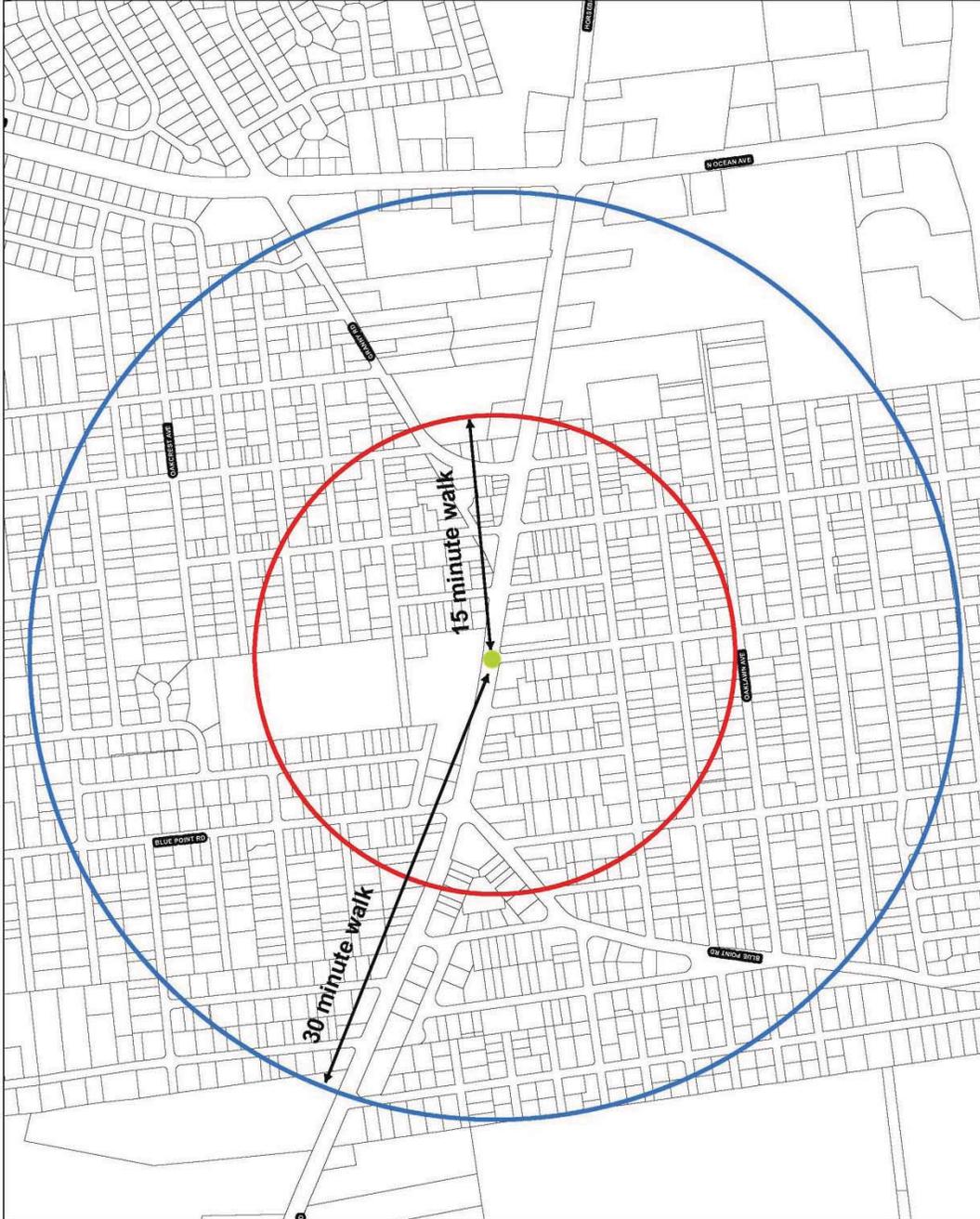


**Horseblock Road CR 16
Draft Land Use Plan
for Farmingville, NY**
15 minute walk - Figure 05

Legend

□ Farmingville

This map should be utilized in conjunction with the written text of the Horseblock Road CR 16 Land Use Plan for Farmingville. The Map itself should not be utilized on its own to determine proposed land use for a specific location.



Main Street Elements...

Elements of the Main Street Hamlet Center along Horseblock Road should include a variety of essential features. The Main Street Business District Design Manual offers recommendations and guidelines for the placement and installation of these types of features. Elements such as Signage, outdoor seating, street trees and street furniture are essential components of any main street business district.

Signage: Blade signs and awnings will brighten the views of the main street. This can be accomplished with simple façade changes to some of the existing buildings.



Alleys: Alleys should be used to connect pedestrians from the rear yard parking areas to the street front. Pedestrian alleyways should be well lit and decoratively paved.



Outdoor Seating: Restaurants can provide outdoor dining areas within a portion of the side walk closest to the building. Retailers can also provide outdoor display areas along the fronts of the buildings.



Street Furniture: Street furniture such as benches, planters, clock and informational kiosks should be used along the length of the main street. These improvements can be provided in the sidewalk area.



Courtyard/Plaza/Civic Space: The Downtown area distinguishes itself by its front yard setback. This setback area can also be utilized as a courtyard or plaza area with decorative fountain, paving materials, artwork, etc.



Stamped pavement: Stamped pavement markers can be used for pedestrian cross walks at intersections as well as mid-way along the main street.



Front yard parking: Parking areas in the front of building should be relocated to the side or rear of the buildings. Side and rear yard parking areas should be shared by multiple properties for easier access.



Building Design: Farmingville has already begun to set a building architecture style with recent developments establishing a similar architecture. This architectural style should continue for any new development projects within the Hamlet Center.



Redevelopment Opportunities...

In addition to in-fill development there is also an opportunity for redevelopment within the hamlet center area. The existing shopping center known today as KK Athletics dates back to the early 1970's. This shopping center is nearly 50 years old. Back in 1970 the Town approved this site to be developed as a Bohacks grocery store. The site has experienced vacancies in the past but currently has a long standing tenant as an athletic center.

The shopping center, however, was developed in such a fashion that offers a significant amount of asphalt paved parking in front of the building, along Horseblock Road. Very little landscaping is present along the front yard and little or none within the parking field. Even the shopping centers

current architecture would be considered dated. Under current Town standards, significant front yard landscaping, buffering and parking lot landscaped islands would be required.

Redevelopment of this site in a J-6 Business fashion would be a significant improvement for the Farmingville community. Having the buildings fronting along Horseblock Road with pedestrian walkways and amenities directly in front of the building would complete the hamlet center approach contemplated by this land use plan. Based on the concept, shown here, the redevelopment of this site could even yield additional building square footage and could also offer second story uses such as office or residential. Parking facilities would be provided in the rear of the buildings with alleyways



leading to the street. Additional buffering to nearby residential land uses would also be provided.

Other areas for potential redevelopment are the parcels opposite Triangle Park along the north side of Granny Road and the Corner Deli located at the intersection of Horseblock Road and Blue Point Avenue.

The site known as KK Athletics shown below as it could be redeveloped. Buildings orientated towards Horseblock Road with a common parking area behind and vehicular and pedestrian connections to the existing street network. Two story buildings could be considered.

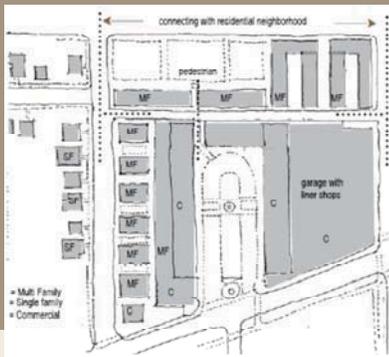


Morris Neighborhood Center...

The elements of the Morris Neighborhood Center, along Horseblock Road, have been provided in the 2009 Portion Road Land Use Plan for Lake Ronkonkoma & Farmingville.



The 2009 Portion Road Land Use Plan for Lake Ronkonkoma & Farmingville provides specific recommendations for the redevelopment of the Morris Neighborhood Center. In response to a planned Suffolk County Public Works Transportation Improvement Project proposed for Portion Road (County Route 16) civic leaders held a community planning charette to formulate a vision to guide land use in the hamlets of Lake Ronkonkoma and Farmingville.

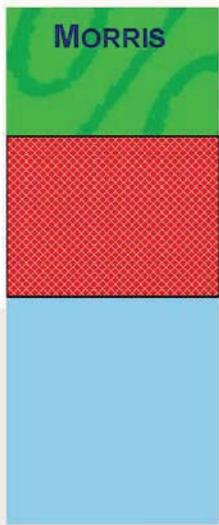


The Horseblock Road Land Use Plan recognizes the recommendations provided in the 2009 Portion Road Land use Plan for Lake Ronkonkoma & Farmingville

“Morris Neighborhood Center extends from Warren Avenue to Morris Avenue for a distance of approximately 1,900 linear feet along Portion Road. Along the north side are presently several larger commercial sites that have struggled over the years. These sites have an opportunity to redevelop into a more pedestrian-friendly hamlet center. Keeping the existing J2 Business zoning, these sites can combine with a common and more cohesive development plan. A terminal view small scale commercial center can be established by combining the sites, re-grading to street level and providing liner stores along the Portion Road frontage. Second story land uses can also be realized in the form of office or residential uses. Common access drive and shared parking facilities with the center and the Cancos site should be provided.”



15. Morris Neighborhood Center





Neighborhood Center

I am always drawn back to places where I have lived, the houses and their neighborhoods.

Truman Capote

design standards contained herein.

Parking should be located in the rear of sites with shared access point and common parking facilities. Multiple curb cuts should be eliminated and connections made to the side streets.

Along the north side are presently several larger commercial sites that have struggled over the years. These sites have an opportunity to redevelop into a more pedestrian-friendly hamlet center. Keeping the existing J2 Business zoning, these sites can combine with a common and more cohesive development plan.

A terminal view small scale commercial center can be established by combining the sites, re-grading to street level and providing liner stores along the Portion Road frontage.

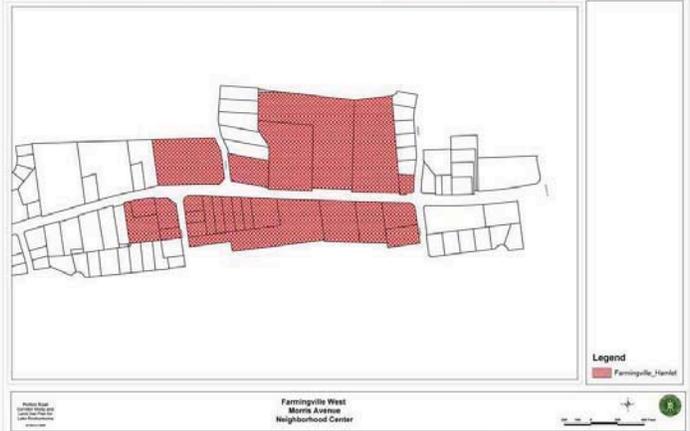
Second story land uses can also be realized in the form of office or residential uses.

Common access drive and shared parking facilities with the center and the Cancos site should be provided.

The Morris Neighborhood Center offers a unique opportunity to provide a pedestrian friendly neighborhood hamlet center.

Morris Neighborhood Center extends from Warren Avenue to Morris Avenue for a distance of approximately 1,900 linear feet along Portion Road.

The south side of Portion Road should be considered for a J6 Business zoning district and developed in accordance with the J6 District and the layout and



Legend
Farmingville, Hamlet

Figure 14 – Morris Neighborhood Center

LAKE RONKONKOMA, TOWN OF BROOKHAVEN, NEW YORK FINAL

- 76 -

12/16/2009

Regional Centers...

Farmingville enjoys an area designed for Regional Centers along Patchogue-Mount Sinai Road, CR 83. Regional centers provide for transit related shopping for land uses such as large scale grocery stores, large department stores, restaurants and medium size box retail uses. It is recognized that these centers provide a valuable land use and typically require a vehicle to get to them making these sites accessible from longer distances.



The Farmingville regional center, known as Expressway Plaza, consists of a large scale grocery store, national chain department store, sit down chain restaurants and several drive through chain restaurants. Opposite the commercial center are also sit down and drive through restaurants. The area extends along Patchogue-Mount Sinai Road, CR 83, from the Long Island Expressway SR 495, north to Horseblock Road.

The regional centers all fall within a J2 Business zoning district. Continued use of

these sites within the J2 Business District is recommended. However, this land use plan recommends these regional centers can transform into a more pedestrian-friendly environment by providing links to residential communities and pedestrian safe zones within the parking areas as well as enhanced architectural treatments, site lighting and enhanced landscaping amenities.

The site has consistently enjoyed a low vacancy rate over the years. In the future, the Town should expedite applications to fill vacant

tenant spaces. Building façade and signage should be consistent throughout with the exception of the national tenants.

Additionally, increased front yard landscaping treatments should be provided along Horseblock Road and CR 83. Green building standards should also be considered, including, alternate paving materials, reduced energy usage, parking lot shading and other means. Other green standards including rooftop and parking lot solar energy and fuel cell energy alternatives are also recommended.

