

# THE TRI-HAMLET COMPREHENSIVE PLAN

MASTIC, MASTIC BEACH & SHIRLEY



TOWN OF BROOKHAVEN  
SUFFOLK COUNTY, NEW YORK

June 1995



## Preface

This Tri-Hamlet Plan is one of a series of hamlet studies conducted throughout the Town. They include the South Setauket Woods, Manorville, The Longwood Alliance—which includes Coram, East Yaphank, Yaphank, Middle Island and Ridge, Brookhaven Hamlet, Mount Sinai, Miller Place, and the four hamlet communities of Moriches, Center Moriches, East Moriches and Eastport (the Brookhaven portion).

A primary purpose of this work is to develop the input necessary to update the Town of Brookhaven's 1987 Comprehensive Plan. The update could have been accomplished in similar fashion to the original creation of the Plan by approaching the task in a centralized fashion at the Town level. Instead the Supervisor, John LaMura, and the members of the Town Board determined to maximize citizen participation in the planning process and to build the new Town Plan literally from the "ground up." In other words, the basic nature of towns starts with the neighborhood, then community or hamlet, and in the aggregate, constituted in the overall Town.

Following this approach allows for greater identification and application to the unique attributes, problems and needs of each discrete community. The difficulty with this concept is the absolute requirement for active and informed citizen volunteer participation. It has been a revelation and pleasure to discover so many willing and dedicated citizens and community leaders willing to devote countless hours to the work. It reinforces the intense concern and pride that these residents have in their community and the Town of Brookhaven.

Under the leadership of Councilman Edward Hennessey and his able Neighborhood Aide, Michael J. Leonardi, a planning task force of nine committees was established, whose work is displayed throughout this document. Almost four score of volunteers participated, including the Town Assessor, James Ryan, and Joseph E. Sanzano of the Town's Planning Department.

This report and the credit for it rest on the outstanding job made possible by these civic-minded residents.

Acknowledgment should also be made of the support received from Commissioner Thomas Cramer, Carol Swick, and John Girondela of the Planning Department. I must also stress my appreciation and respect for the citizens who once again have demonstrated the inherent value of grass-roots government and who have made planning a truly people-process. Their work benefits their neighbors and future generations.

June 1995

Lee E. Koppelman

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Michael J. Leonardi, Neighborhood Aide**

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## Introduction

The community planning process is similar whether the area is as contained as the local neighborhood or community, or as broadly as an urban region. The differentiation is only in scale and detail. In essence, planning is a decision-making process that is future-oriented in order to assist policy-makers—primarily elected officials—in making more rational choices at the present. Therefore, it is essential that planning be as rational and comprehensive as time, talent, and resources will allow.

Generally speaking, four phases of analysis constitute the process. Initially, the primary task is the inventory stage. All pertinent information that in the aggregate describes the area under study, is useful. This would include existing land uses; existing zoning and related codes; demographic data depicting the fullest range of population, housing, social and economic data; historical and cultural facts; community services and facilities; environmental status; and circulation or transportation infrastructures. Some studies may also require detailed public administrative conditions related to governmental structure, taxation and services.

It is at this phase that the goals, aspirations and/or objectives to be achieved are set forth, at least in general terms, if great specificity is not possible.

The inventory phase serves several purposes. In the first instance, the planning team, whether local participants or outside consultants, gains an in-depth understanding of the fabric and dynamics of the area. Secondly, existing problems, deficiencies and needs—as well as community strengths and assets—become more defined and apparent. Third, the inventory data serves as the base for analyses and projections over the time frame of the plan.

This third usage constitutes the second phase of the process. Estimates can be projected of future land uses based on saturation development according to zoning. Demographic projections will yield insight into the needs for future public services, e.g., parks, schools, etc. Road improvements and other transportation services can be calculated.

Planning can now proceed to the third phase of alternative plan scenario development. In small communities this may be quite limited. In some studies the number of viable alternatives may be significant. All alternatives have to be back-referenced to the original goals in order to ensure consistency and compatibility with the stated objectives. If discrepancies appear, either the plan alternative or the goals have to be amended, and a proposed plan or plans selected. It is not a mandate that only one plan be selected. Several alternatives may all achieve good community development. The only necessary ingredient is that the consequences of each alternative are definitely and clearly identified so that the decision-makers will know in advance what the long-term effects of their policies will produce.

Implementation policies and programs are the final phases of the process. After all, the finest plans are just so much paper if they are not carried out. A number of aspects may have to be considered. Are existing statutes, laws and programs adequate for the task? If not, what new legislation must be enacted and by what level of government? Are new or restructured administrative mechanism required? Where will the financing come from? Are the budgeting mechanisms for operating and capital requirements in place? In short, an implementation plan must be developed as an adjunct to the community development plan.

The Tri-Hamlet plan for Mastic, Mastic Beach and Shirley generally follows the above description of

of the planning process. In the following pages the community is defined in terms of land use, zoning, housing and demographic data, history, environmental factors, transportation, history, community facilities and parks, recreation and marine activities. Goals and perceived community problems are also stated. This was amplified by a questionnaire distributed throughout the area and reasonably responded to by almost three hundred residents.

Numerous recommendations were developed that led to the final segment of this report--the Proposed Land Use Plan.

Since this Tri-Hamlet Plan is intended to serve as an input with other hamlet studies conducted throughout the Town of Brookhaven for the update of the Town's 1987 Comprehensive Plan, no attempt was made to include a detailed implementation section. This work will be developed for the overall Town Plan.

## Goals

- Create strong economic activity to provide jobs and an adequate tax base.
- Develop appropriate zoning regulations to insure proper development.
- Bring zoning into compliance with the Tri-Hamlet Comprehensive Plan.
- Enforce existing codes and ordinances
- Provide open space and recreational facilities
- Concentrate activity whenever possible to encourage public transportation usage.
- Support appropriate roadway improvements to adequately serve adjacent land use. Insure that improved roadways are aesthetically attractive.
- Maintain affordable housing for all segments of the population particularly senior citizens.
- Eliminate deterioration and obsolescence.

**Planning Issues Raised by Committees**

<b><u>Subject</u></b>	<b><u>Page</u></b>
<b>Parks and Recreation</b>	<b>51-60</b>
Establish a Tri Hamlet Commission	
Develop new park facilities	
Refurbish and rebuild existing facilities	
Increase use of underutilized facilities	
Police, secure, maintain	
Creates pocket parks	
Shirley Beach Park	
One playground per square mile	
Vacant lot next to community center	
Play lots	
<b>Commercial Property</b>	<b>24-29</b>
Beautification - signs, sidewalks, utilities store fronts, curbs, lighting, landscaping	
No more strip malls	
Special use permits for light manufacturing in vacant shopping centers.	
Jefferson Drive property for recreation	
Remove commercial zoning on Mastic Beach Road.	
The Green from Beacon to Lawrence change to industrial	
Parking lots on Commack Road, off street parking	
Widen Neighborhood Road.	
Service Road on Sunrise to Barnes.	
Conference Center	
<b>Housing</b>	<b>33-47</b>
Enforcement of codes	
Services	
Eliminate further over development (absentee landlords)	
Wide range of housing stock, first time owners.	
Zoning Board decisions - substandard lots.	
State housing code	
Non conforming uses, owner occupied 2 and 3 family, condemn small parcels	
No clustered housing, apartment, condo or co-op projects in the area.	
<b>Transportation</b>	<b>67-68</b>
Mastic Road turning lanes, at Knapp Road, Wavecrest Dr., sidewalks Montauk to Neighborhood bicycle paths	
East west road Lincoln	
Sunrise south service road, entrance to back of Caldor.	
North south through road over tracks	
Bus routes and shelters	
Teen service	

**Marine**

**56-61**

Small undeveloped lots  
Three parcels  
County Marina Plan.

**Emergency Services**

**65-66**

Opticon system  
Emergency lane on Montauk Highway.  
Key to railroad gates  
Additional turn around on William Floyd.  
Public water supply and hydrants.

**Schools**

**63-64**

## History

This synopsis of the history of the Mastics - Mastic, Mastic Beach and Shirley was derived from the abridgement review by INS. Rita Rech, History Committee Chairperson; The History of Mastic Beach by INS. Janice L. Schaefer, published in 1994 by the Mastic Beach Property Owners Association; and excerpts from Chapter 4 of the South Shore Mainland Hazard Management Program, published by the Long Island Regional Planning Board in 1994.

In 1677, a license was issued to Richard Woodhull, a member of the original group of 35 settlers, and Samuel Edsall to establish a fishing industry in Town waters. The first purchase of land made by the Town was through Richard Woodhull. He bought land from Wisandance, Sachem of Montauk, and Wenecheage, Sachem of Connecticut River on July 20, 1657. The Indians sold the land for coats, hoes, hatchets, needles, maces (awls for drilling wampum), powder, stockings, shirts, a trooper's coat, knives, and guns. The purchase covered two necks of land in the Mastic peninsula. One neck contained the meadow at Nocomook, east of the Connecticut River, the other contained meadows in part of Unkechaug Neck. Some of these meadows had been bought before and some disputes arose with the Indians. Although the Indians accepted goods for their land, they refused to give any land to the white men. This was named the Old Purchase.<sup>1</sup>

On June 4, 1672, Woodhull, Bayles, Pening, and Tucker assembled goods to pay the Indians for the meadows that had already been bought in 1657. This transaction was called the New Purchase.

A survey map of the area was laid out for Colonel William Smith in 1685. Starting at Connecticut River (Carmen's River) and going east to Mastick River (Forge River), there were several necks of land: Sebaimuck, Unquachock (Unquechogue), Floyd's Neck, Eburne's or Snake Neck, Winocrossambe's (Winnecrossum) Neck, and Mastick Neck.

During most of its recorded history, property in the Mastic/Shirly study area was owned by a few prominent land holders. In 1688, Col. William "Tangier" Smith purchased a large portion of the land in the area from previous claimants. Five years later, King William and Queen Mary granted Smith a royal patent that included an extensive area from the ocean to the sound from a line just west of the Carmans River east to a line near Flanders' Bay. In the year 1700, Smith deeded 175 acres back to the Poospatuck Indians. The present day Poospatuck Reservation was part of this acreage.

Another prominent early land holder was William Floyd, a signer of the Declaration of Independence. A large portion of the William Floyd estate is now part of the Fire Island National Seashore properties in the southeast portion of the study area.