Additions and Expansions...

A new site plan application to expand the existing commercial center for an LA Fitness is proposed and should be supported. This proposed addition also calls for a new pad restaurant along Patchogue-Mount Sinai Road, CR 83.

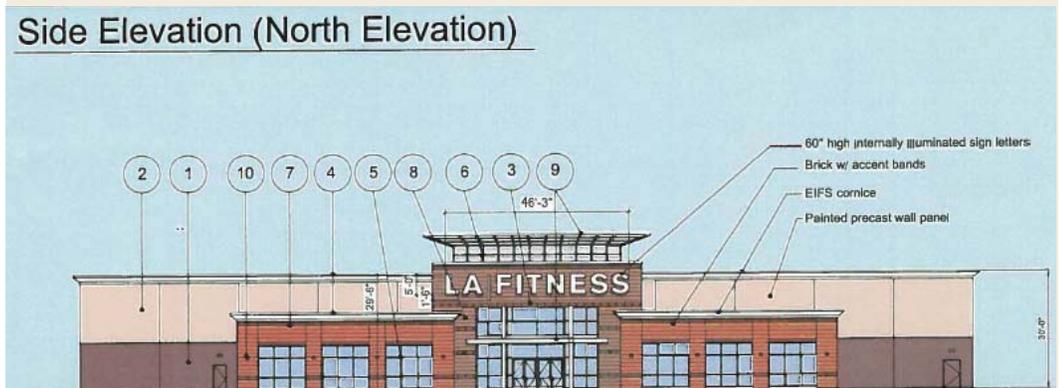
A proposal for a new commercial center at the north-east corner of Patchogue-Mount Sinai Road, CR 83 and Horseblock Road, CR 16 is also welcomed, previously known as Holmesview Commons.

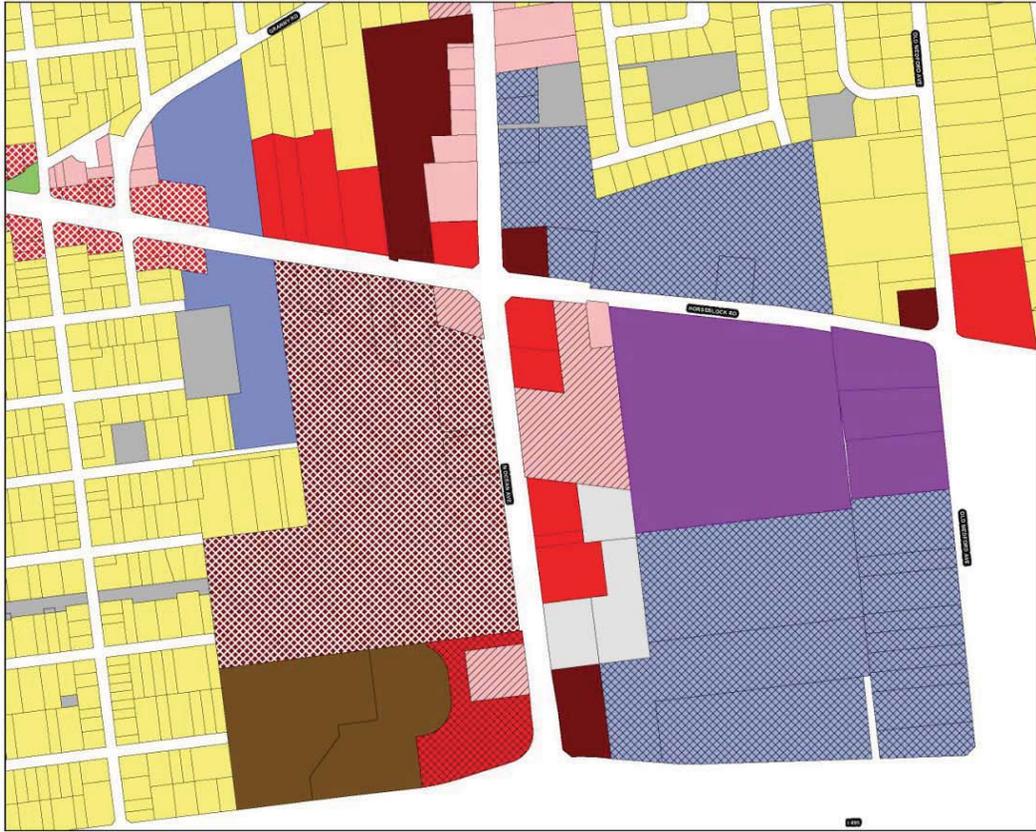
Waverly...

At the intersection of Horseblock Road and Waverly Avenue, close to the hamlet of Holtsville, is an older commercial center known as Serota Farmingville Shopping Center and also known as College Plaza, Farmingville.

Dating back to 1975 this commercial center was once home to a community movie theatre and small grocery store. The site has under gone several renovations and a turnover of tenants. Today the site enjoys a small grocery store tenant and other smaller scale retail tenants, which services the local residents.

Side Elevation (North Elevation)





**Horseblock Road CR 16
Draft Land Use Plan
for Farmingville, NY**
Draft Land Use Plan
Ocean Avenue Center - Figure 06

Legend

- Farmingville
- Farmingville_LUP**
- Proposed_Land_Use**
- Medium_Density_Residential
- High_Density_Residential
- Office
- Transitional_Commercial
- Recreational_Commercial
- Neighborhood_Commercial
- General_Commercial
- Main_Street_Commercial
- Regional_Commercial
- Heavy_Commercial
- Hotel
- Light_Industrial
- School
- Public_Assembly
- Municipal
- Public_Parking
- Utility
- Park
- Open_Space
- Opportunity

This map should be utilized in conjunction with the written text of the Horseblock Road CR 16 Land Use Plan for Farmingville. The Map itself should not be utilized on its own to determine proposed land use for a specific location.

0 130 260 520 780 1,040 Feet



**Horseblock Road CR 16
Draft Land Use Plan
for Farmingville, NY**
Draft Land Use Plan
Waverly Avenue Center - Figure 07

Legend

- Farmingville
- Farmingville_LUP**
- Proposed_Land_Use**
- Medium_Density_Residential
- High_Density_Residential
- Office
- Transitional_Commercial
- Recreational_Commercial
- Neighborhood_Commercial
- General_Commercial
- Main_Street_Commercial
- Regional_Commercial
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- Public_Assembly
- Municipal
- Public_Parking
- Utility
- Park
- Open_Space
- Opportunity

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0 70 140 280 420 560 Feet

Large Scale Development...

The area of Farmingville along Patchogue – Mount Sinai Road, CR 83 from the Long Island Expressway, SR 495 to Horseblock Road, CR 16 enjoys several large scale building developments. It is one of the only areas within the Town of Brookhaven that include four to five story vertical buildings.



From the Teachers Federal Credit Union office building to the Hampton Inn hotel building to the proposed Bristol assisted living facility along the LIE Service Road,

multi-story buildings are common in this Farmingville area. Very few areas within the Town of Brookhaven have buildings or structures greater than three stories. Typically, throughout the Town two story buildings are considered the maximum building height. In this one centralized area four to five story buildings have been permitted.

The large scale developments in this area are centrally located along Patchogue – Mount Sinai Road, from the Long Island

Expressway to Horseblock Road. These sites typically enjoy manicured front yard landscaping treatments and the parking facilities that are located along the side or in the rear of the buildings. The typical setbacks from the roadways range from 100 to 150 feet.

In-Fill...

Opportunities exist for additional large scale development within the Farmingville study area. The proposed Bristol four-story assisted living facility, located along the LIE North Service Road, is one opportunity to in-fill into this large scale development.

Another location is the 15.6 acre vacant lands located along the LIE North Service Road, east of CR 83. This location, shown on the Land Use Plan map as an Opportunity Area, could present a large scale development which would book-end the existing Hampton Inn Hotel building. Building orientation should focus on CR 83.

The site could be used for multiple land uses including office, multi-family or mixed use. Access to the LIE with connections to CR 83 could also be provided. Screening and landscaping to the LIE should be provided.



Transition Areas...

Along sections of Horseblock Road, many residential structures have been converted into commercial land uses. In these areas it is important to preserve the residential character of the residential structures. In other instances, new development projects have been constructed with the design elements consistent with a transitional area.

The Brookhaven Town Code permits "Customary Home Occupation," an office use that allows for a portion of the structure to be used for commercial purposes. This tool should be encouraged.

The Town Code also provides for transitional uses in the J Business District. This zoning district requires residential architecture and

landscaped front yards consistent with the look and feel of a residential land use and prohibits those land uses that are not appropriate in a transitional setting.

Several new building and structures along Horseblock Road have been designed to meet these Town Code standards. Creating a transition area and establishing an architectural style for the corridor. Buildings that were established prior to this style should be refaced to match the desired architecture established in this corridor.

Non-retail land uses such as office, day care, florist, non-degree granting school and personal service shops are permitted



and encouraged in this district. Existing retail, auto-related, heavy commercial or other general commercial land uses that fall within the areas designated for transition area should be discontinued and relocated to more appropriate areas.



Farmingville Transition...

In-Fill...

Opportunities exist to provide additional transitional land uses by converting existing residential structures to a non-retail commercial land use. Areas along CR 83 may be eligible on a case by case basis for inclusion in the J Business Zoning District.

Careful deliberation should be given to each parcel including impact examination of curb cuts along CR 83, driveway and parking considerations.



Neighborhood Commercial Areas...

One of the goals of this land use plan is to identify and provide for transitional land uses, including a commercial transition or neighborhood commercial land use.

Presently Brookhaven Town Code provides for residential transition in the form of the J Business Zoning District. The Code also provides for general business in the form of J2 Business Zoning District. However, there are no provisions for those land uses that fall in between these classifications.

It is recognized that there are some commercial land uses that typically serve the needs of adjacent and nearby residential communities. The current zoning code does not provide the tools necessary to regulate these land uses. Although they may be considered “spot zoned,” the well-established land uses identified in this plan serve the needs of the local residential communities.

Some of these areas include the Waverly Center at Waverly Avenue and Horseblock Road; the Mooney Pond Road area that services the areas of north Farmingville and south Selden; and the Waverly Avenue

and Long Island Expressway area of Holtsville, which serves the local residents of that part of the study area.

A new J1 Business District can provide for the continued use of these lands for commercial retail purposes and provide the layout and design standards to improve physical appearance and enhance community character. Small-scale retail, office and personal service uses can be provided. Limitations on parcel size and scale should be required. Enhanced architectural and landscaping should also be applied so these land uses can fit in to the nearby residential communities.



- Certain areas along Horseblock Road.
- Waverly Center at Waverly Avenue and Horseblock Road.
- Mooney Pond Road area that services the areas of north Farmingville and south Selden.
- Waverly Avenue and Long Island Expressway area of Holtsville, which serves the local residents of the Holtsville area

Architecture Standards...

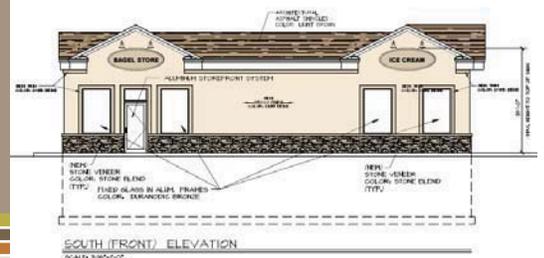
Unlike other communities in the Town of Brookhaven, transition areas in Farmingville have been developed with unique architectural building styles, some of which have been constructed within the last five years.

In addition to new construction, existing single family homes along Horseblock Road have also been converted to non-retail commercial land uses. The architectural design established in Farmingville should be continued which will preserve the character of this community.

Holtsville - Waverly Avenue...

The service area of these districts is generally about a one mile radius or less. Typical uses would include corner stores or convenience stores, restaurants, bakeries, markets (other than super-stores/centers), drug stores, dry cleaners, video stores, small professional offices, retail banking, and similar uses that serve the immediately surrounding neighborhood.

This plan supports the continued neighborhood commercial land uses within the Holtsville – Waverly Avenue area as well as the Mooney Pond Road Area.



To change the character of an existing strip commercial retail facility, moderate improvements over time can transform the facility into a center that will fit into the neighborhood commercial areas that this plan envisions.



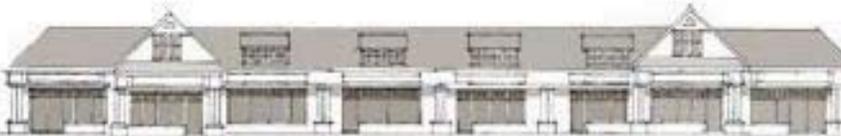
EXISTING - aging center in current conditions. No unified signage, attractiveness of the street scene, display of merchandise



MOST AFFORDABLE IMPROVEMENT- unified signage, and lighting, more attractive storefronts, addition of awnings for additional color, shape and depth



IMPROVEMENT OPTION ONE- addition of colonnade for weather protection, additional depth and shadows, unified signage, and lighting, attractive



IMPROVEMENT OPTION TWO- addition of colonnade for weather protection, additional depth and shadows, unified signage, and lighting, attractive storefronts. Strong expression line and addition of architectural details (dormers, profiles, windows) will help break the massing and increase the attractiveness of the building. Addition of gable ends visually breaks the elevation into smaller sections and improves the massing of the building.