At a town meeting on August 9, 1714, Colonel Richard Floyd gave half an acre of his home lot to be used as a burial ground. The first reference to a road to Mastic came in 1738. The road took a southeast course from Miller Place to Middle Island, then followed the left bank of the Connecticut River to Mastic. This road led to the Manor of St. George. In the 1700's, most of the large plantation owners had slaves. After the Revolutionary War, the slaves were free to go if they could take care of themselves (decision by New York State legislature on April 8, 1801). The principal industries were farming, shellfish, corn, and there were a few domestic animals.<sup>2</sup>

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<sup>1</sup>Janice L. Schaefer, The History of Mastic Beach, 1994, MBPOA, p. 5

<sup>2</sup>Ibid., p. 9

As more settlers arrived, more development and restrictions came. In 1767, the managing control of the south bays in the Town fell to the charge of the Town trustees. Ever since this date, the Town has continued to exercise that power. A control was made on the number of oysters taken from the bay. In 1785, people had to pay for a permit to take clams from the water. In 1812, people were forbidden to take sand from the harbors and shores of the Town. In 1818, a permit had to be acquired before taking sand. A permit to take stones was required in 1823.

The first school district was established in this area on November 3, 1813. This was district number 17 and included Mastic as far west as Fireplace (Brookhaven). The district number was changed to 31 on November 12, 1875. The first election district was established on April 5, 1842. In the 1800's 2/3 of Long Islanders were farmers and fishing was prevalent.

In the late 1800's, a reference was made about Mastic in the History of Suffolk County. It described the area on the east side of the Connecticut River as a peninsula called Mastic. "The land is valuable and beautiful and projects across the great bay as to reduce it to the width of a mere channel. The shorefront of the principal part of the territory was incorporated as the Manor of St. George. The soil is good and there are several large farms employed in stock raising. The coast line is extremely ragged and is broken into several necks. These necks all have Indian names: Poospatuck, Sebonack, Necommack, Coosputus, Pattersquash, Unchahaug, and Mattemoy."

The first railroad line in the area was built by the South Side Railroad in 1881, and at that time a station was built in Mastic on the east side of Mastic Road. Later on, the Long Island Railroad acquired this line. The site of the station was moved to Shirley around 1960. This caused a huge controversy, leaving Mastic residents very upset. In August 1960, the old Mastic station was torn down. It wasn't until the early 20th century that the pattern of ownership began to change. As early as 1911, subdivision plans were filed for the northwestern part of the area. In the mid 1920s the Brooklyn Citizen offered 20 by 100 foot lots in Mastic Park, in the northeastern corner of the area, for \$55.00, as a subscription promotion. The first subdivision survey of what was to become Section 1 of Mastic Beach was made in 1926. A total of ten subdivision maps was filed for Mastic Beach from 1926 to 1938. Electricity came to Mastic Beach in 1932 and the first phone was installed in 1936.<sup>3</sup>

In the mid 1940's, developer Walter Shirley continued the development in the Mastic/Shirley area. From 1945 to 1962 Shirley's companies filed more than 45 subdivision maps. Extensive infilling has taken place since their original subdivisions. About one-half of the housing units in the Mastic/Shirley study area were built since 1969. One third of the total number of housing units were built in the 1970's alone.

Aerial photographs from circa 1930 showed that a major portion of the study area was wooded. Agricultural activity was evident on the Knapp estate (now the area between Locust Drive and Beaver Drive, south of Aspen Road); the area along Forge River, between Poospatuck Creek and Home Creek; and on the Poospatuck Reservation. At that time there were large open areas on both the Smith and Floyd estates. In the northwest portion of the study area there was evidence of road cutting and subsequent regrowth in the pattern of the road system of the Tangier A subdivision filed in 1911, an early filed subdivision that was not built.

The circa 1930 aerial photographs also showed a road grid pattern in the northeast portion of the study area (the Mastic Park development) and in the southeast portion of the study area (the first five sections of the Mastic Beach development). A thin layer of fill covered a large portion of the tidal marsh in the southern part of the Mastic Beach development. The road grid was visible on this filled area, as was the Mastic Beach Yacht Club canal. Very few houses existed in either development at this time.

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<sup>3</sup>Ibid., P. 11

The development of Mastic Beach led to the establishment of the Mastic Beach Property Owner's Association which holds title to two marinas, and substantial waterfront property which cannot be sold, mortgaged or built upon.

Aerial photographs from 1966 showed many of the wooded areas cleared for roads and housing development, with the present day development pattern having been established and with most all the current roads in place. Drainage channels were visible in the tidal marshes, and the Shirley boat basin near Smith Point had been dredged. Ponds on the Floyd property had been excavated by 1966, and old field succession had closed many of the previously open areas on the estate.

The 1966 aerial photographs also showed the widening and straightening of Unchachogue and Johns Neck Creeks, as well as the addition of canals on Unchachogue Creek. At this time, many small docks lined both sides of Pattersquash Creek. Also evident was a sand mining operation south of Meadowmere Avenue and north of the Nathaniel Woodhull School property, between Madison Street and Floyd Road.<sup>4</sup>

Aerial photographs from 1990 actually showed an increase of tree cover in the developed areas since 1966 due to landscape planting and plant succession. However, there was a considerable infilling of housing with more than twice the number of units in 1990 as in 1966. Commercial development had also taken place in the northern portion of the study area, along the William Floyd Parkway.

By 1990, much of the filled tidal marsh in Mastic Beach had reverted back to tidal wetlands. The 1990 aerial photographs show some additional smoothing and filling of the shoreline area and far fewer docks along Pattersquash Creek. About half the sand mined area near the Woodhull School property had been reclaimed by 1990.

The challenge facing the three hamlets as the next century draws near is to be mindful of the venerable history of the area and to enhance the quality of life for its citizens -- present and future. Several tangible projects would pay homage to this history and add immeasurably to community pride. For example, a seating park perhaps at the corner of Havenwood and William Floyd Park could be established with a centerpiece statue of William Floyd. In addition, historic plaques or markers should be placed throughout the Mastics commemorating the individuals, structures, and historical events that occurred over a three century period.

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<sup>4</sup>L. Koppelman and Davies, Dewitt, South Shore Mainland Hazard Management Program, 1994, Long Island Regional Planning Board, P.4-1.

## Resident Questionnaire

An interesting and important element of this Hamlet Plan is the result of the decision to solicit responses from the general citizenry of a survey covering 20 issues that most effect the lives of residents. The forms were distributed with the cooperation of the schools and were available in English and Spanish.

Two hundred and seventy-eight completed responses were received which is more than sufficient for statistical reliability. In addition to the specific topics there was room for personal comment. Here again, the responses were detailed and added emphasis to the residents' concerns and attitudes -- both positive and negative about their community. Table 1 is a sample survey.

Table 2 is a composite summary of the responses tabulated in five columns for each question. Table 3 contains the overall totals for the Tri-Hamlet area. Table 4 contains a further consolidation of the very satisfied and satisfied columns, and the very concerned and somewhat concerned, in contrast with the not satisfied or not concerned columns. Tables 2A, 3A and 4A represent the number of responses expressed as percentages.

Tables 2 and 2A indicate the number of responses from each identified Hamlet, the Hispanic community and those questionnaires that did not identify a particular Hamlet. The main purpose of this breakdown was to determine any variations of concern between the various Hamlets in the study area. The Mastic Beach responses indicated the greatest amount of dissatisfaction with their community as a place to live, raise children, to grow old in, the school system, and parks and recreation facilities. The Mastic Beach responses also expressed the greatest concern over school taxes, noise, housing conditions, and the future. These results indicate the need to pay special attention in the plan to this Hamlet. Another interesting observation is that the Hispanic responses were the most positive in their satisfaction with their communities and their optimism for the future.

Tables 3 and 3A presents the aggregated totals and demonstrates an overall positive view of their communities with the exceptions to the area as a place to grow old, proximity to jobs, attention given to the area by officials and zoning patterns. The major concerns were taxes, zoning decisions, housing, and overwhelmingly a concern for the future. These conclusions are seen even clearer in Tables 4 and 4A which combine the first two columns.

At first glance there appears to be a conflict between the general pride and enjoyment in their communities and their concerns for the future. However, in examining the detailed comments that many of the respondents provided, it is clear that the residents have a good understanding of the strengths and weaknesses of their Hamlets. On the positive side nineteen features were identified ranging from "it's home!" to "my church." More than 29 negatives were cited which is even more important to the planning process since they offer a clear focus on what issues must be addressed. Table 5 lists the positive and negative topics.

The two most positive aspects identified were the access to the marine environment and the satisfaction with the school system. This latter point was interesting because the senior citizens who called for exemption from school taxes never-the-less expressed satisfaction with the schools as strongly as the respondents with school-age children. The library is another appreciated facility. There was also a repetitive theme of good neighbors, a caring and giving community and the tranquility of the general area.

On the negative side the overwhelming dissatisfaction expressed in order of importance was "welfare dumping," crime/drug abuse, taxes, property cleanup, graffiti, and community reputation.

Welfare housing was not opposed per se. In fact, most of the comments expressed sympathy for those in

Table 1  
**RESIDENT QUESTIONNAIRE**

In the effort to develop the Town of Brookhaven Master Plan, Consultant Dr. Lee Koppleman, wishes to secure the opinion of residents in regard to their feelings about the communities of Mastic, Mastic Beach and Shirley.

**CIRCLE YOUR COMMUNITY: MASTIC MASTIC BEACH SHIRLEY**

In regard to the following items of community interest I am: (Please check)

	Very Satisfied	Satisfied	Not Satisfied
As a place to live	_____	_____	_____
As a place to raise children	_____	_____	_____
As a place to grow old	_____	_____	_____
School System	_____	_____	_____
Parks and Recreation	_____	_____	_____
Shopping	_____	_____	_____
Proximity to Jobs	_____	_____	_____
Traffic	_____	_____	_____
Attention given to area by officials	_____	_____	_____
Zoning Patterns	_____	_____	_____

My concerns with the following issues are: (Please Check)

	Very Concerned	Somewhat Concerned	Not Concerned
School Taxes	_____	_____	_____
County Taxes	_____	_____	_____
Town Taxes	_____	_____	_____
Zoning Decisions	_____	_____	_____
Traffic	_____	_____	_____
Noise	_____	_____	_____
Garbage	_____	_____	_____
Housing	_____	_____	_____
Pine Barrens	_____	_____	_____
The Future	_____	_____	_____

## **RESIDENT QUESTIONNAIRE (page 2)**

**What I like the most about my community**

**What I like the least about my community**

**The biggest problem facing the community in the future is:**

**If I was an elected official I would:**

**Feel free to add additional comments below:**

**Table 2  
Composite Summary by Community**

	Very Satisfied					Satisfied					Not Satisfied				
	G	S	M	MB	H	G	S	M	MB	H	G	S	M	MB	H
1	23	7	4	4	7	65	28	30	27	15	28	8	9	15	1
2	12	6	5	2	6	64	27	25	18	11	38	9	13	22	1
3	12	6	3	3	4	41	15	18	13	6	63	20	21	30	7
4	42	22	24	7	9	56	17	14	29	12	13	2	5	9	1
5	15	10	10	5	4	61	17	16	18	8	34	16	16	20	10
6	18	8	8	7	7	71	19	25	29	12	27	13	10	7	5
7	9	5	4	1	3	49	11	22	18	5	51	22	17	23	13
8	3	4	3	1	2	59	19	24	22	8	50	17	16	21	9
9	7	3	3	2	5	31	6	13	8	10	73	32	25	34	8
10	2	3	2	0	1	54	15	19	17	11	48	21	16	24	5

	Very Concerned					Somewhat Concerned					Not Concerned				
	G	S	M	MB	H	G	S	M	MB	H	G	S	M	MB	H
1	70	22	21	34	11	36	17	15	11	14	8	4	6	1	1
2	67	30	19	30	14	41	12	20	13	5	5	1	3	2	
3	66	30	21	31	13	44	10	17	13	7	5	3	3	2	1
4	55	23	11	23	8	40	19	22	18	9	14	0	5	3	
5	46	19	19	19	15	47	20	15	17	5	17	4	7	10	
6	30	9	9	16	9	53	19	17	9	10	28	14	15	11	
7	44	16	10	16	15	47	15	13	18	5	19	11	19	12	
8	68	24	21	32	18	34	15	14	7	1	10	4	7	6	
9	51	14	13	24	10	43	23	19	15	9	15	4	9	6	
10	94	35	34	40	15	16	7	7	7	4	3	1	1	1	
Tot	114	44	43	46	31	278									

Legend: -General=Not identified community

- S= Shirley
- M= Mastic
- MB=Mastic Beach
- H= Hispanic

**Table 2A**  
**Composite Summary by Community**  
**Percentages (%)**

	Very Satisfied						Satisfied						Not Satisfied				
	G	S	M	MB	H		G	S	M	MB	H		G	S	M	MB	H
1	20	16	9	9	23		57	64	70	59	48		24	18	21	33	2
2	11	14	12	4	19		56	61	58	39	35		33	20	30	48	2
3	11	14	7	7	13		36	34	42	28	19		55	45	49	65	23
4	37	50	56	15	29		49	39	33	63	39		11	5	11	20	2
5	13	23	23	11	13		53	39	17	39	26		30	36	37	43	32
6	16	18	19	15	23		62	43	58	63	39		23	30	23	15	16
7	7	11	9	2	10		43	25	50	39	16		45	50	39	50	42
8	3	9	7	2	6		52	43	56	48	26		44	39	37	22	29
9	6	7	7	4	16		27	14	30	17	32		64	72	58	74	26
10	2	7	5	--	3		47	37	44	37	35		42	48	37	52	16

	Very Concerned						Somewhat Concerned						Not Concerned				
	G	S	M	MB	H		G	S	M	MB	H		G	S	M	MB	H
1	61	50	49	74	35		31	39	34	24	45		7	9	14	2	2
2	59	68	44	65	45		36	27	45	30	16		4	2	7	4	
3	58	68	49	67	42		38	23	40	30	23		4	7	7	4	2
4	48	52	26	50	26		35	43	50	39	29		12	--	11	7	
5	40	43	44	41	48		41	45	34	37	16		15	9	16	23	
6	26	20	21	35	29		46	43	40	20	32		25	32	35	24	
7	38	36	23	35	48		41	34	30	39	16		17	25	44	26	
8	60	55	49	70	58		30	34	33	15	2		9	9	16	13	
9	45	32	30	52	32		38	52	44	33	29		13	9	21	13	
10	82	80	79	87	48		14	16	16	15	13		3	2	2	2	

Legend:-General=Not identified community

- S= Shirley
- M= Mastic
- MB= Mastic Beach
- H= Hispanic

TABLE 3

**RESIDENT QUESTIONNAIRE**

Overall Totals

In the effort to develop the Town of Brookhaven Master Plan, Consultant Dr. Lee Koppleman, wishes to secure the opinion of residents in regard to their feelings about the communities of Mastic, Mastic Beach and Shirley.

**CIRCLE YOUR COMMUNITY: MASTIC MASTIC BEACH SHIRLEY**

In regard to the following items of community interest I am: (Please check)

	Very Satisfied	Satisfied	Not Satisfied
As a place to live	45	165	61
As a place to raise children	31	135	83
As a place to grow old	28	93	141
School System †	104	118	30
Parks and Recreation	44	120	96
Shopping	48	156	62
Proximity to Jobs	22	105	126
Traffic	13	132	113
Attention given to area by officials	20	68	172
Zoning Patterns	8	116	114

My concerns with the following issues are: (Please Check)

	Very Concerned	Somewhat Concerned	Not Concerned
School Taxes	158	83	20
County Taxes	160	91	11
Town Taxes	161	91	14
Zoning Decisions	120	108	22
Traffic	118	104	38
Noise	73	108	68
Garbage	101	98	61
Housing	163	71	28
Pine Barrens	112	109	34
The Future	218	41	6

Table 3A

## RESIDENT QUESTIONNAIRE

Percentages. (%)

In the effort to develop the Town of Brookhaven Master Plan, Consultant Dr. Lee Koppleman, wishes to secure the opinion of residents in regard to their feelings about the communities of Mastic, Mastic Beach and Shirley.

### CIRCLE YOUR COMMUNITY: MASTIC MASTIC BEACH SHIRLEY

In regard to the following items of community interest I am: (Please check)

	Very Satisfied	Satisfied	Not Satisfied
As a place to live	<u>17</u>	<u>61</u>	<u>22</u>
As a place to raise children	<u>12</u>	<u>54</u>	<u>34</u>
As a place to grow old	<u>11</u>	<u>35</u>	<u>54</u>
School System	<u>41</u>	<u>47</u>	<u>12</u>
Parks and Recreation	<u>17</u>	<u>46</u>	<u>37</u>
Shopping	<u>18</u>	<u>58</u>	<u>24</u>
Proximity to Jobs	<u>9</u>	<u>42</u>	<u>49</u>
Traffic	<u>5</u>	<u>51</u>	<u>44</u>
Attention given to area by officials	<u>8</u>	<u>26</u>	<u>66</u>
Zoning Patterns	<u>3</u>	<u>49</u>	<u>48</u>

My concerns with the following issues are: (Please Check)

	Very Concerned	Somewhat Concerned	Not Concerned
School Taxes	<u>61</u>	<u>32</u>	<u>7</u>
County Taxes	<u>61</u>	<u>35</u>	<u>4</u>
Town Taxes	<u>61</u>	<u>34</u>	<u>5</u>
Zoning Decisions	<u>48</u>	<u>43</u>	<u>9</u>
Traffic	<u>45</u>	<u>40</u>	<u>15</u>
Noise	<u>29</u>	<u>43</u>	<u>28</u>
Garbage	<u>37</u>	<u>36</u>	<u>23</u>
Housing	<u>62</u>	<u>27</u>	<u>11</u>
Pine Barrens	<u>44</u>	<u>43</u>	<u>13</u>
The Future	<u>82</u>	<u>15</u>	<u>3</u>

Table 4  
**RESIDENT QUESTIONNAIRE**  
 Consolidated Totals

In the effort to develop the Town of Brookhaven Master Plan, Consultant Dr. Lee Koppelman, wishes to secure the opinion of residents in regard to their feelings about the communities of Mastic, Mastic Beach and Shirley.

**CIRCLE YOUR COMMUNITY: MASTIC MASTIC BEACH SHIRLEY**

In regard to the following items of community interest I am: (Please check)

	Very Satisfied-Satisfied	Not Satisfied
As a place to live	210	61
As a place to raise children	166	83
As a place to grow old	121	141
School System	222	30
Parks and Recreation	164	96
Shopping	204	62
Proximity to Jobs	127	126
Traffic	145	113
Attention given to area by officials	88	172
Zoning Patterns	124	114

My concerns with the following issues are: (Please check)

	Very - Somewhat Concerned	Not Concerned
School Taxes	241	20
County Taxes	251	11
Town Taxes	252	14
Zoning Decisions	228	22
Traffic	222	38
Noise	181	68
Garbage	209	61
Housing	234	28
Pine Barrens	221	34
The Future	259	6

**Table 4A**  
**RESIDENT QUESTIONNAIRE**  
 Percentages (%)

In the effort to develop the Town of Brookhaven Master Plan, Consultant Dr. Lee Koppelman, wishes to secure the opinion of residents in regard to their feelings about the communities of Mastic, Mastic Beach and Shirley.

**CIRCLE YOUR COMMUNITY: MASTIC MASTIC BEACH SHIRLEY**

In regard to the following items of community interest I am: (Please check)

	Very Satisfied-Satisfied	Not Satisfied
As a place to live	77	23
As a place to raise children	66	39
As a place to grow old	46	54
School System	88	12
Parks and Recreation	63	37
Shopping	77	23
Proximity to Jobs	50	50
Traffic	56	44
Attention given to area by officials	33	67
Zoning Patterns	52	48

My concerns with the following issues are: (Please check)

	Very - Somewhat Concerned	Not Concerned
School Taxes	92	8
County Taxes	96	4
Town Taxes	96	4
Zoning Decisions	91	9
Traffic	85	15
Noise	73	27
Garbage	77	23
Housing	89	11
Pine Barrens	87	13
The Future	98	2

need, but were concerned with equity and balance. Some felt that the lack of interest of government officials, elected and appointed in the past was a problem, and this planning effort was a tangible and positive activity. The comments generally reinforced the check-off responses to the questions on the first page of the questionnaire.

**Table 5**  
**Respondent Comments**

<b>Positive</b>	<b>Negative</b>
It's Home	Welfare Rent - Too High
Free Parking	Half of community doesn't care
Bucolic Appeal	No Jobs
Shopping	*Over-taxed
*Schools	*Welfare Dumping
Clean Air	*Crime/Drug Abuse
Buses for Aged	*Need Youth Activities
*Community Concern/Caring Com.	*Exempt Seniors from School Taxes
*Good Friends and Neighbors	*Graffiti
*Quietness	*Traffic
Good Senior Citizen Clubs	More Parks
*Good Library	*Abandoned Stores and Houses
Good Youth Activities	Racial Prejudice
*Access to Waterfront	*Over Development
Good Job Locations	*Reputation of Community
Like their homes	Mosquito Control
Good for young Families and Children	Politicians Don't Listen
WMCA	*Better Police Response
Church	Brookhaven Airport
	Lack of Programs for Hispanic Com.
	Exodus of Youth
	Foreclosures
	*Property Cleanups
	Building on Small Lots
	Missing Street Signs
	Need to Protect Open Space
	Youth Problems
	Stronger Code Enforcement
	Absentee Landlords

\*Strong response

## Existing Land Use

**Hamlet Borders-**The borders of the study area have been determined as follows: On the north, the Long Island Expressway, on the east, Weeks Avenue, Barnes Road and Forge River, on the south by the bays and on the west by Carmans River.