Opportunity Areas...

Certain distinct parcels of land have been identified by this land use plan as potential for developed that may not fit into the development pattern envisioned by this plan. As a long range study and plan, these parcels of land are identified as opportunity sites.

This land use plan offers alternative land uses or a range of potential land uses for these parcels for future development or redevelopment. Redevelopment should also occur in conjunction with and to further the goals of this plan.

The parcels identified in this section may also be reflected in other sections

contained herein. However, the land uses that presently exist on these sites may not fit directly in with the overall recommendations and goals of this plan.

Alternative land uses offer property owners an option to redevelop these sites to come into conformance with this plan. Development and redevelopment options were developed respectful to the area designation that this plan recommends.

Alternative land uses proposed are also consistent with existing patterns of land use and zoning of these parcels



and recommend similar land use or other land use that has been known to provide similar return to the property owner.

In developing these opportunity areas, consideration for the overall development pattern, land use pattern and land use types should be examined. Cross access and shared parking facilities will play a vital role in the development on these areas.

Areas...

The smaller industrial zoned parcels along Old Medford Avenue could be developed individually or combined with other lands to provide a common development.

Additional lands of UPS could be utilized for an expansion of the facility or could be utilized for other office or industrial purposes. This portion could also be used in common development with the lands directly to the south.

These lands could provide for office development, commercial recreation, multi family land uses or a combination of these uses. Commercial Retail or commercial center uses should not be permitted at these locations.

Additions and Expansions...

The 15.6 acre vacant land located along the LIE North Service Road, east of CR 83, could present an opportunity for a multi-story, large scale development which would book-end the existing Hampton Inn Hotel building. Building orientation should focus on CR 83. Access from the LIE and through the Park and Ride facility to the signalized access point on CR 83 should be considered.

The site known as Holmesview Commons received approval for an 118,000 square foot commercial center. This site has not been developed and presents an opportunity for other land uses. Mixed use or multifamily could be realized at this location.



Industrial/Heavy Commercial Development...

Industrial development creates strong economic activity to provide jobs and an adequate tax base.



Several existing heavy commercial and light industrial land uses presently exist within the study area including gasoline filling stations, auto wash, stone and mason supply, mini-storage facility, warehouse and UPS distribution facility. This Plan intends to provide areas designated for these types of land uses where they can operate, expand and thrive.

Heavy commercial and light industrial land uses outside of the designated areas

or those found within the transitional area should be required to blend in with the look and feel of the hamlet and the transitional areas. Changing the architecture of these sites will help eliminate the appearance of commercial sprawl. Additional site landscaping, particularly in the front yards, should also be provided to soften the appearance of the sites.

The proper zoning designation for heavy commercial land uses is J5 Business.

However, many are zoned J2 Business. The continued use of these sites is recommended based on location. Heavy commercial uses that are not consistent with the goals of this plan should be discontinued and relocated to more appropriate areas. The zoning designation for industrial land uses is L-1 Industrial.

Additional heavy commercial uses along the Horseblock Road corridor should be discouraged.

In-Fill...

Attracting new industry to this location would increase the commercial tax base in Farmingville. Real industrial development would bring local jobs to the community and help support the regional commercial and downtown retail areas.

Along Horseblock Road and Old Medford Avenue opportunities exist for future light industrial development.

Encourage additional light industrial development of the vacant parcels on the west side of Old Medford Avenue and expansion opportunities of the UPS distribution facility. The vacant commercially zoned lands along Horseblock Road should be used for industrial purposes.

Farmingville Heavy Commercial...



Other land Uses...

Land uses such as public post office and fire departments to places of worship and places of assembly.

Public Facilities

Brookhaven Town Hall: The Brookhaven Town Hall, established in 2004, is the seat of the Town local government. Employees 1000 workers, centrally located in the Town of Brookhaven providing easy access for all Town residents to attend public meetings or special events.



US Post Office: The area is serviced by the Farmingville Post Office, zip code 11738.



Farmingville Fire Department: The Farmingville Fire Department is the cornerstone of the community. Located in the heart of the Farmingville Hamlet Center along Horseblock Road. The Farmingville Fire Department also has a second station on Portion Road in the Morris Neighborhood Center area. The Ambulance services also work from these facilities.



Farmingville VFW: The Farmingville VFW Post 400 is located along College Road. The membership of the VFW is made up of men and women who have served their country honorably in overseas engagements for which a campaign badge or medal has been authorized by the U.S. Government. The VFW hosts local meeting and events for their members.



Other land Uses...

Land uses such as public post office and fire departments to places of worship and places of assembly.

Places of assembly

Commercial Recreation



Place of Worship: Congregational Church: The Christ Community Congregational Church, circa 1890, is found on the Towns SPLIA forms. This is the hamlets first church, prior to which, Sunday services were held in the local schoolhouse. Located where Portion Road and Horseblock Road intersect.



Place of Worship: Resurrection Church/St Michael: The Roman Catholic Church of the Resurrection and the St Michael the Archangel present the eastern anchor of the Farmingville Hamlet Center. These places of worship are located along Horseblock Road, directly opposite each other. St Michael offers a traditional Latin mass each Sunday. The Resurrection Church charitably serves the needs of all people and families of the community.



Commercial Recreation – Unique Fitness: One of the only commercial recreational facilities within the Horseblock Road corridor, Unique fitness is a health and fitness club catering to the needs of the community and providing it with a state of the art facility. One of three locations in the Town of Brookhaven.



Portuguese Soccer Club: The Portuguese-American Center of Suffolk, a social club in Farmingville the largest Portuguese-American social club on the East Coast, which is now the core of the community. With a large Portuguese-American demographic in Farmingville, this facility is widely used for events and also offers folk dancing and soccer leagues. Retirees gather for lunch and cards, and people gather to watch Portuguese soccer matches on a large-screen television.



Residential Development...

It is important to realize that the waves of urbanization during the 1950's, 60's, 70's and late 80's that were responsible for development patterns of the western half of the Town occurred pursuant to historic zoning that was in place during that time period (generally 1/4 and 1/3 acre lots).



The principal land use in this study area is single family residential. Subdivision of these areas took place primarily in the 1950's and 1960's and became a popular place to settle down and purchase a home after WWII. GI Bills provided the ability for many of these homes to be built.

Unlike other parts of the Town of Brookhaven, this area was developed consistent with the B Residential Zoning District. B Residential zoning provides for single family residential development on 15,000 square foot lots.

The areas to the north, south and east were primarily developed in a similar fashion

although some of the housing stock as developed consistent with the B-1 Residential Zoning District. B-1 Residence District provides for single family residential development on 22,500 square foot lots.

The Farmingville and Ronkonkoma areas to the west were mostly developed in accordance with the C Residential Zoning District. C Residential zoning provides for single family residential development on 9,000 square foot lots.

In the 1980's, along with most of the Town of Brookhaven, the Farmingville area was upzoned to the A-1 Residential Zoning District requiring 40,000 square foot lot sizes. This was

done as a result of the Suffolk County Department of Health Services change in sanitary regulations. This Farmingville area lies within the Hydrogeologic Zone III. The only exception to the A-1 Residential upzoning was those areas covered by an existing sewer district. There are but a few sewer districts within the Farmingville area.

Based on the zoning patterns of this area, it is recognized that the residential development in the Farmingville area is at a greater density than in most other communities in the Town of Brookhaven. This is an important factor in the development of the overall land use plan and proposals for future land uses in the corridor and study area.

In-Fill...

Opportunities for infill development of single family residential are very limited. The amount of vacant lands available leaves a slim potential for any significant addition to the single family residential housing stock

Future residential land divisions should be based on existing zoning as well as consistency with surrounding residential development. In review and approval of these land divisions, consideration for consistency with existing lot sizes in the area should not be the only factor in determining consistency. Building size and massing should also play a critical role in the review process. This is extremely important as it directly relates to community character.

According to existing inventory of lands and analysis of the vacant lands available, the Farmingville study area could realize approximately 119 additional single family housing units if all vacant lands were to be built out. This analysis does not take into consideration the requirements of the Town for the possibility of land divisions that may be granted in the future.

Farmingville Single-Family Residential



Multi-Family Residential...



Multi-family residential developments provided unique housing opportunities and fulfill various needs for specific segments of the Town's population. These needs varied from providing attractive affordable and medium income housing to zero maintenance - recreation oriented facilities for the Town's seniors.

As previously discussed in this Plan, the Farmingville study area has little or no multi-family housing in this study area. However, only limited opportunity is available for future multi-family development.

Multi-family housing stock consists of those parcels zoned for MF Residential, PRC Residential, PRCHC Residential and NH-H Nursing home. Considering the multifamily housing stock in other parts of the Town of Brookhaven, this area presently has a relatively low number of multi-family housing available.

In addition, there is also a lack of housing options available as only apartment type multifamily housing exists. It is important to provide a mix of diverse housing choices and

opportunities. Therefore, this plan recommends that future multi-family housing be limited to those areas identified in the plan. Owner occupied or condominium type housing units should take preference over additional rental apartment type housing units.

Multifamily housing should also be within walking distance of the Hamlet Center or Regional Centers. The parcels specifically identified in this plan should therefore be considered as primary areas.

Other sites not specifically identified in this plan that may qualify as primary area based on the Hamlet Center/Downtown designation should be discouraged.

New Projects...

Change of zone applications recently approved within the Farmingville study area:

Bristol at Farmingville – L-1 Industrial to NH-H Nursing Home, 145 bed Nursing Home Use.

Arboretum at Farmingville – A-1 Residential & J-4 Business to J-2 Business & MF Residential, 24,000 sq.ft. retail center and 292 residential housing units.

Opportunity Areas...

As previously indicated in this plan, Opportunity areas have been identified which could offer a range of land uses including multi-family land use. These areas provide a unique opportunity to provide additional housing options or a mix of land uses that further the goals of this Plan.

The sites known as Holmesview Commons offers the best opportunity to additional provide housing options. This site was approved for commercial purposes but has not moved forward. Multi-family housing or a mixed use project would be welcomed at this location.

Farmingville Arboretum...

The project known as the Arboretum @ Farmingville provides for the development of 292 housing units within the study area. The project was designed to fit into the character of the community by offering a single family dwelling unit along the perimeter, adjacent to other single family dwelling units and attached units within the interior of the project site.

A small retail component will occupy the area along Horseblock Road to service the residents of the community. A large community park will also be provided.

The project offers much needed attached and detached unit housing choices that the Farmingville community currently lacks.



Natural Resources...

Natural and ecological resources are diverse and significant in Brookhaven. The Town's location on an island surrounded by water subject to the dual influences of colder, northerly New England conditions and southerly Gulf Stream-influenced conditions coupled with its varied topography and multiple coastlines has provided a multitude of ecological and natural resources.



Brookhaven has a high concentration of rare, endangered, threatened and special concern species of wildlife and plants. Brookhaven has recognized the importance of these ecological and natural resources, and the Town has worked to protect these important resources through the regulation of activities adjacent to and within these lands. In addition, the Town has protected many sites through either acquisition or the use of clustering to position development away from these

lands. The Town utilizes the Wetlands Ordinance, Tree Clearing Ordinance and consultation with NYS DEC natural heritage program to identify and protect these ecological resources.

Review of New York State Department of Environmental Conservation maps find that there are no sites of concern or significance. In addition, no wetlands were identified within the study area.

This study area is located in Hydrogeologic

Zone III, is a significant deep flow recharge water supply source. The zone encompasses much of the Central Pine Barrens however the Farmingville community is outside of the central pine barrens boundaries.

Specific recommendations for future active and passive recreational and park opportunities, in addition to open space preservation recommendations are also provided herein.

Cultural...

Cultural Resources include lands identified by the Towns SLIPA inventory.

Elijah Terry Home circa 1823

Bates House circa 1850

Bald Hills Schoolhouse circa 1850. Bald Hill Schoolhouse was placed on the National Register of Historic Places in 1988.

Christ Community Congregational Church circa 1980.

Mooney Pond Lopped Trees



Farmingville Habitats...

No species (either flora or fauna) were identified as rare, threatened or endangered by the NYSDEC's Natural Heritage Program (NYNHP) within the study area.

Avian species are the most common form of wildlife observed and expected within the study area. Most of the birds are species that are common to developed or otherwise disturbed habitats on Long Island.

Mammal specials including Eastern gray squirrel and red fox are common in the study area, although a woodchuck, whitetail deer and eastern cottontail are expected to be among the most commonly observed mammal species within the study area. Smaller rodent species (e.g., mice, moles and shrews) are expected to be the most abundant mammals within the study area. However, due to their diminutive sizes and predominantly subterranean life histories, these species are not easily observed.

Long Island is considered a sole source aquifer region, which means that groundwater is the single water supply source. Groundwater underlying this area is categorized by the NYSDEC as Class GA, a source of potable water supply. This classification requires quality standards to be the most stringent.