**Land Uses-** Plate 1 shows the generalized land use of the three communities. The information was taken from a survey done by the Suffolk County Planning Commission in the Fall of 1991 for the area south of the Long Island Rail Road and by a summer 1994 windshield survey of the area to the north. Land use is generally a result of the zoning that applies in the area.

To a great extent, the hamlets are locked into historic decisions of a different era. The filing of the subdivision Mastic Acres in the mid forties was followed by the Map of Shirley and set a development pattern on a small lot gridiron pattern that was continued until the overall rezoning of much of Brookhaven to 40,000 square feet residential. While the zoning was changed, the pattern was not. This pattern, as previously discussed, continues to present development problems for the communities. The hamlets have limited tax base. There is almost no industrial development in the William Floyd School District. Commercial development consists of three rather large shopping centers, several small ones, and strip commercial primarily along Montauk Highway and to a lesser extent along Mastic Road and in the Mastic Beach Business District. Several marinas also exist. In addition to the facilities owned by the MBPOA and the Town of Brookhavens docking and boat ramps on Forge River there are several small private marina facilities at Sheep Pen Creek and Home Creek. The area contains Calabro Airport, owned by the Town of Brookhaven. It provides no tax base and has not led to industrial development. The recent addition of Dowling College's National Aviation and Transportation Center on 105 acres adjacent to the airport could be the catalyst for taxpaying users. Significant parks and open space are shown on the Land Use Map. These will be discussed in the section on Public Facilities.

The Tri-Hamlet area is a large peninsula that separates Great South Bay and Moriches Bay. This area is situated about ½ mile north of the Fire Island barrier beach. A significant portion of the Mastic/Shirley coast is low lying with extensive tidal and freshwater wetlands. The natural drainage pattern in the wetlands and transitional upland environments has been altered, creating local flooding problems. The predominant land use in the area is single family residential on small lots that range in size from 4,000 to 10,000 square feet. Along the shore of Narrow Bay, undeveloped wetland areas have been subdivided into small lots, many of which are substandard for residential development. Many of the structures that have been built in the floodplain predate existing environmental regulations.

Opportunity to influence future land use decisions in the coastal portion of the case study area exists. Suffolk County has acquired a number of small, vacant lots in the floodplain, as well as parcels north of the wetland/low lying area in order to prevent coastal development.

Overall, the Mastic/Shirley area has both a development pattern that is representative of the densely developed areas found along the western portion of the Great South Bay shoreline, as well as undeveloped land characteristic of the more rural areas along the shoreline of Moriches Bay to the east. The area is subject to tidal flooding, poor drainage in low lying areas, and high water table elevations. The extent of vacant and disturbed land in the immediate coastal area make it a target for both new development and redevelopment in the future.

Virtually all of the privately owned land within the area has already been subdivided, with the notable exceptions of approximately 220 acres east of William Floyd Parkway, 20 acres owned by the Town of Brookhaven in Old Mastic, 30 acres of shore-front property situated between Pattersquash Creek and the Mastic Beach Yacht Club canal, 100 acres east of the Brookhaven Airport, and the 444-acre parcel northeast of the Airport. Within the

area, there are approximately 23,000 parcels of land, nearly 4,000 of which are still vacant. The nearly 1,600 vacant lots located in the 100-year floodplain between Johns Neck Creek and the William Floyd Estate represent the greatest concentration of vacant parcels. According to the 1990 Census, the area contained a total of 10,613 housing units, of which 9,242 were occupied year-round, 691 were occupied on a seasonal basis, and 680 were unoccupied.

Housing built on lots one acre or greater can only be found in the following two locations within the study area: the Old Mastic area located on the Forge River between Lons Creek and Poospatuck Creek, and the Smith's Point Estates located between William Floyd Parkway and the Wertheim National Wildlife Refuge. The only condominium complex in the study area is the 22 unit Waters Edge at Smith Point situated on a 4.5 acre waterfront parcel adjacent to William Floyd Parkway. The Smith Point Motel and the Shirley Motel are the only motels in the area.

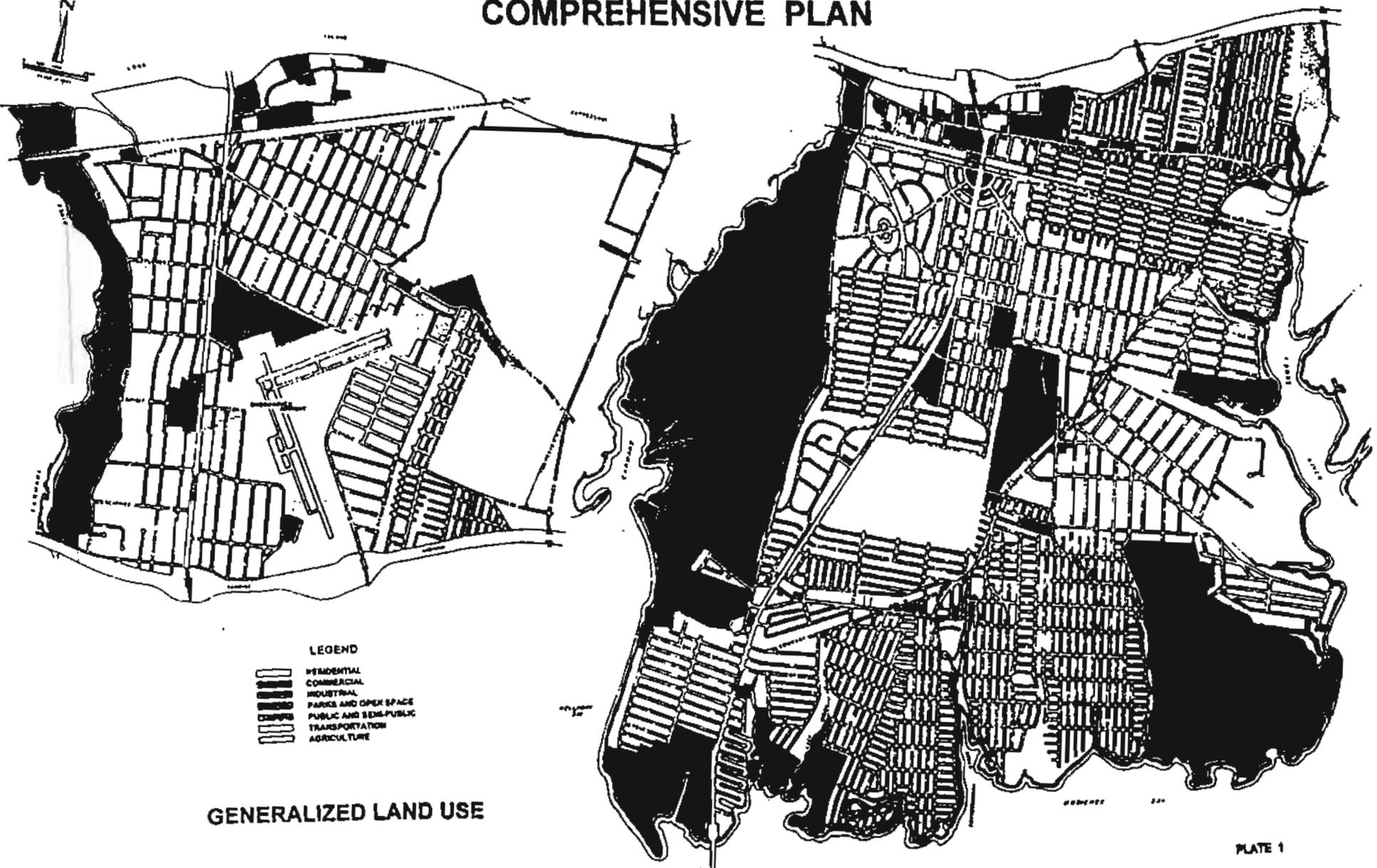
Commercial development accounts for less than 100 acres and is confined primarily to the following three areas: strip-commercial along both Mastic Road and the northern portion of William Floyd Parkway, and the Mastic Beach, Central Business District, (CBD) along Neighborhood Road. Most of the neighborhood shopping centers and commercial strip developments serving residents of Mastic/Shirley are found just north of the study area along Montauk Highway. There is no industrial land use within the study area.

Most of the institutional acreage is owned by the William Floyd Union Free School District, Town of Brookhaven or the Poospatuck Indian Reservation. A high school, a junior high school, five elementary schools with kindergartens are clustered together on property located in the center of the study area. Future expansion can be accommodated on an adjacent 44-acre parcel acquired by the William Floyd Union Free School District in 1990. Approximately 8 acres of this parcel have since been developed for athletic fields: altogether, the school district owns approximately 160 acres within the study area. The Poospatuck Indian Reservation contains 46 dwelling units on a 55-acre parcel of land bordering the northern shoreline of Poospatuck Creek.

Nearly 1,000 acres of shorefront parks and open space are owned by government jurisdictions ranging from the federal to the town level within the Mastic/Shirley study area. The largest parcel - the 616-acre William Floyd Estate - is federally owned and has limited public access. NYSDEC administers a 90-acre NYS owned tidal wetland area at Johns Neck Creek. The County of Suffolk owns the undeveloped 167-acre Shirley Marina property, which contains tidal wetlands, dredged spoil deposits, and a 1,500 foot long canal. The Manor of St. George is a 113-acre parcel owned by the Town of Brookhaven and operated by trustees. Immediately to the west of the study area lies the 2,300 acre Wertheim National Wildlife Refuge managed by the U.S. Fish and Wildlife Service.

Recreational boating is a popular activity in the study area and many of the waterfront property owners, particularly east of William Floyd Parkway, have small docks. The Mastic Beach Property Owners Association owns approximately 30 acres of shoreline property from the eastern boundary of the NYSDEC tidal wetlands' property at Johns Neck Creek to the western boundary of the William Floyd Estate, and it provides dockage for local residents at Sheep Pen Creek, Pattersquash Creek and Mastic Beach Yacht Club Canal, as well as floating docks along the remainder of its shoreline. The Town of Brookhaven has public docking facilities and boat ramps on Forge River just north of Wills Creek. Several small private marina facilities exist at Sheep Pen Creek and Home Creek.

# MASTIC - MASTIC BEACH - SHIRLEY BROOKHAVEN, NEW YORK COMPREHENSIVE PLAN



GENERALIZED LAND USE

## Existing Zoning

In most communities, the zoning map represents how land is used. The individual districts set forth uses, lot sizes and intensity including setbacks, height, coverage and parking. This is not the case in the hamlets. Most of the residential development is on lots of a quarter of an acre or less, although the zoning currently requires a minimum of 40,000 square feet. Three areas along the water are zoned for two acre residential and a couple of locations for 15,000 and 30,000 square foot lots. The two large preserve areas are zoned Residence A-10.

The overwhelming majority of the area, as illustrated Plate 2 is used and zoned for residential use. The A-1 Residence zoning category, which requires a minimum area of 40,000 square feet for residential building lots, is the predominant residential zoning category. Almost all of those areas zoned A-1 Residence within the area have already been subdivided and partially developed prior to the enactment of one acre zoning by the Town of Brookhaven on December 27, 1988. Thus, most existing dwelling units are situated on substandard size parcels. There are almost 3,000 vacant substandard, residential building lots - most of which vary in size from 4,000 to 10,000 square feet - that area zoned A-1 Residence and will be subject to future infill development.

This action has caused confusion within the community. Most of the residents anticipated that this increase in lot size would result in no development or development on larger lots. When lots are made non-conforming, it is necessary to go to the Zoning Board of Appeals for a variance. This Board's responsibility is to render justice to the land owners as a result of the Town Board's action. The Zoning board is controlled by very strict interpretations of law guided by years of cases throughout the State. The key is the principle of "single and separate ownership." That is, if the property does not meet the current zoning regulations, i.e., was owned by one owner (never merged with an adjacent lot), a permit must be granted. In some cases an owner applies to split a lot so that it will more closely conform to the surrounding properties. This raises an interesting dilemma: to grant a split results in a lot similar to adjacent properties; not to grant the variance supports the action of the Town to increase lot size. These are decided on a case by case basis. It is at the time of these public hearings that the wishes of the community should be heard. On the positive side, this "upzoning" has resulted in recent subdivisions developing with larger lots.

The Old Mastic area as well as the predominantly vacant land on either side of Pattersquash Creek are zoned A-2 Residence. A minimum of 80,000 square feet is required for residential building lots zoned A-2 Residence. The Old Mastic area and the property east of Pattersquash Creek conform to the minimum lot size required in the A-2 Residence, but the area west of Pattersquash Creek consists of substandard size lots.

The A-10 Residence Zoning category requires a minimum lot size of 10 acres and is limited to publicly owned property, namely the Manor of St. George and the William Floyd Estate. The Wertheim National Wildlife Refuge, located immediately west of the study area, is also zoned A-10 Residence.

Two small strips of old filed lots east of the school district property along Mastic Road that are adjacent to commercially zoned property are zoned B Residence. The minimum lot size for this zoning category is 15,000 square feet. Almost all of the building lots zoned B Residence are substandard size lots.

Only one small parcel, adjacent to William Floyd Parkway and fronting on Narrow Bay, is zoned MF-1 Residence (multi-family). The MF-1 Residence zoning category allows a density of seven dwelling units per acre.

Most of the commercially zoned property is situated along Montauk Highway, William Floyd Parkway, Neighborhood Road, Mastic Road and Mastic Beach Road. Almost all of the commercially zoned property is designated J-2 Business (general business), which requires a minimum lot area of only 4,000 square feet. There are several small, scattered parcels zoned J-1 Business (neighborhood business - minimum lot size 15,000 square feet),



J-4 Business (professional and business offices - minimum lot size 9,000 square feet), and J-5 Business (gasoline filling station - minimum lot size 20,000 square feet). There appears to be more than ample vacant, commercially zoned lots within the study area. Approximately 450 vacant building lots are in the J-2 Business category.

The Hamlet area was commercially "Strip Zoned" in 1937 with a 100-foot strip of J-2 business zoning. Very few spot commercial zonings exist. In many areas the existing commercial zoning is in abundance and even excessive. The area currently has a multitude of commercial centers, plazas and/or strip stores. Many of these existing strip stores and/or plazas are experiencing vacancies, others are completely vacant, and yet more are under construction. Many businesses don't last due to poor planning, i.e., competition, costs of rents, poor location, or poor parking. The following is a brief description of the existing commercial development.

**Montauk Highway** - Commercial development is scattered from River Road on the west to the Forge River on the east and consists of mostly strip commercial zoning with some deeper parcels and several breaks in the strip commercial zoning. This area is inundated with strip stores and/or plazas. There are two larger commercial centers (with supermarkets); one of which also has a retail chain department store. Many existing residential houses have been converted for commercial purposes. The visual images of Montauk Highway are poor, with very few street trees, little on-site natural vegetation and/or landscaping, excessive and poorly located signage, poor or perhaps no parking areas, and very few areas with curbing and sidewalks.

**Neighborhood Road** - The Neighborhood Road Central Business District (CBD) consists mostly of small businesses which are community service oriented. The area has J-2 strip commercial zoning with few deep lot commercial uses. The CBD is extended as various strip commercial zones and land uses are prevalent to the north along Comack Road and north along Mastic Road. Many of the existing residential structures have been converted for commercial usage. The existing parking in the CBD needs improvement, and a municipal parking area should be considered. This CBD could be strengthened by strategically locating business at the critical intersection of William Floyd Parkway and Neighborhood Road and a more cohesive and coordinated development of the currently vacant commercially zoned properties along the western section of Neighborhood Road.

**William Floyd Parkway** - With the exception of the area south of Montauk Highway intersection and south of the railroad tracks, there are three different areas of commercial development along this roadway. A very small area exists at the Moriches-Middle Island Road intersection, consisting of a 7-11, deli, gas station, and strip store/plaza. The King Kullen Center consists of a commercial center (with a supermarket) and other associated retail uses and also includes the Mastics-Moriches-Shirley Community Library. Other strip stores/plazas exist in this area consisting of various community service uses such as gas station, deli/convenience stores, video stores, and a variety of other uses including a bowling alley. Finally, a couple of businesses are currently located within the entrance to the Neighborhood Road CBD and include a 7-11 and strip store/plaza both located on the west side of William Floyd Parkway.

**Mastic Road** - Mastic Road is broken into two or three areas of commercial development. A relatively small area centralized to the north and south of the railroad and consists of a deli, fish market real estate office, bar/restaurant, convenience store and gas station. A junk yard exists on the north side of Patchogue Road. The second area is further south, running from Meadowmere Avenue to just south of the Mastic Beach Road intersection. This area consists of one shopping plaza, lumber yard, mason supply yard and a variety of other commercial uses. Both areas are strip commercial zoned. The southerly area contains many residential houses, some of which have been converted for commercial purposes. The visual images of Mastic Road are poor, with very little or no on-site landscaping, poor or perhaps no parking areas, no curbing, very few areas with sidewalks, many vacant commercial buildings, and some unsightly commercial uses. Lastly, south of Silver Road is another area of commercial development in what may be considered to be a continuation of the Neighborhood Road CBD, consisting of a Post Office, RV sales, some strip stores, multi-family dwellings, and many houses converted for commercial purposes.

**Future Commercial** - Based on the Town's assessment rolls, there are approximately 589 parcels of vacant commercially zoned properties with an area less than one acre, which have the potential for development for commercial purposes. There is presently more than a sufficient amount of properties currently being utilized for commercial purposes. In fact, there are many commercially zoned properties which are currently vacant. As the Town Board did in other hamlets, certain vacant properties zoned for commercial purposes should be rezoned to a residential (A-1 or B Residence). For instance, there are presently commercially zoned properties improved with residences along Mastic Beach Road/Whittier Drive. These properties should be rezoned to a residential category. In addition, most of the commercial zoning is classified in the J-2 Business District. In certain circumstances it may be appropriate to rezone properties to a different type of commercial zoning, i.e., J, J-1 or J-6, based on the existing land uses and in order to limit future land uses. The Town should also consider rezonings to a Planned Development District (PDD) in order to provide for a more cohesive and coordinated development of commercial properties. The major difficulty in achieving a PDD is the fact that these properties are small and in individual ownership. However, any use of a PDD should not include multi-family development as previously stated in this plan.

Coordinated development of larger parcels of commercial properties should be encouraged, with an increase in front yard landscaping and interconnected or common parking areas and access. Particularly along Montauk Highway common parking areas would eliminate curb cuts within close proximity to one another. Property owners of small contiguous vacant lots should be encouraged to pool their efforts in order to develop larger parcels of land which are better planned and coordinated. In addition, other Towns have traditionally utilized restaurant uses to attract beach-going tourists into the area between the waterfront and the downtown business districts. This could be accomplished by strategically locating a restaurant use at the critical intersection of William Floyd Parkway and Neighborhood Road.

Due to the lucrative land uses permitted within the different business zoning categories of the Town Code, particularly J-2 Business, the Planning Board should play a greater role with regard to the actual use requested on a site, in addition to general site planning. For instance, another commercial strip store is currently being built at the intersection of Floyd Road and Essex Circle. These strip stores have no direct visibility from the heavily traveled William Floyd Parkway and will more than likely remain vacant for a very long time. Uses should be encouraged that would provide the services that are necessary to meet the community's needs in the foreseeable future. Consideration should be given to the location of the site in relation to visibility from the main roadway, siting of the building(s) on the parcel, saturation of strip stores/vacancies, increase landscaping, actual land use (office, strip store, specialty retail, etc. . . . all of which are permitted in J-2 Bus.), architecture, and the impacts on the community. Applications for business zone changes which do not fit in with or are not needed within the community should either be denied and/or should be steered to more appropriate locations for their proposed developments. The community should play a greater role in the actual land uses that are proposed within their communities.

Future commercial development should be limited to those areas already committed to commercial purposes. Commercial rezoning requests in areas other than those areas already committed to commercial uses should be discouraged. Expansions of existing commercial uses should be encouraged, however, deep lot extensions of commercial zoning into existing residential areas should provide for adequate buffering of the neighboring residences.

The site at the northeast corner of Montauk Highway and William Floyd Parkway has the potential to be developed as a single-user national retailer or chain restaurant, such as TGIF or Bennigans, or for office use. This site should NOT be developed with another commercial center or strip store/plaza because of its prime location at the entrance to the Montauk Highway Commercial District.