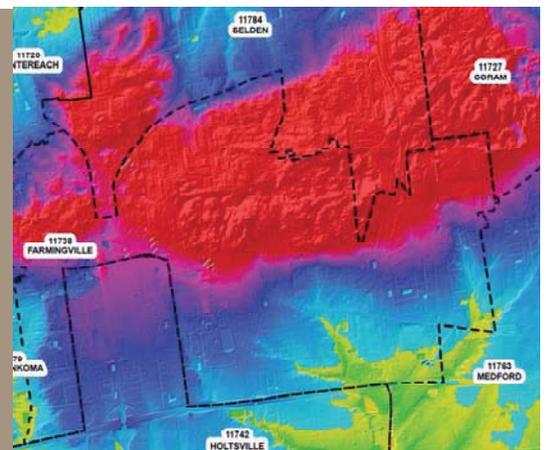
Farmingville Heights...

The Ronkonkoma and Harbor Hills Terminal Moraines were deposited as part of this Upper Glacial deposit along the spine and the North Shore of Long Island as the glaciers retreated during the Wisconsin stage of the Late Pleistocene (approximately 25,000 to 10,000 years ago) (Koszalka, 1984, p. 15). Low, flat outwash plains formed southward as erosional processes carried sediments away from the moraines, and coastal processes formed barrier beaches along the south shore as sea level rose.

Bald Hill is one of the highest areas of elevation on Long Island. The Farmingville area is part of the

Ronkonkoma Moraine, which runs east to west along the center of the Town of Brookhaven, and marks where the glacier which formed Long Island stopped its advance. When first settled in the late 18th century, the area was called "Bald Hills." While the elevation and views are impressive for Long Island, George Washington found the hills to be merely "trifling" when he passed through in April 1790. In 1897, the cross-Island Bicycle Path was opened and passed through the Bald Hill area.

Today, the views from Bald Hill are extraordinary.



Fire Watch...



Telescope Hill...

Telescope Hill, at 334 feet (102 m), is the highest point of elevation in the Town of Brookhaven. The hill is located at the end of Tower Hill Avenue in Farmingville, west of Bald Hill. Notably, Telescope Hill was the site of a fire observation station operated by the New York State Conservation Commission and later the Conservation Department from 1918 to 1959.

Beginning in 1918, a series of fire lookout towers were constructed on Long Island to aid in the fighting of wildfires. The first constructed was on Telescope Hill in the fall of 1918 (only two were constructed that year), and went into operation in March 1919. The tower was a 60-foot Aermotor LS40 model, with a cab placed on top. The Telescope Hill tower reported 120 fires between March 17 and June 15, 1919. Visitors were invited to climb the tower and enjoy the view.

During World War II, a new cab was built below the original cab to be used for fire watching, and the original was used by Civil Defense observers. Nazi "U-Boats" were spotted three times from Telescope Hill, one of which was captured after being spotted.

As suburban growth spread through the area and fire tower use began to decline across the country, the State ended its support of fire towers on Long Island after the 1959 season. The Telescope Hill tower was removed in 1960. Telescope Hill currently hosts radio tower facilities at its summit, including the tower that broadcasts WALK-FM. Two other towers can be found nearby for WALK-AM and WUSB-FM.

Parks & Open Space...

Farmingville has approximately 282 acres of public parkland and open space. Suffolk County has a large passive park/open space area known as Farmingville Hills County Park. Another park in the area is the Triangle Town Park, a small plaza park on Horseblock Road in the heart of the hamlet center. Also within the study area is the Pennysaver Amphitheatre at Bald Hill and adjacent is the Rose Caracappa Ball Field.

The majority of the Town land within the study area is used the Brookhaven Town Hall and the amphitheatre, or for drainage and recharge purposes. Other public lands are dedicated to public utility, the US Postal Service and the Farmingville Fire Department. The local school district,

Sachem School District, provides for other park and athletic facilities. Within this area, the school district holds 155 acres of land.

Two commercial recreational uses were also identified within the study area. Unique Fitness and KK Athletics both located along Horseblock Road.

Outside of the study area is the Towns Medford Athletic Center on Horseblock Road and the Farmingville/Holtville Veterans Memorial Park.

Active parklands should include all types of services from small playgrounds, large multi-use recreational sites, historic sites and passive recreation and open spaces.



Within the Horseblock Road segment of the study area there is a need for public parks and/or playgrounds particularly within or adjacent to the hamlet centers and downtown and in the northern section of the study area along Mooney Pond Road.



Inventory...

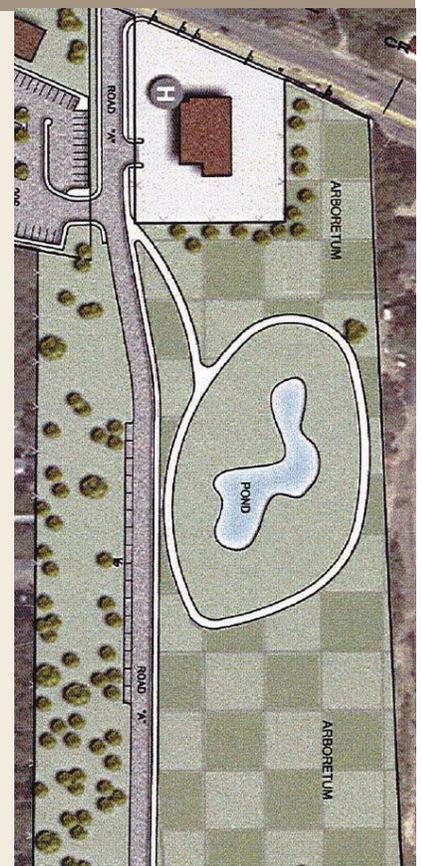
Of the 282 acres of public land, only 6.5 acres are used as active neighborhood park. Standards have been defined to guide the provision of an adequate level of service for parks. These standards are usually expressed as acres of parkland provided for each 1,000 residents. The existing neighborhood park level of service is approximately 0.001 acres for every 1,000 people within Farmingville area, based on a current population of approximately 16,586. Neighborhood parks are the smaller parks that serve nearby homes and neighborhoods. On a per capita basis, the overall area lacks sufficient active recreational and neighborhood park facilities.

New parks...

The project known as the Arboretum @ Farmingville has proposed to offer a 4 acre public park along Horseblock Road and adjacent to the Post Office. This will provide a much needed active recreation area for the Farmingville community. The design of the public park is currently under review and consideration by the Town.

This plan recommends that this park be designed to include walking and jogging trails, sitting areas and a tot park play area. The park may also include picnic tables or picnic shelter and sitting areas with benches.

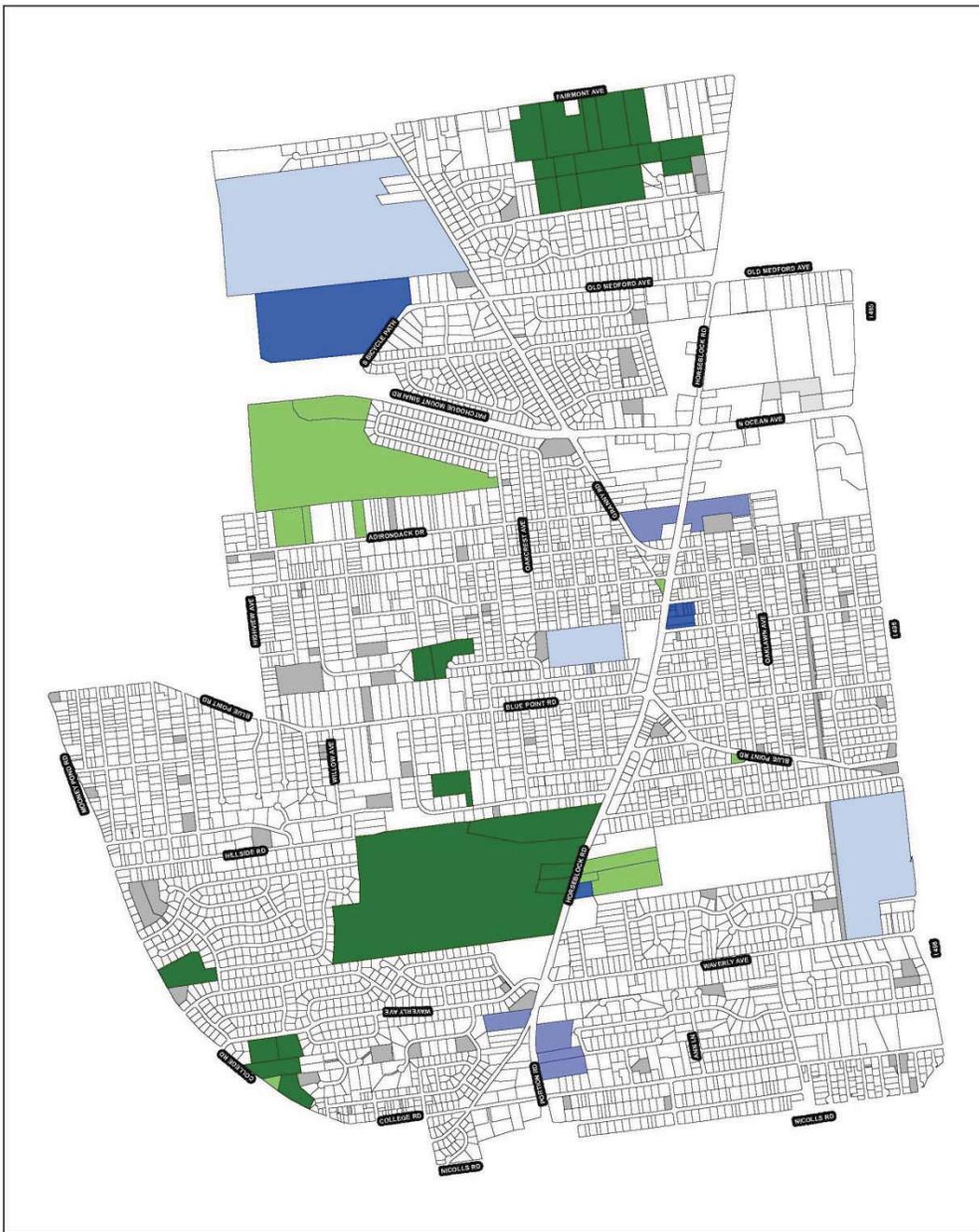
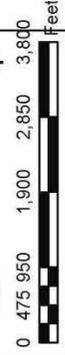
Efforts should also be made to connect this active park to the Suffolk County Farmingville Hills passive park directly north of this location. Pedestrian crossing at the proposed new intersection and sidewalks should be considered.



**Horseblock Road CR 16
Draft Land Use Plan
for Farmingville, NY**
Draft Land Use Plan
Park & Open Space - Figure 12

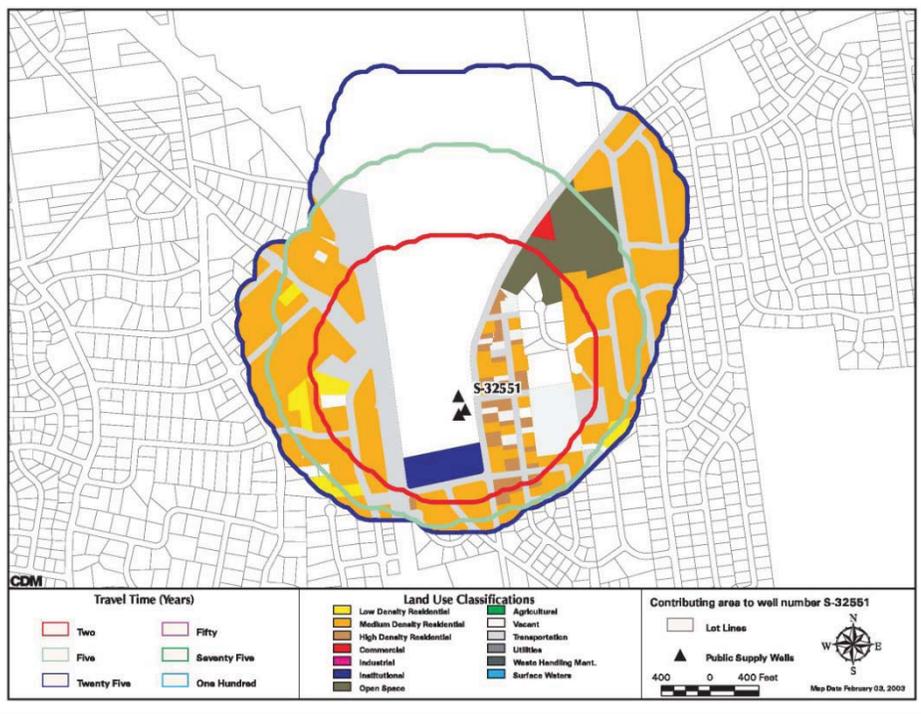
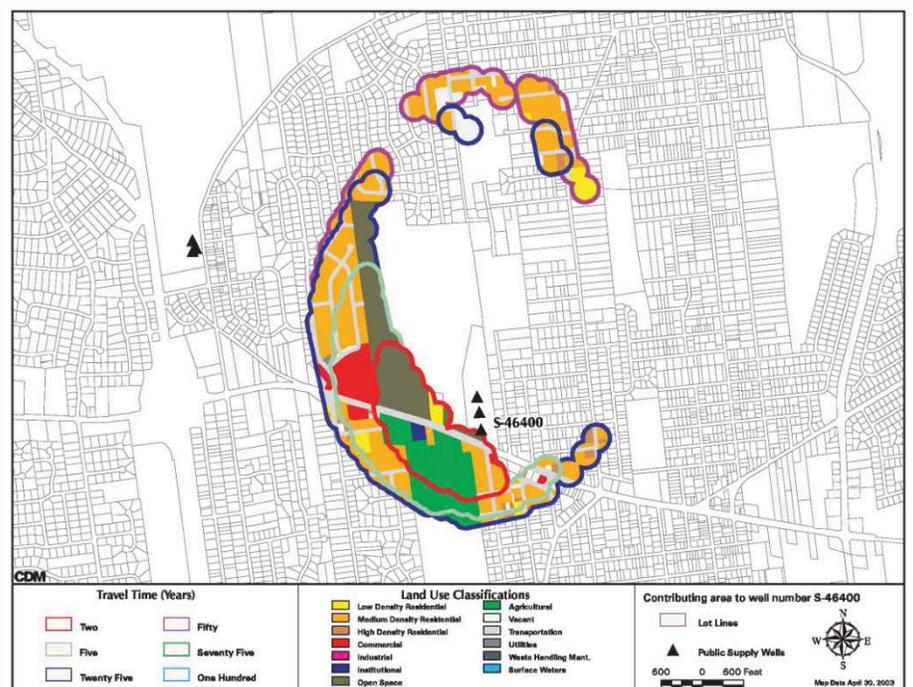
- Legend**
- Farmingville
 - Farmingville_LUP**
 - Proposed_Land_Use**
 - School
 - Public_Assembly
 - Municipal
 - Public_Parking
 - Utility
 - Park
 - Open_Space