The Pathmark Shopping Center site was originally designed to resemble the "mini-mall" concept. This

concept has proven to be a failure as the stores within the mall have no direct road frontage and poor signage and, therefore, do not last very long in the complex. Possible redesign of the existing building should be considered in the future in order to provide the needed exposure of the commercial uses within. If this also proves to be infeasible, perhaps a medical or general office use would fare better.

**Office Development** - Development of vacant commercial properties for office and professional or medical office uses are preferable. These low-intensive office uses would be a welcome and desired addition to the community.

The southwest corner of Coraci Boulevard and William Floyd Parkway, currently zoned for J-4 Business, should be developed for office purposes in a similar fashion and design as the AT&T building being constructed on the north side of Coraci Boulevard. Similar architecture and setbacks/buffering should also be considered for this site.

The defunct shopping center at the southeast corner of Montauk Highway and Mastic Road should be upgraded and improved with a major retailer or with uses other than for retail purposes. Specialty retail, medical or professional office, etc., should take the place of the retail uses that cannot be sustained at this location. In addition, the condition of the center is terrible. The parking lot needs repaving; the facade needs renovation; and the site needs landscaping.

The defunct strip stores, CELMA Plaza, located on the south side of Mastic Boulevard, west of William Floyd Parkway, could also be utilized for uses other than for retail purposes, i.e., medical and/or professional office, etc., as this site has poor road frontage needed to sustain most retail establishments. In addition, the fence which blocks this site from having visibility from William Floyd should be removed and a connection should be made to the adjoining parking lot.

**Commercial Recreation Recommendations** - Little or no commercial recreation activities exist within the hamlet area, with the exception of the bowling alley. Considering the population of adolescents within these communities, commercial recreation facilities would be financially viable land uses. Currently young people play a form of deck hockey in the parking lots of the various commercial centers. A more elaborate recreational facility such as a deck hockey rink for the older teenagers would be a welcome addition to this community. This type of development has proven itself at the deck hockey rinks in Rocky Point and Centereach, the Hidden Pond Ice Rinks located in the Town of Islip. Sports complexes have been planned in Riverhead, Lake Grove and East Hampton. Other recreational activities such as miniature golf, arcades, physical fitness centers, etc. should also be sought for the area.

**Planned Development District** - It is recommended that regardless of any proposed development of the site previously known as Bay Hollow, it should be developed pursuant to a Planned Development District. The use of a PDD would enable this site to be developed in a manner which would blend in and improve the surrounding development and will enable the site to be developed with more flexibility. The PDD would also allow for a mix of uses, including a public golf course that should be considered for this site. It should be noted that this study has considered several alternatives which could be considered for this site such as Deck Hockey/Roller Blade rinks, Ice Skating/Hockey rinks, Fitness Center/Gym, Tennis center, Golf driving & Batting ranges, Hotel/Conference center/Trade Exposition, cultural/entertainment complex, etc. Residential uses should be limited to the yield which is consistent with the A-1 Residential zoning. A planned retirement community would also be acceptable for this site. Because the site is surrounded by existing residential land uses, any development must include extensive buffering (100'+), on-site patrolling for security, and all necessary traffic improvements.

**Aesthetic Provision Recommendations** - The commercial districts lack an aesthetically pleasing atmosphere. People visiting the Tri-Hamlet area from other communities view it as an underprivileged area due to the graffitied walls, lack of curbing and sidewalks, lack of landscaping in shopping centers, and lack of any innovative

architecture. The Shirley Plaza located on the east side of William Floyd Parkway, just south of the railroad tracks, is a good example. The back of this center fronts on William Floyd with all the dumpsters and utilities in the open. This area should be screened with a hedgerow of evergreen trees. Therefore, in order to accomplish the aesthetics goal, all future applications for small lot commercial development should include landscaped front yard areas and residential buffers which should include screen fencing requirements. In addition, commercial development in which the rear of the building fronts on the roadway (building perpendicular to roadway), particularly along Montauk Highway, is a hodgepodge of commercial to commercial development, with no distinction between the different sites and/or uses. In areas where common driveways and/or parking areas cannot be accommodated, a landscaped area should be provided between uses/sites. In addition, commercial developments should utilize different and more innovative architecture such as a historical or New England type design, similar to that of the Old Neck Plaza on Montauk Highway in Center Moriches and the Monarch Center on Montauk Highway in Moriches through the creation of architectural review by the Town.

It is desirable to establish a theme that would fit into a harmonious unifying design for commercial properties. In addition, signage should be professionally prepared and consistent with overall community identity. Stores with rear parking should dress up the rear of the buildings to achieve a two-front vista that would be more inviting to customers.

Another improvement would be the burying of overhead electric lines. This is not only an aesthetic issue, but would curtail outages due to storm events.

Last, but not least, greater control has to be enforced against graffiti.

**Shopping Centers** - The Town-wide commercial study provided vacancy rates for the shopping centers in the hamlets. The Suffolk County Planning Commission, from time to time, surveys shopping centers throughout the County. It found six strip centers, four neighborhood centers and one community center as shown on Table 6. The Table indicates the Planning Commission reference number, year of construction, vacancies versus number of stores in 1989, vacancies versus number of stores in January 1993 and vacancies versus number of stores in February 1994. All data are not available for all years.

**Table 6  
Hamlet Shopping Centers**

Strip Centers	Year	Year			
		Const.	1989	1993	1994
S-99	Royal Tower Plaza	1986	0/9	1/9	0/9
S-118	Floyd Harbor Plaza	1988	w/c	5/9	0/9
S-120	Manzarella	1974	0/9	4/9	2/9
S-121	Garden Center	1978	0/9	0/8	1/9
S-122	Towne Plaza	1988		0/8	0/8
S-129	Mastic Shirley Plaza			0/4	0/4
S-134	Manorville Plaza			1/7	0/7
S-135	Manorville Shp. Plz.			3/11	1/11
	William Floyd Plaza				1/5
	Cor. Ormond-27A				5/6
	Cor. Fulton-27A			6/13	
<b>Total</b>			0/27	14/65	16/90
<b>Vacant</b>			0%	22%	18%
<b>Neighborhood Centers</b>					
N-66	Odd Lot, US1	1969	0/4	2/7	4/7
N-67	Quality Plaza	1987	0/8	5/7	5/8
N-68	Shirley Plaza	1973	0/19	3/19	3/19
N-69	Aid Auto	1988	0/5	0/5	2/5
N-70	The Green	1978	4/10	5/11	4/11
N-71	County Dump	1973	3/13	10/14	12/14
<b>Total</b>			7/59	25/63	20/64
<b>Vacant</b>			12%	40%	32%
<b>Community Center</b>					
C-24	Shirley Mall	1981	1/26	13/25	13/23
C-25	Wm. Floyd Plaza	1877/84	0/52	10/34	11/35
C-26	Southport Plaza			1/30	2/30
<b>Total</b>			1/78	24/89	26/88
<b>Vacant</b>			1%	27%	30%

**Conclusion** - Over time, the number of stores varies as centers re-configure space. During field observation, often times, vacancy is measured by doors leading to space that can change. A review of Table 6 reveals that generally the occupancy in strip centers has improved. Field inspection noted that there has been little turnover in tenants in the last three years. While overall occupancy in neighborhood centers has improved, there is varied success among the group. Community center occupancy is still encumbered by the high vacancy in the Shirley Mall and a recent loss at Southport Plaza.

Between Grove Street and Sunrise Highway, an old filed subdivision map with lots varying in size and encumbered by paper streets is zoned Industrial L-1 requiring a minimum of 20,000 square feet. Between Grove Street and Middle Island Road the land is zoned I-3 requiring a minimum of three acres. Northerly to the Long Island Expressway most is zoned L-1 with some L-2 and L-3 interspersed. A large portion of this tract is in the

flight path of the airport (the airport is Residence A-1). Between the railroad and the LIE on both sides of William Floyd (CR 46), the land is zoned L-1. The easterly side has developed as mixed office/industrial on lots above the minimum. There are several other scattered industrially zoned lands. A filed map for industrial development between Mastic and Mastic Beach Roads has not advanced beyond some clearing of trees. The industrially zoned Town owned property west of Madison Street is used for a school, recreation and a highway garage.

There is currently little or no industrial development in the area. The only industrial uses that currently exist are the Audell/Bennett bottled gas facility on McGraw Street zoned L-2 Industrial, the vacant industrial warehouse at the end of Garden Avenue zoned L-1 Industrial, and the vacant factory on Mastic Road zoned L-1 Industrial & J-2 Business. The only planned industrial subdivision within the study area is the Brookhaven R & D industrial development, zoned L-1, which has been primarily developed with a diverse mix of industrial land uses.

**Future Industrial** - The Tri-Hamlet communities are in need of additional tax base in the form of industrial development. However, it is recognized that it may be quite some time before the desired types of high-tech industrial/corporate office uses are developed. However, three recent stimulants that the Town undertook could possibly change the future of industrial development within the area. The Town should enact the Planned Development District (PDD) Ordinance of the Town Code which will enable the sites to be developed with more flexibility to achieve more desirable developments. Second, the Town adopted findings on the North Shore Properties GEIS which designated the industrially zoned properties running from the LIE south to Moriches-Middle Island Avenue, to be developed for high-tech industrial/office usage. Third, with the addition of the Dowling NAT Center to the Brookhaven-Calabro Airport, it is envisioned that this would attract other high-tech industrial and/or corporate office type land uses to this area.

**Proposed Rezoning** - The Mastic Road L-1 Industrial site is currently surrounded by vacant 100 foot strip J-2 Business zoning. The unimproved J-2 strip zoning is recommended to be rezoned to L-1 Industrial in order to match the existing L-1 Industrial zoned lands. This entire site should include low impact and low traffic generator industrial type uses, such as public storage, warehouse/office, etc. Uses such as outdoor storage (particularly heavy equipment and trucks), public garages, and other undesirable industrial type uses should be discouraged at this location due to traffic and environmental impacts and the close proximity of this site to existing residential development and schools. Development of this site should afford sufficient front yard buffers along Mastic Road and Mastic Beach Road in order to shield the interior uses from said streets. In addition, the road Pecker Street, should be improved in order to connect Mastic Road to Mastic Beach Road.