This map should be utilized in conjunction with the written text of the Horseblock Road CR 16 Land Use Plan for Farmingville. The Map itself should not be utilized on its own to determine proposed land use for a specific location.



SWAP...

The federal Safe Drinking Water Act (SDWA) Amendments of 1996 created a Source Water Assessment Program (SWAP) to evaluate existing and potential threats to the quality of public drinking water supplies throughout the U.S. To carry out this program in New York, the Bureau of Water Supply Protection of the New York State Department of Health (NYSDOH) developed the New York State SWAP Plan. Community Public Supply wells were modeled using many generalized assumptions (e.g., geology, average pumping rates, average recharge, etc)



Transportation...

Street design influences character by setting the stage for different types of uses, affecting how streets control traffic patterns, and handle storm water runoff, which shape the physical environment and pedestrian experience. Streets can be designed to accommodate pedestrians, cyclists, divert and guide traffic through the use of striping/painting, medians, and curbs.



This section outlines recommendations to improve Horseblock Road and other significant roadways to ensure that the roadways can support implementation of the land use plan without negatively impacting traffic flow. Horseblock Road should be the major roadway unifying element of the area, making the road and surrounding area more inviting to pedestrians and cyclists, taming traffic, and improving its aesthetic qualities.

Horseblock Road in Farmingville is functionally classified as a minor arterial by the State DOT, while North Ocean

Avenue (CR-83) and Nicolls Road (CR-97) are both classified as principal arterials and Blue Point Road, Waverly Avenue and Mooney Pond Road are classified as a collector streets.

Traffic flow could be improved with several small changes to allow cars to travel and still accommodate pedestrians. To improve the flow of traffic along Horseblock Road and increase pedestrian safety, Suffolk County DPW should examine and implement operational improvements to Horseblock Road, starting with low-cost projects such as

signage, striping or marking, and creating dedicated turn lanes to improve traffic flow and facilitate creation of a hamlet center. In particular, traffic turning left from North Ocean onto Horseblock, heading west. The light is too short and only a few cars at a time tend to get through. As a result, drivers run red lights and increase the risk of accidents. Changes to traffic signals and possible jug handles could address this problem.

Hamlet Center...

Within the section of Horseblock Road identified as the Hamlet Center improvements to the roadway should include the following:

- Planted medians, where appropriate.
- Defined parallel on-street parking.
- Bulb-outs where appropriate.
- Designated left turning lanes.
- Raised mid-way pedestrian cross walk.
- Pedestrian cross walks at intersections.
- Planted street tree island.
- Street furniture.
- Decorative street lights.
- Low Street signs



Horseblock Road...

Aside from the improvements recommended for Horseblock Road within the designated hamlet Center, other improvements are recommended for the length of the roadway through the study area. This land use plan recommends that the Suffolk County DPW examine the potential for improvements to Horseblock road, consistent with the enhancements provided along Portion Road to the west of this study area.

These enhancements include: Continuous sidewalks; Pedestrian cross walks; Signalized intersections, Bus shelters; Bike lanes; and Landscaping treatments.

To maintain the flow of traffic, signalized intersections should include pedestrian

signal crossings. Encouraging pedestrian activity and making the community more walkable was a common theme throughout the community planning process and supported by this land use plan.

Bike lanes should be provided along the entire length of Portion Road. Bus shelters should also be provided where appropriate. Decorative shelters are preferred that would better suit the character of the community.

Street trees should be provided along the entire length of Horseblock Road; however a different tree species should be used to show a distinction between transitional areas, downtown areas and hamlet center areas.



Certain areas along Horseblock Road are divided. These medians should include a landscape treatment. In transition areas consideration should be given to reducing the lanes from four lanes to two lanes similar to the lane reduction along Portion Road and Woodside Avenue.

Access management principals should be applied. Each commercial site should only be afforded a single curb cut depending on property size. Curb cuts should be standardized.

Improvements...

- Landscaped medians
- Pedestrian crosswalks
- Continuous sidewalks
- Dedicated turning lanes
- Controlled pedestrian crossings
- Additional controlled intersections
- Street furniture and lighting
- Street trees
- Bus shelters
- Access management

CR 83...

Patchogue-Mount Sinai Road, CR 83 experiences peak level traffic issues between the LIE and Granny Road. In an effort to provide some relief future development of the area proposed as an opportunity area also provides an opportunity for future roadway connections.

The existing access point from Teachers Federal Credit Union to Horseblock Road poses some access issues. This access point should be relocated to the east. A connection to the existing NYS Park and Ride should also be established. This will allow for access to an existing signalized intersection at CR 83.

New development on the area identified as Opportunity Area can then connect the NYS Park & Ride to the LIE North Service Road completing the connection from the LIE to Horseblock Road and CR 83. Another connection should also be made to Old Medford Avenue.



Town Roads...

Town roads provide the connections between State and County highways as well as direct access to all Town residents. The future traffic circulation system of Town roads is an important element of this land use plan. The improvement recommended reflect the nature of this community, the quality of life and the safe and effective movement of people and goods that this land use plan is designed to achieve.



This study will focus on the recommended improvements to these town roads which provide the necessary connects to the surrounding communities.

Many of these Town roads have sporadic sidewalks. The Town should provide sidewalks along the length of these significant Town Roads.

The noteworthy town roads within the study area include Waverly Avenue, which connects the LIE with Mooney pond Road; Blue Point Road, which connects the LIE with Middle Country Road in Selden; Granny Road, which connects Horseblock Road with Mill Road in Yaphank, and College/Mooney Pond Road which connects Horseblock Road with Middle Country Road in Coram. Other town roads in the study are service the single family homes throughout the area.

Bike Routes or shared Bike Path should be provided and connections established to existing Bike Routes should also be provided.



Sidewalks to Schools...

Three schools are located within the study area. Waverly Avenue Elementary School, Located along Waverly Avenue has sidewalks provided along its frontage on both sides of the street. Lynwood Avenue Elementary School is located between Lynwood Avenue and Rosewood Avenue. Sidewalks are provided along one side of Lynwood Avenue and one side of Rosewood Avenue. Tecumseh Elementary School and Sachus East High School are both located along Granny Road. Sidewalks are provided along both sides of Granny Road along the schools frontage.

Blue Point Road...

Install a continuous sidewalk along Blue Point Road. Bike Lanes have recently been provided along both sides of Blue Point Road, connecting Long Island Avenue and Horseblock Road. The Bike lane or shared bike path should be continued north to Middle Country Road.

Waverly Avenue...

Install a continuous sidewalk along Waverly Avenue. As contemplated in the Town wide Bike Lane Plan, bike lanes or shared bike path should be provided.

Mooney Pond Road...

Install a continuous sidewalk along Mooney Pond Road. As contemplated in the Town wide Bike Lane Plan, bike lanes or shared bike path should be provided.

Granny Road...

Install a continuous sidewalk along Granny Road. As contemplated in the Town wide Bike Lane Plan, bike lanes or shared bike path should be provided. As contemplated in the Town wide Bike lane plan, Bike lanes or shared bike path should be provided.

Parking Plan...

Town of Brookhaven does not provide any municipal parking areas within this Farmingville Hamlet Center. The Town should examine the potential for future municipal parking facilities within this Hamlet Center Area. Optimal public parking is located behind the buildings along the north and/or south sides of the Horseblock Road main street with access to the main street as well as to side streets.

On-street parking is provided along Horseblock Road within the Hamlet Center area. However, these parking areas are not defined and should be properly striped.

New or improved parking facilities within the Hamlet Center Area should be designed to meet current Town standards including parking lot lighting, landscaping and buffering.

Existing parking facilities should be connected where possible. Shared/common parking should be required between commercial sites. Parking lot landscaping should be provided pursuant to Town Code. Pedestrian connections should be provided within parking fields.

Along the north side of Horseblock



Road, KK Athletics presently has a large parking lot. This parking area should be opened and shared with other commercial uses along Horseblock Road. Future redevelopment of the KK Athletics site should make vehicular and pedestrian connections to the existing Town Road network and new parking facilities should be open for use to the general public.

Improvements...

- Vehicular Connections
- Side street access points
- Shared parking
- Pedestrian connections
- Buffering residences

Typical Main Street Parking...



Other transportation recommendations...

Sidewalks: Sidewalks increase pedestrian activity and improve pedestrian safety, particularly seniors or youth, who often rely more heavily on walking to get around. There are several locations throughout the hamlet where sidewalks do not exist. Priority should be given to areas around schools, youth or senior oriented locations, the hamlet center and roads that link neighborhoods to the hamlet center. In the hamlet center sidewalks should be reconfigured to include elements that increase safety, such as textured or colorful markings to differentiate sidewalks from driveways that cross them or bump-outs that allow pedestrians to see around parked cars when waiting to cross at designated crossing locations.

There is a strong desire for increasing easy access between the two sides of Farmingville that is, the portions east and west of Nicolls Road. The County Department of Public Works (DPW) should ensure that the Nicolls Road underpass is maintained in good condition, well-lighted, and free of litter to facilitate safe and easy pedestrian and bicycle access.

Cross walks: Few crosswalks exist along Horseblock Road. Crosswalks should be installed at all major intersections, including across side streets to facilitate east-west crossing along Horseblock Road. All intersections should be analyzed to determine whether crosswalks are needed. Crosswalks should be highly visible to traveling vehicles. Those across Horseblock at important pedestrian crossings should be textured or otherwise visually differentiated from the roadway. Pedestrian crossing signs should be installed so as to indicate to motorists that they are approaching the crosswalks, particularly at non-signalized intersections. Timed signals that count down the remaining time to safely cross the road should be installed at all signalized crossings.

Install crosswalks at strategic locations along the corridor including the Post office, Waverly Avenue, Granny Road, and at the Fire Department. Consider using different material to set apart from street:

Medians: Install landscaped medians and islands that give pedestrians refuge. Landscaped medians should be installed at key locations along the Horseblock Road corridor, from Nicolls Road to North Ocean Avenue, particularly within the Farmingville Hamlet Center area. These medians will have an important visual impact on the corridor and will help to slow traffic, provide shade and give pedestrians crossing the road safe points at which to stop.

Medians should be broken up with periodic dedicated turn lanes to allow traffic to cross the road and not create an impassible barrier. In addition, non-landscaped mountable medians should be used as an alternative in strategic locations where emergency vehicles must cross or pass traffic. Medians should be able to accommodate pedestrian crossing at unsignalized intersections, where crossing are highly visible and supplemented with appropriate warning signs to alert motorists. Medians should be raised to prevent incursion from passing cars and to prevent salt and runoff from the roadway from damaging the trees. Cuts should be provided in the median curbs to allow some water to flow into areas designated for storm water filtration (bioswales). Medians should be planted with appropriate low-maintenance, native and non-intrusive species, primarily grasses and shrubs, with trees in strategic, safe locations. Shrubs and plantings should be carefully chosen so that they do not grow too tall and block motorists' sight distance.

In areas where landscaping cannot be provided, consideration for potted planter should be considered.



Other transportation recommendations...

Bike Lanes: As previously recommended bike lanes and bike paths should be provided along strategic roadways within the study area. This plan encourages additional bike activity in Farmingville, both as a mode of transportation and for recreational purposes. The County should install bike lanes along one or both sides of Horseblock Road. Bike lanes should link with connecting routes and existing bike lanes on County, State and Town roads.

The Town's Division of Traffic Safety has identified Granny Road and Horseblock Road as proposed bike routes. North Ocean Avenue north of Horseblock Road is a *potential* bike route. The Division of Traffic Safety applied for a NYSDOT Local Safe Streets and Traffic Calming grant for establishment of a bike route along Granny Road between Route 112 and Mill Road in Coram. Rather than widen the roadway to construct designated bike lanes, the Division of Traffic Safety proposes a shared vehicle/bike lane in areas with speeds of 35mph or lower, with markings to alert motorists to the presence of bicyclists. These markings could be considered for use in Farmingville.

Bike lanes or paths will enable safe cycling that does not crowd the sidewalk and create unsafe conflicts between pedestrians and cyclists. They will also guide bicyclists riding through town. Without dedicated bike lanes or paths, cyclists travel in car lanes and often disrupt the flow of traffic, risking their own safety as well as that of motorists. Clearly marked bike paths not only promote bike usage and consequently reduce the number of automobile trips, but give cyclists a safe space to ride that does not compete with traffic.

Bike lanes adjacent to the sidewalk could effectively become an extension of the sidewalk, but would be designated specifically for bicycles with markings on the pavement. This option is perhaps suitable for stretches of North Ocean, while a dedicated bike lane in the roadway may be preferable along certain stretches of Horseblock Road. If bike paths are provided next to the sidewalk along Horseblock (as opposed to on the street), they should be discontinued in the core hamlet center area so as not to interfere with pedestrian activity and on-street parking, which could cause safety hazards (signage should encourage bicyclists to walk bikes through this area).

Aesthetics: Streetscape work should build on recent improvements to Portion Road, west of Nicolls Road, by creating a continuous look and feel, helping to unify the two sections of Farmingville (east and west of Nicolls Road). Increased landscaping and streetscape improvements in the hamlet center, along with safer, more visible crosswalks will make the area more walkable and pedestrian friendly. In addition to the planted medians recommended herein, additional landscaping should be provided to create a visual reminder that the road is shared by pedestrians, bikes, and automobiles and to break up long vistas of signage and pavement. Landscaping has been proven to increase the visibility of traffic-calming devices.

Landscaping should be designed to ensure safety and maintain visibility of pedestrians and other vehicles. Shrubs and bushes should be low maintenance and trees should be trimmed up to six feet above the street level, allowing drivers to see under them. Plant species should be carefully selected for visibility and maintenance. Landscaping can also increase demands on municipal budgets, volunteers from community groups, schools, and churches should organize regular litter removal, weeding and other maintenance work.

Street furniture within the Hamlet Center area should include benches, street lamps, trash receptacles and other amenities with a consistent theme throughout the hamlet center.



Other transportation recommendations...

Signage: Signs are a relatively low-cost way of increasing safety by alerting drivers to the presence of pedestrians and bicyclists. Pedestrian-crossing signs should be installed at all major intersections and crosswalks, with overhead signs at midblock crossings or smaller intersections. Signs and crossing signals should use state-of-the-art technology and be lit and visible at night. Bike lanes and paths can be colorized to help draw attention to the presence of cyclists.

Eye level, larger street signs should be provided identifying intersections along Horseblock Road. This treatment was widely popular along NYS Route 112 north of CR 83.

Traffic Control Devices: Consideration for new traffic controlled intersections along Horseblock Road was the topic of concern to this Farmingville Community. Suffolk County Department of Public Works should examine the need for additional traffic control devices at the entrance to the proposed Arboretum development or at the Hanrahan Avenue intersection.

On-Street Parking: As previously recommended in this land use plan, on-street parking should be defined and provided within the Farmingville Hamlet Center area along Horseblock Road. To accommodate on-street parking Suffolk County Department of Public works should also include bulb-outs at intersections for pedestrian crossing.



Other infrastructure recommendations...

Sanitary. The Farmingville community is not entirely part of a sewer district. Several Suffolk County and Town sewer districts checker the area. Opportunities exist for the Farmingville Hamlet Center area and other areas within Farmingville to connect to a local sewer district. Further study should be performed to determine the best and cost effective approach.

In addition, the project known as the Arboretum will be constructing a new sewer treatment facility. This new facility could also be used to connect the Farmingville Hamlet Center area to local sewer options.



Appendix I

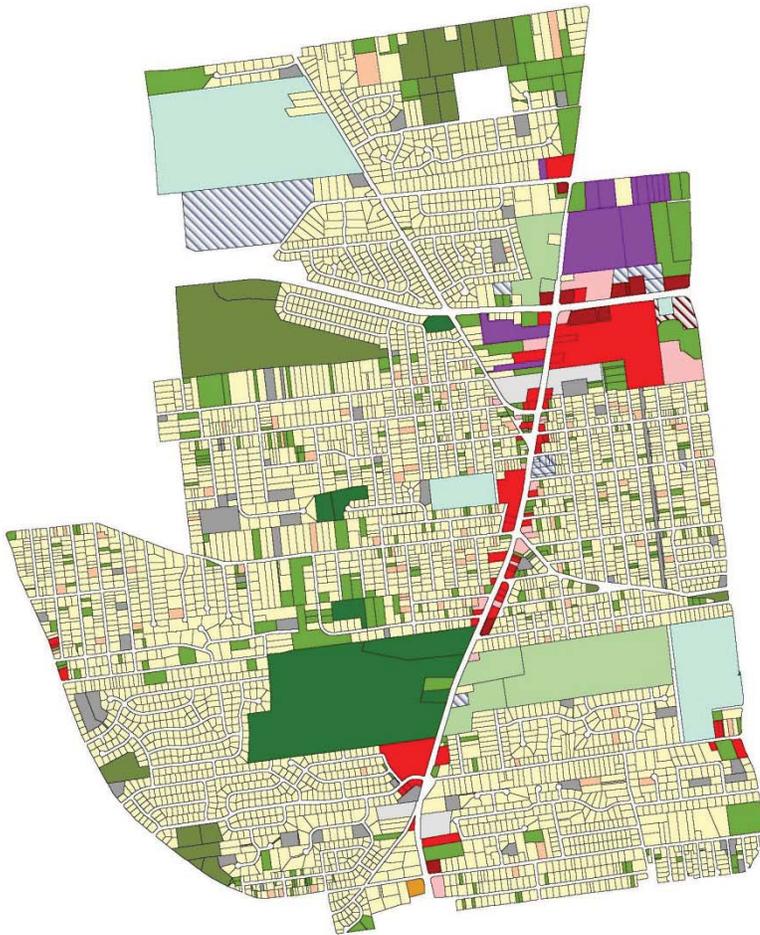
Maps...



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**Horseblock Road CR 16
Draft Land
Use Plan
for
Farmingville,
NY
Draft Land Use Plan
Existing Land Use -
Figure 01**

- Legend**
Farmingville_Existing_LU
T_NY_CODE
- Vacant
 - Agricultural
 - One_Family_Residential
 - Two_Family_Residential
 - Multi_Family_Residential
 - Office
 - Recreation_Commercial
 - General_Commercial
 - Heavy_Commercial
 - Hotel
 - Industrial
 - Public_Assembly
 - Utility
 - School
 - Municipal
 - Park
 - Open_Space
 - Road



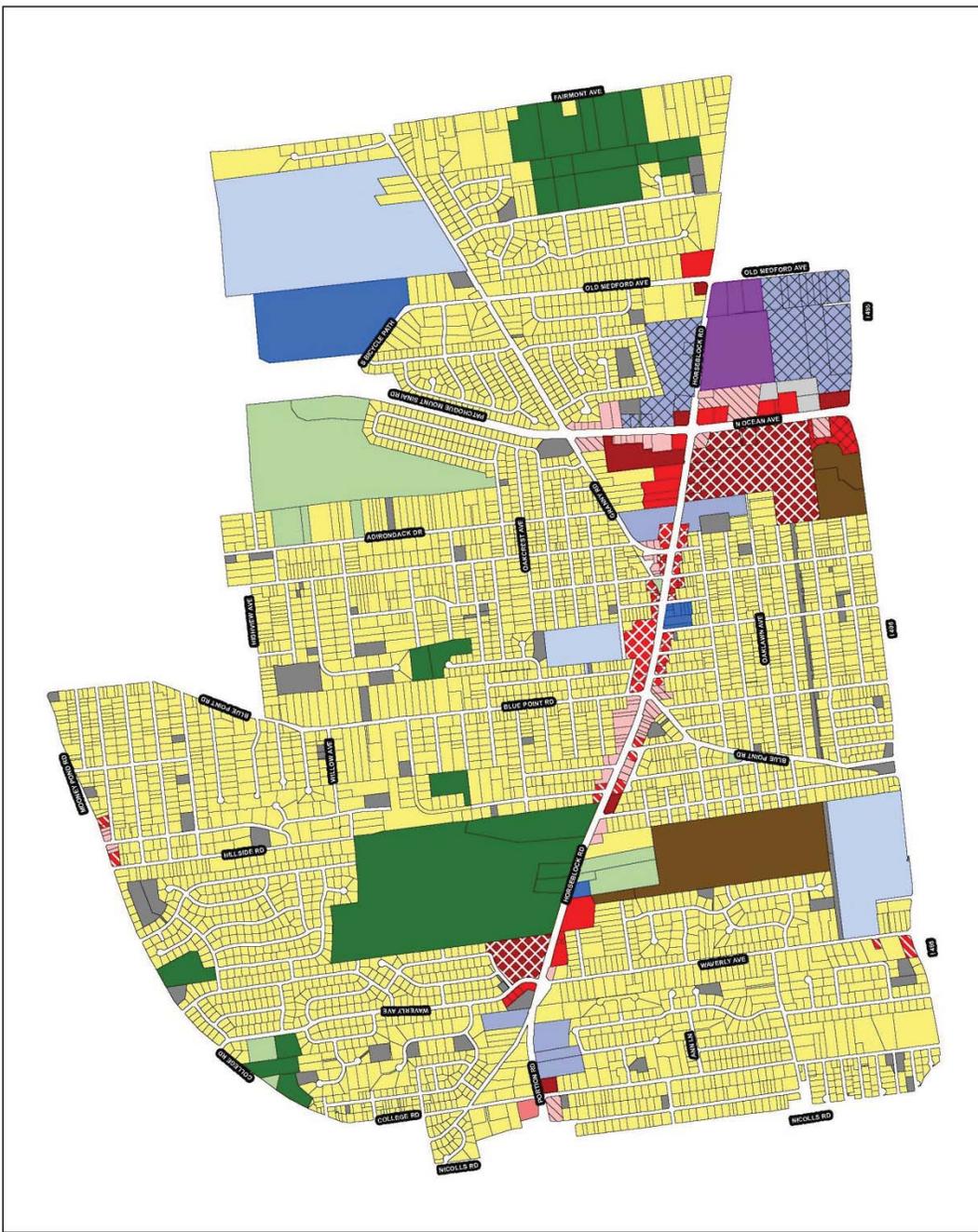
**Farmingville
Existing Land Use**

**Horseblock Road (CR 16)
Farmingville
Land Use Plan
JS July 2014**

**Horseblock Road CR 16
Draft Land Use Plan
for Farmingville, NY**
Draft Land Use Plan
Park & Open Space - Figure 03

- Legend**
- Farmingville_LUP
 - Medium_Density_Residential
 - High_Density_Residential
 - Office
 - Transitional_Commercial
 - Recreational_Commercial
 - Neighborhood_Commercial
 - General_Commercial
 - Main_Street_Commercial
 - Regional_Commercial
 - Heavy_Commercial
 - Hotel
 - Light_Industrial
 - School
 - Public_Assembly
 - Municipal
 - Public_Parking
 - Utility
 - Park
 - Open_Space
 - Opportunity