The Sunrise Highway L-1 Industrial site should be developed as an Industrial PDD. The Town Board should consider rezoning this site to a PDD. An industrial subdivision is essential in order to conform to the specifications of the Town Code. This site should not be developed in a piecemeal fashion, but should be developed with a high-tech industrial, office, or R&D as desirable uses. Consideration should be given to a coordinated development with the other industrial properties directly to the north, across Grove Drive, in order to provide alternate access to the Sunrise Highway parcel without going through any of the existing residential development. In no case should the industrial development of either of these parcels utilize existing roadways which are developed as residential in nature. An alternative use would be a Planned Retirement Community (PRC).

Similar development criteria and planning tools should be utilized to develop the Breslin property running south from the LIE to Moriches-Middle Island Avenue and the site running south from Moriches-Middle Island Avenue to Grove Street. All industrial development should be well buffered (100 feet +) from nearby residential development.

In addition, due to the surrounding zoning and land uses, the vacant industrial warehouse at the end of Garden Avenue currently zoned for L-1 Industrial is recommended to be rezoned to an A-1 Residential zoning

category. The existing building should be razed and new homes constructed. An alternative recommendation would be to convert the warehouse for use as a teen center.

**Aesthetic Provision Recommendations** - Aesthetics for industrial development is essential to attract the types of uses which are desired by the community. The particular land uses will play a pivotal role in developing these sites. For instance, undesirable land uses such as heavy equipment outdoor storage uses, composting facilities, and auto body repair uses typically do not afford the aesthetic qualities which are desired. An industrial development such as the Stony Brook Tech Park, with naturally vegetated front and side yards, recharge ponds as opposed to standard recharge basins, and the typical uses found in the park, is exactly what this community is looking for. Therefore, to meet these needs, development of these industrial parcels should meet Hydrogeological Sensitive Zone criteria set forth in the Town Code, i.e., 30% building area, 3-acre average lot size, in addition to retaining 30% or more in natural vegetation, 50 foot natural and/or revegetated front yard buffers and 100 foot + residential buffers. In addition, as per the Town Code, the parking and loading areas should not be located within the front yards but within the side and rear yards, and well screened from the adjoining properties.

### **General Recommendations**

**Code Enforcement** - The Town's Code Enforcement should be expanded. Enforcement of the Code with regard to illegal two/multi-family residences, compliance with approved site plans (i.e., landscaping, buffering), maintenance of landscaping and/or screening (Section 49-2 of the Town Code), shopping center maintenance (Section 49-3 of the Town Code), graffiti and defacement of property (Section 48-4 of the Town Code), littering (Section 45-4 of the Town Code) should be rigorously pursued.

**Economic Development Division Recommendations** - It is recommended that the Town expand the Economic Development Division in order to attract a more diverse type of commercial, and more particularly, industrial companies into the Tri-Hamlet area and for the entire Town of Brookhaven. Large international firms such as Olympus and Cannon have been shut out of some communities, whereas the Tri-Hamlet community would welcome these companies. The advent of the Dowling NAT Center provides the Town with an excellent opportunity to attract international companies to this and other areas.

**Application Review Process** - In order to streamline the review process of applications, it is recommended that the Town create a "One Stop Shopping" application processing center, where all applications can be picked up, dropped off and processed at one single location.

**Brookhaven Calabro Airport** - The Brookhaven Calabro Airport originally consisted of a 4,000 foot long runway, 100 feet wide, which was located on 365 acres of land. The land acquisition and runway construction were initiated by the State in 1942. The airport opened during World War II and was known as the Mastic Flight Strip. Its purpose was to provide the U.S. Army Air Corps with a logistical airport responsible for protecting the east coast.

In August 1945, the Town began procedures to acquire the airport, as the military use diminished greatly. However, due to legal requirements, the Town was unable to acquire the airport but did receive a permit in 1947 to operate the airport. In 1960, the Town attempted to acquire ownership of the airport again, but it was not until 1961 that the State transferred ownership to the Town.

From 1966 to 1979 the Town entered into lease agreements with three different fixed-based operators. As part of the lease agreements the operators were required to construct a hanger, aircraft parking aprons and access connections, and were required to provide sales, aircraft maintenance and associated aircraft services.

Currently, the airport serves only basic and general utility aircraft. The airport currently serves two roles. First, it is designated by the FAA as a "reliever airport," which allows the airport to relieve nearby air carrier airports of general aviation activity. Second, it accommodates the recreational and business aviation activity of the surrounding community. In addition, the Dowling College National Aviation and Transportation (NAT) Center has recently been approved and partially constructed at the northwest corner of the airport property.

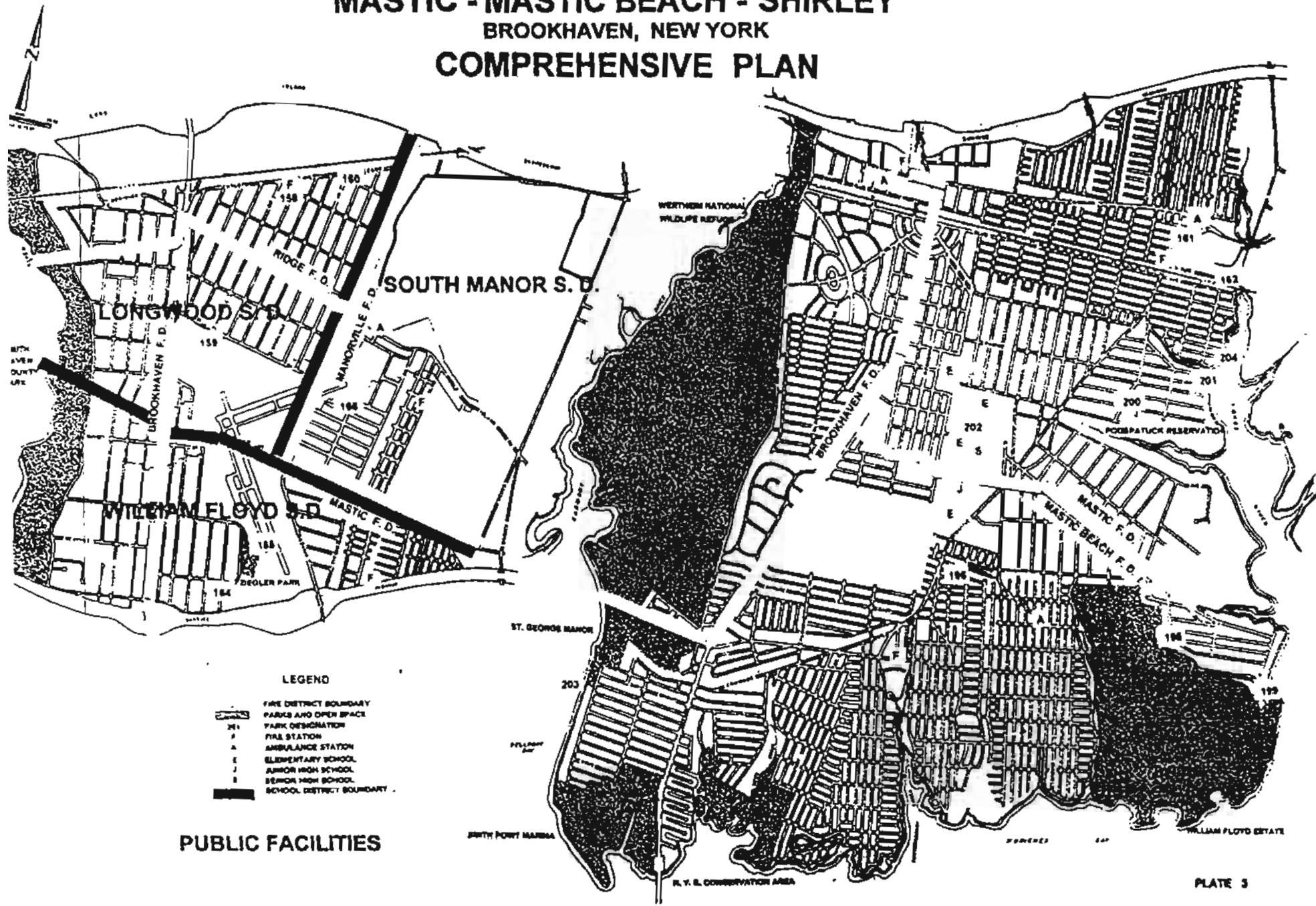
The compatibility of existing and planned land uses in the vicinity of the airport are associated with the extension of noise exposure accountable to the airport. Of primary concern are the land uses located within the 65 Ldn noise contour. The level of 65 Ldn is considered the threshold of incompatibility by the FAA and U.S. Department of Housing and Urban Development, for residential and other sensitive land uses (i.e., schools, churches, hospitals, etc.). The Brookhaven Municipal Airport Master Plan Update indicates that approximately 90 future or existing residential homes will exist within the 65 Ldn noise contour. Based on this information, consideration for future residential development around the airport should be limited to those areas outside of the 65 Ldn noise contour.

**District Boundaries and Public Facilities** - The community was split by the Sunrise Highway extension in the fifties and later, a short distance to the north, the Long Island Expressway was continued eastward. In the meantime, school and fire district boundaries had been established. These limited access highways and the Long Island Rail Road have become barriers to the delivery of both fire and school services. These district lines have separated the hamlets for purposes of spirit, tax base and neighborhood cohesiveness. The William Floyd School District established around 1800 has chosen to centralize its buildings. The Longwood School District has no facilities in the hamlets. Fire Districts have been forced to construct substations at the extremities of the district to provide service. (See Plate 3.)

# MASTIC - MASTIC BEACH - SHIRLEY

## BROOKHAVEN, NEW YORK

### COMPREHENSIVE PLAN



## Population and Housing Analysis

This area is represented by U.S. Census tracts, 1594.07, 1594.08, 1595.05 and 1595.06 (Shirley) part of 1594.09, part of 1595.04, (Mastic) and 1595.07, and 1595.08 (Mastic Beach). The 1990 census has conveniently grouped the data into census designated places (CDP). This enables a comparison of data between the communities and combined as well as the Town as a whole. Combined, the three communities total 47,007 persons representing 11.5 percent of the Town of Brookhaven. Annually, Long Island Lighting Company estimates population by community. Its estimate for the three hamlets for January 1, 1994 was Mastic - 14,157, Mastic Beach - 10,409, Shirley - 23,958. This represents a total of 48,524 or 1,517 more than 1990. Key statistical data are shown on Tables 7 through 16. These tables also highlight individual differences among the three areas. For example, Mastic Beach has a greater percentage of the 0-4 and over 65 age groups and Shirley and Mastic have more school age children, as shown on Table 12.

The following is a list of miscellaneous characteristics of the three communities taken from the Census data. Except where noted, the data is combined for the three communities.