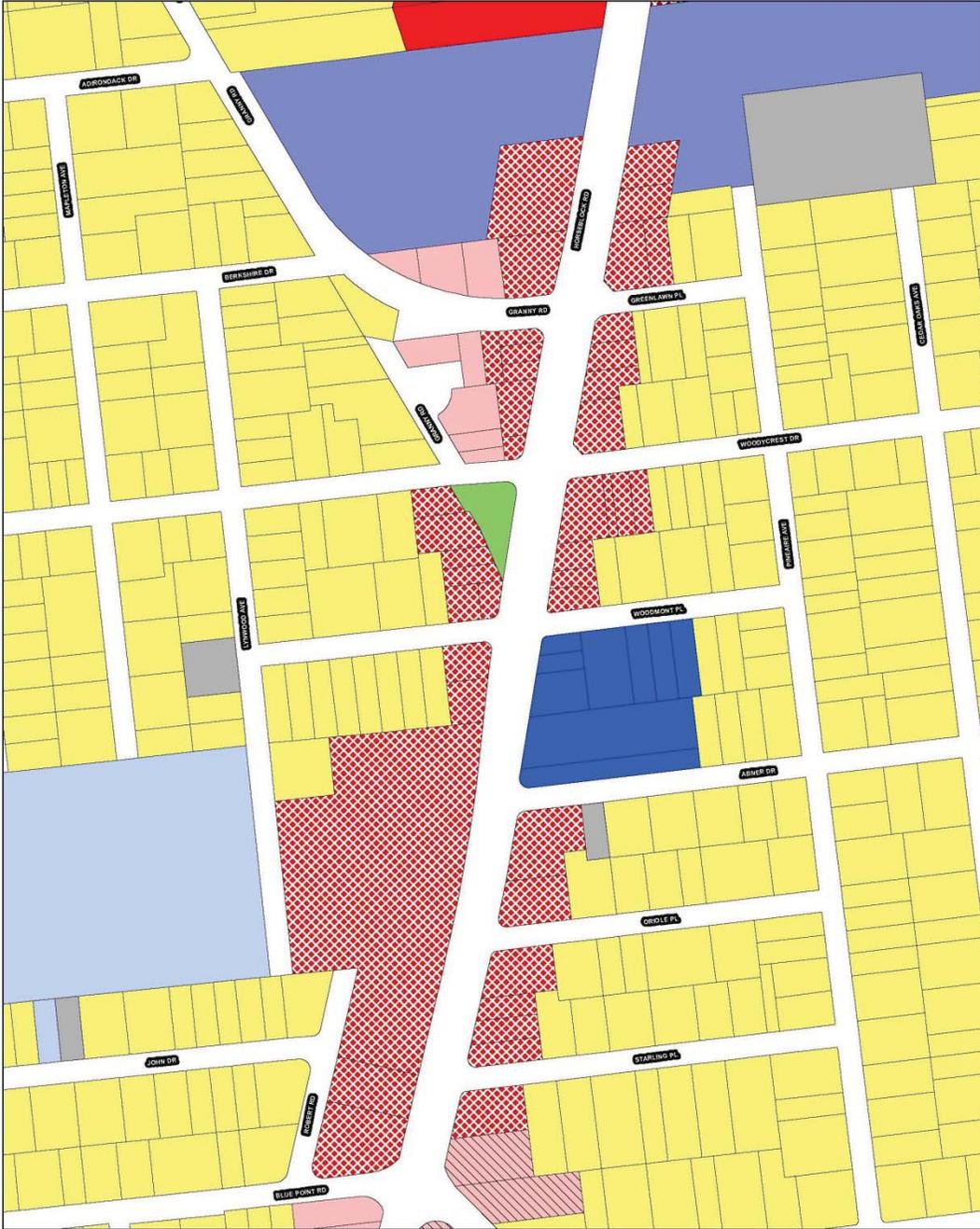
This map should be utilized in conjunction with the written text of the Horseblock Road CR 16 Land Use Plan for Farmingville. The Map itself should not be utilized on its own to determine proposed land use for a specific location.



**Horseblock Road CR 16
Draft Land Use Plan
for Farmingville, NY**
Draft Land Use Plan
Farmingville Hamlet Center - Figure 04

- Legend**
- Farmingville
 - Farmingville_LUP
 - Proposed_Land_Use**
 - Medium_Density_Residential
 - High_Density_Residential
 - Office
 - Transitional_Commercial
 - Recreational_Commercial
 - Neighborhood_Commercial
 - General_Commercial
 - Main_Street_Commercial
 - Regional_Commercial
 - Heavy_Commercial
 - Hotel
 - Light_Industrial
 - School
 - Public_Assembly
 - Municipal
 - Public_Parking
 - Utility
 - Park
 - Open_Space
 - Opportunity

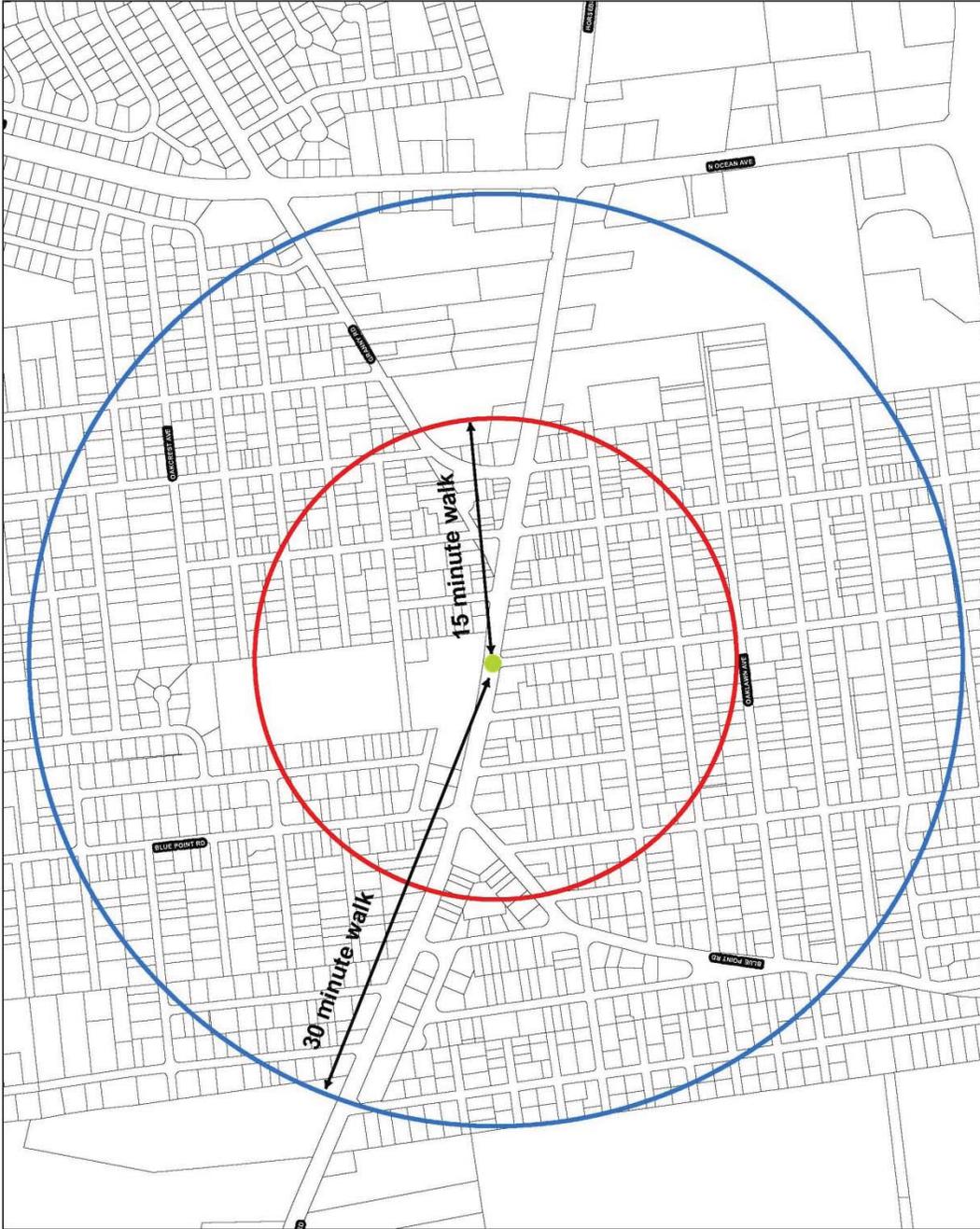
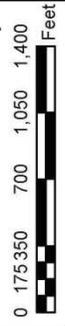
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**Horseblock Road CR 16
Draft Land Use Plan
for Farmingville, NY**
15 minute walk - Figure 05

Legend
 Farmingville

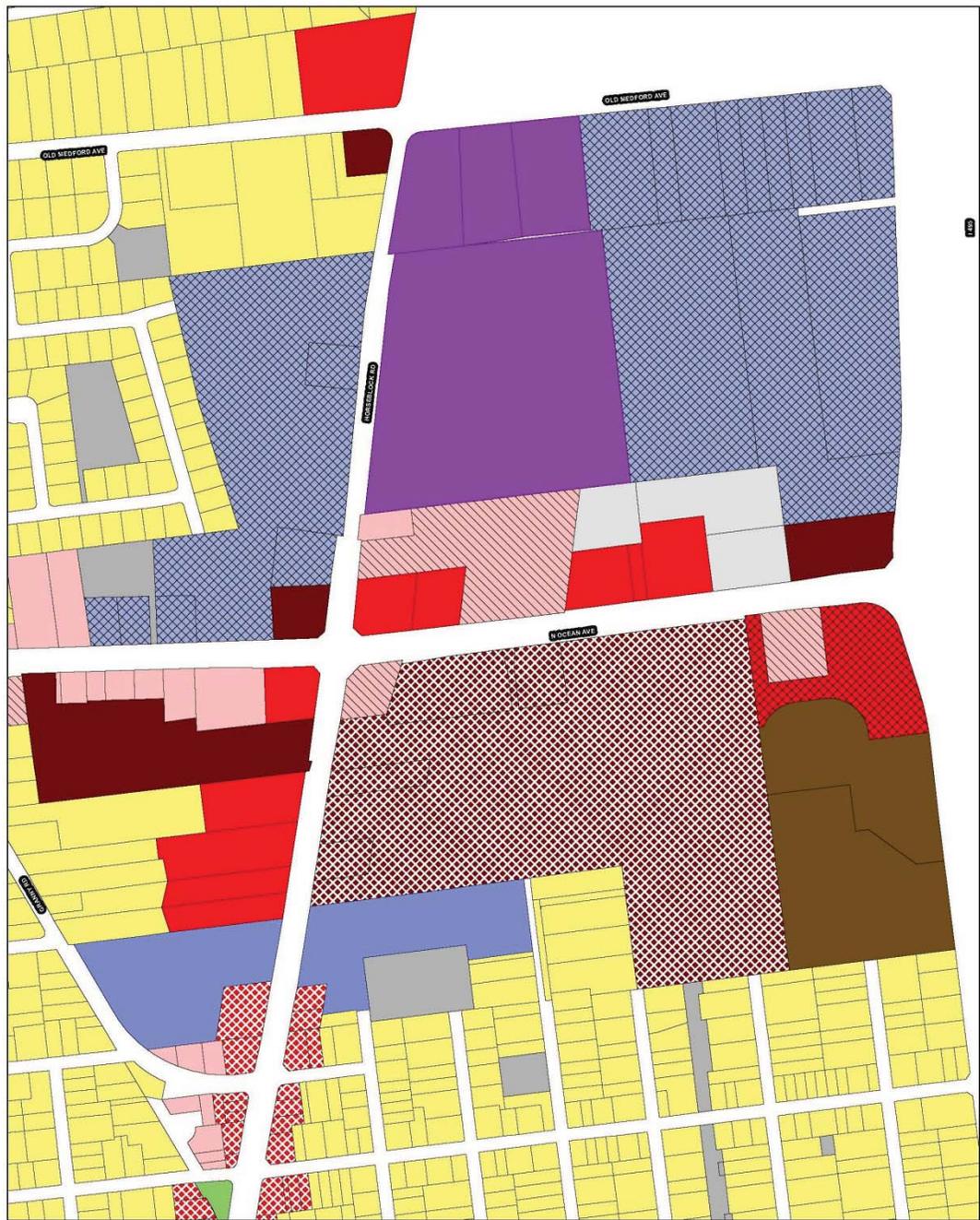
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**Horseblock Road CR 16
Draft Land Use Plan
for Farmingville, NY**
Ocean Avenue Center - Figure 06

- Legend**
- Farmingville
 - Farmingville_LUP**
 - Proposed_Land_Use**
 - Medium_Density_Residential
 - High_Density_Residential
 - Office
 - Transitional_Commercial
 - Recreational_Commercial
 - Neighborhood_Commercial
 - General_Commercial
 - Main_Street_Commercial
 - Regional_Commercial
 - Heavy_Commercial
 - Hotel
 - Light_Industrial
 - School
 - Public_Assembly
 - Municipal
 - Public_Parking
 - Utility
 - Park
 - Open_Space
 - Opportunity

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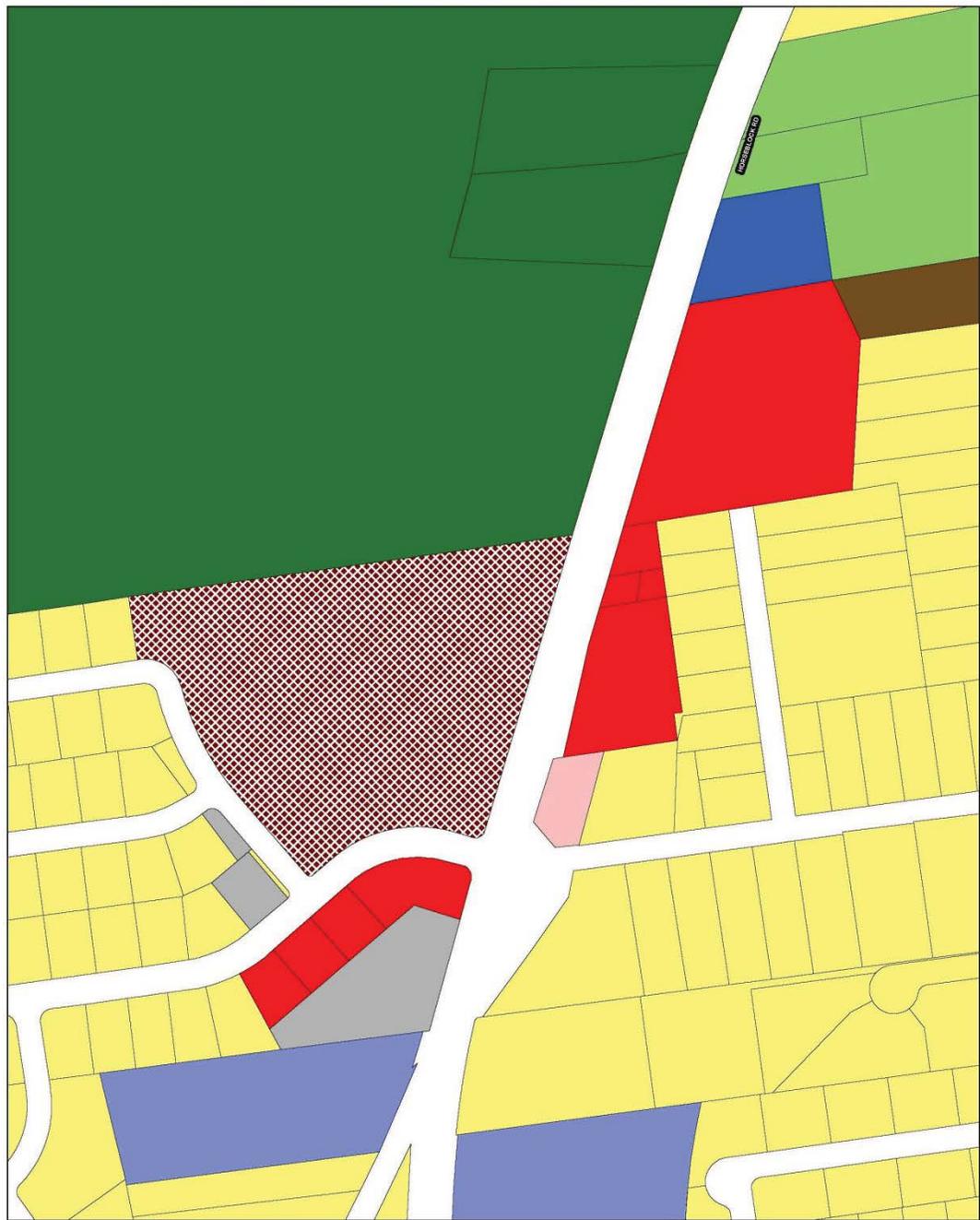
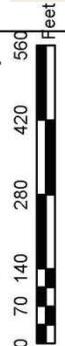


**Horseblock Road CR 16
Draft Land Use Plan
for Farmingville, NY**

Draft Land Use Plan
Waverly Avenue Center - Figure 07

- Legend**
- Farmingville
 - Farmingville_LUP**
 - Proposed_Land_Use**
 - Medium_Density_Residential
 - High_Density_Residential
 - Office
 - Transitional_Commercial
 - Recreational_Commercial
 - Neighborhood_Commercial
 - General_Commercial
 - Main_Street_Commercial
 - Regional_Commercial
 - Heavy_Commercial
 - Hotel
 - Light_Industrial
 - School
 - Public_Assembly
 - Municipal
 - Public_Parking
 - Utility
 - Park
 - Open_Space
 - Opportunity

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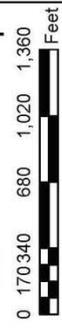


**Horseblock Road CR 16
Draft Land Use Plan
for Farmingville, NY**
Draft Land Use Plan
Transition Area - Figure 08

Legend

- Farmingville
- Transitional, Commercial

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**Horseblock Road CR 16
Draft Land Use Plan
for Farmingville, NY**
Opportunity Areas - Figure 09

Legend

-  Farmingville
-  Opportunity

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**Horseblock Road CR 16
Draft Land Use Plan
for Farmingville, NY**
Industrial/Heavy Commercial - Figure 10

- Legend**
- Farmingville
 - Farmingville_LUP**
 - Proposed_Land_Use**
 - Heavy_Commercial
 - Light_Industrial
 - Opportunity

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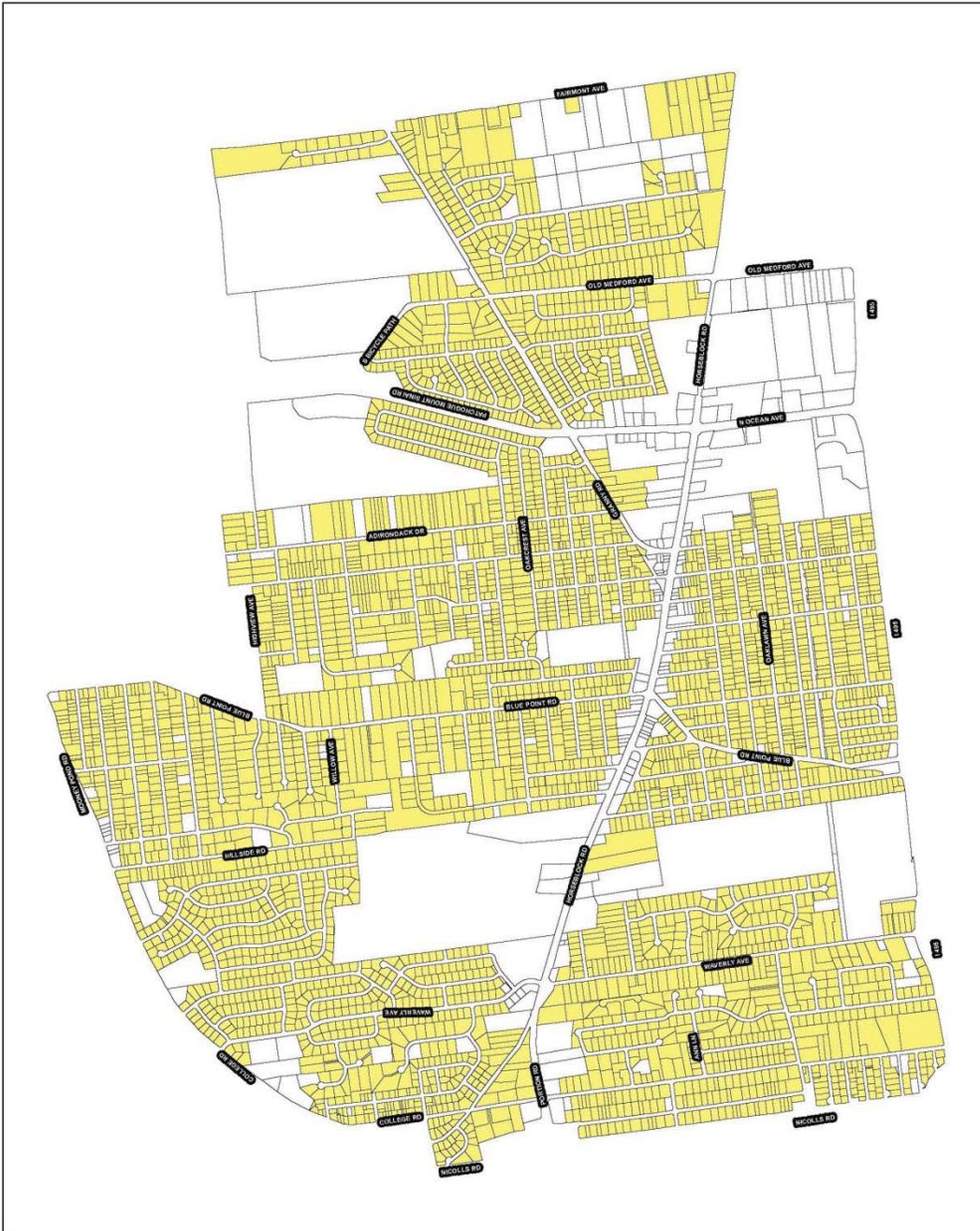
**Horseblock Road CR 16
Draft Land Use Plan
for Farmingville, NY**

Draft Land Use Plan -
Single Family Residential - Figure 11

Legend

- Farmingville
- Medium Density Residential

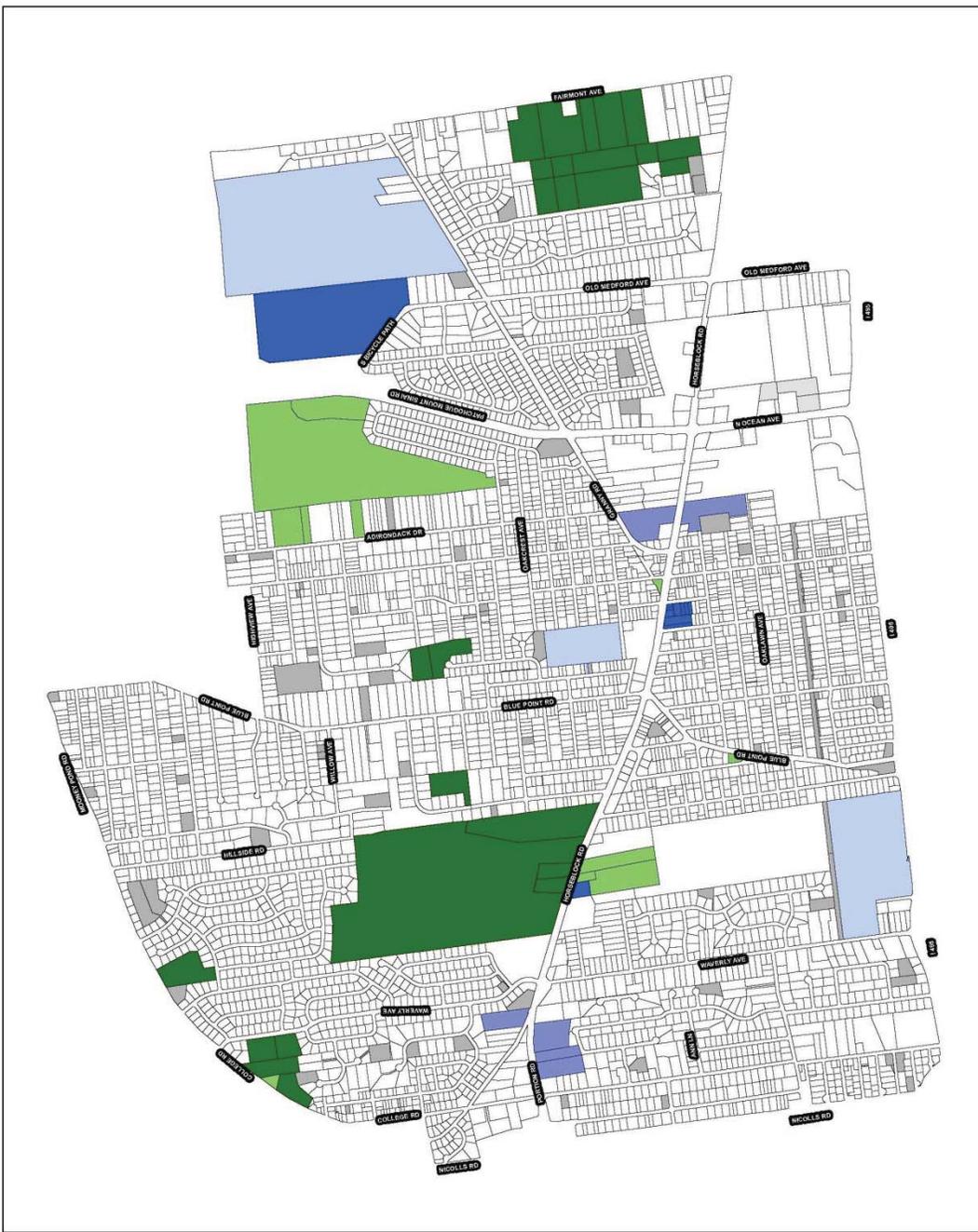
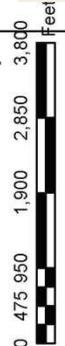
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**Horseblock Road CR 16
Draft Land Use Plan
for Farmingville, NY**
Draft Land Use Plan
Park & Open Space - Figure 12

- Legend**
- Farmingville
 - Farmingville_LUP**
 - Proposed_Land_Use**
 - School
 - Public_Assembly
 - Municipal
 - Public_Parking
 - Utility
 - Park
 - Open_Space

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**Horseblock Road CR 16
Draft Land Use Plan
for Farmingville, NY**
Sewer Districts - Figure 13

- Legend**
- TOBSeweredAreas**
- CSDType**
- COUNTY DISTRICT
 - FEDERAL SEWER AREA
 - OUT PARCELS
 - PRIVATE SEWER AREAS
 - SC CONTRACTEE
 - SCCC AREA
 - TOWN SEWER AREA
 - TOWN SEWER DISTRICT
 - VILLAGE DISTRICT
 - Farmingville

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