### 1990 U.S. Census Miscellaneous Characteristics

- . The median age within Census Tracts ranges from 27.0 to 29.8 years compared to Brookhaven's 31.6.
- . Of 13,799 occupied housing units, 440 (3.9%) have 1.01 or more persons per room, but 101 units have 1.51 or more persons per room representing overcrowded conditions.
- . 94.6% of the housing units are stated as one family detached compared to 80% Town wide.
- . 82% of the housing is owner occupied.
- . 10% of the population indicated that they were divorced, widowed or separated
- . 52% of the people have lived in the same house since 1985, another 26% have moved into the hamlets from elsewhere in Suffolk County
- . The mean contract rent reported was approximately \$700
- . 167 units pay less than \$500 per month for rent, 1496 (59%) of the rental units pay \$750 or more
- . There are 2.0 vehicles per household in Mastic and Shirley and 1.7 in Mastic Beach
- . 54% of the housing units have been built since 1970, 15% prior to 1949
- . 1970-1979 were the "boom" building years (5,842 units)
- . 64 units lack complete plumbing facilities
- . 77% of the housing units are valued between \$100,000 and \$249,999
- . In 1990 there were 23,745 females and 23,262 males
- . Of 26,597 persons over 25, 40% have graduated from high school. 7.5% have an Associates Degree, 8.5% a Bachelors Degree or higher (Brookhaven 21%)
- . Of the 19,529 workers over the age of 16, 9.3% worked in the three communities and 83% worked in Suffolk County
- . The leading occupation was Precision products, Craft and Repairs (3765) and Administrative Support including Clerical (3470). The leading industry was Retail Trade with 3607 persons employed.

More than 90% of the housing has been built since 1945, with approximately half constructed since 1970. These hamlets are not only of recent origin but the rate of growth in the 1980-1990 decade was almost 25% - more than double the rate than that of the overall Town of Brookhaven, and more than eightfold for the County of Suffolk. Seasonal population adds an additional peak of almost 3,000 persons.

If the vacant residentially zoned parcels are built to saturation - without any downzonings, another 4000 dwelling units could be built. This would add approximately 12,000 more residents for a total population of 50,000.

Housing values are quite low in the study area. The median value of owner-occupied housing units in the area was \$116,000 in 1990. This value is 21% lower than the town-wide median of \$147,200 for Brookhaven Town, and 30% below the Suffolk County median of \$165,900.

An inspection of data on persons per household reveals that the area had a household size that was quite large in 1990, even by Long Island standards. The study area's 3.33 persons per household was somewhat larger than either Brookhaven Town's (3.08), Suffolk County's (3.04), or Nassau/Suffolk's (2.99) figure. A large persons per household figure may indicate that the study area is home to many young families with children. The study area's low housing values reinforce this possibility.

A full 30% of households in the study area had incomes below \$25,000 in 1989, compared to 23% in Brookhaven Town and 20% in Suffolk County. Only 8% of the households had incomes of \$50,000 or over, compared to 19% in Brookhaven Town and 23% in all of Suffolk County. Accordingly, median household incomes were \$38,700 in the area, \$46,339 in Brookhaven Town, and \$49,128 in Suffolk County. There were 787 households (8.3%) with public assistance income, compared to 4.5% in Brookhaven Town and 4.5% in all of Suffolk. Similarly, 9.2% of area residents had incomes below the poverty level, compared to just 5.2% in Brookhaven Town and 4.7% in Suffolk County.

Data on race and Spanish origin reveals that the study area is not a minority area. With only a 10.0% minority population, the study area has a lower percentage of minority residents than either Brookhaven Town (11.1%) or Suffolk County (14.5%).

**Housing Introduction-** The housing committee studied the character of the housing stock, the factors of supply and demand and the problems associated with the quality of life in Mastic, Mastic Beach and Shirley. The analysis includes: a review of the existing pattern of development; a comparison of development to the current zoning regulations; a description of the current supply and demand for housing within the area; a discussion of the problems associated with current development, and recommendations to promote Town policy that will be responsive to the future needs of the area.

The focus of residential development began to shift during the late 1950's from seasonal to single family year-round homes. A post war migration from the outer boroughs of New York City caused the Tri-Hamlet area to begin experiencing single family development of year round homes on larger sites. Homes were centrally heated, of average construction quality and generally contained greater than 1,000 square feet of living area. As the infrastructure and public transportation of Suffolk County improved, the demand for housing increased.

Development of the Tri-Hamlet area was encouraged by the reasonable cost of land and various program incentives. The Farmers Home Mortgages offered home mortgages to first time buyers requiring little or no down payment. While this provided a financial vehicle for first time buyers to purchase homes, it did not provide any incentive to stay in the house if the homeowner ran into financial difficulty. At the end of the 1970's, the national economy experienced a major recession caused by a decrease in the availability of imported oil. Unemployment rose, creating a rise in the foreclosure rate. These events marked a major change in the general character of the area. Properties in foreclosure became prime targets for investors seeking rental properties. New construction slowed and property values decreased dramatically.

A circumstance mitigating the downward slide of the housing market came in the early 1980's. Interest rates

for home mortgages declined significantly from a high of 16% releasing a pent-up demand of first time buyers. The area showed signs of recovery. The demand for homes was further enhanced by the development of a major secondary office market along the Route 110 corridor.

More recently however, the Tri-Hamlet area has again been adversely affected by economic changes. In 1987 the stock market declined by approximately 25%, resulting in corporate downsizing and a large number of lost jobs. Unemployment in the area climbed and again many home owners found themselves facing foreclosure.

**Neighborhood Analysis-** The initial development of the area occurred between the 1930 and 1950's. This development occurred in conformance with filed maps resulting in small seasonal homes situated on substandard sized parcels with areas ranging in size from between 4,000 to 5,000 square feet. Many of these smaller housing units are in an area bounded by Neighborhood Road to the north, Park Drive to the east, Johns Neck Creek to the west and Moriches bay to the south. These dwellings contain as little as 400 square feet of living area. Over time many of these dwellings have been renovated, expanded and winterized. Roads in this neighborhood have substandard width, making vehicular access difficult.

Much of the remaining developed residential land in the area has been improved with homes ranging in size between 1,000 and 2,000 square feet characterized by three or more bedrooms. Generally, they are of average construction quality and adequately maintained. Home styles are diverse and include ranches, colonials, cape cods, high ranches and an occasional spot-built contemporary. Typically, these homes are most appealing to a first or second time home buyers. There are several subdivisions developed with homes having more than 2,000 square feet of living area. The most notable of these are Smith Point Estates and Woodland Estates. These two subdivisions have a total of 144 sites and are improved with better quality homes. Construction commenced during 1988 and these homes currently are priced between \$160,000 and \$200,000. Additionally, there are older developments located north of Smith Point Estates. Dwellings in these subdivisions were constructed during the mid to late 1960's. There are three or four different home styles, with most being well maintained and predominantly owner-occupied. There are few vacancies. The only other larger homes are spot-built custom homes scattered throughout the Tri-Hamlet area. These also are typically owner occupied and well maintained.

Table 7 shows the distribution of the housing stock in the area by living area.

**Table 7  
Housing Stock by Size**

Living Area	Site Size	Total Units
Less than 500 sq. ft.	.08 to .25 Acres	85
500 sq. ft. - 1000 sq. ft.	.09 to .75 Acres	2,431
1,000 sq. ft. - 1,500 sq. ft.	.09 to .50 Acres	6,494
1,500 sq. ft. - 2,000 sq. ft.	.08 to 2.3 Acres	1,853
2,000 sq. ft. - 2,500 sq. ft.	.11 to 3.4 Acres	680
Greater than 2,500 ft.	.11 to 5.9 Acres	243
<b>Total Units</b>		<b>11,106</b>

Source: Town of Brookhaven Assessor's Office.

As shown in the above chart, greater than 97% of the homes in the Tri-Hamlet area have 1,500 square feet of living area or less. Greater than 23% have less than 1,000 square feet of living area. Less than 2.2% of the homes are considered luxury homes with greater than 2,500 square feet.

**Market Analysis-** Structural changes to the economy caused by the stock market crash of 1987 has resulted in, among other things, a decrease in new construction within the Tri-Hamlet area. During the past year, it is estimated that fewer than 50 new homes have been constructed. Nearly all of the new homes contain 1,500 square feet of living area or less and many have been constructed on substandard sized parcels. Concurrently, the luxury home market has been adversely affected by the aforementioned economic changes. In the subdivisions known as Smith Point and Woodland Estates, only four homes were constructed during 1994 and one home has been constructed this year. There are, however, two signed contracts to develop new homes during this year. Discussions with the developer reveal that approximately 46% of the available sites have been sold since 1988 with 77 sites still available.

Table 8 outlines the change in residential property values in the area during the past eight years.

**Table 8  
Median Sale Price  
1988-1994**

Hamlet	1988	1989	1990	1991	1992	1993	1994
Shirley	\$111,000	\$110,000	\$107,250	\$105,000	\$102,000	\$93,500	\$90,335
Mastic	\$105,000	\$106,000	\$102,500	\$105,000	\$99,950	\$92,000	\$79,250
Mastic Beach	\$100,000	\$100,000	\$95,000	\$97,000	\$89,250	\$83,000	\$79,900

Source: Multiple Listing Service of Long Island

As noted above, the value of residential property in all three hamlets has experienced an average decline of approximately 21%. This change in value is symptomatic of a decline in demand and an oversupply of smaller homes. The time necessary to market property is another market characteristic supporting our observations of weak demand and oversupply.

Table 9 outlines the median days that properties were exposed to the market before a sale occurred:

**Table 9  
Marketing Time  
1988-1994**

Hamlet	1988	1989	1990	1991	1992	1993	1994
Shirley	77.0	78.5	93.5	78.0	103.0	106.0	114.0
Mastic	79.5	84.0	87.0	77.5	83.0	104.5	93.5
Mastic Beach	60.0	78.0	85.0	75.0	78.5	100.0	93.5

Source: Multiple Listing Service of Long Island

Marketing time is the period a seller exposes a property to the general market for sale. This information is only meaningful if the property is priced appropriately to the local economy and the seller actively advertises the property. Since our data is taken from the Multiple Listing Service of Long Island and there were a statistically large number of transactions, we believe that this is a good indication of this characteristic of the local market. As the statistics display, the average period of time needed to sell a home in the Tri-Hamlet area has increased by approximately 40.5% since 1988. These statistics are particularly interesting when correlated with the previously discussed changes. In order for market activity today to approximate that experienced during 1988, property values would need to be discounted to a much greater extent than the previously cited 21%. These two characteristics of the market indicate that there has been a substantial decrease in demand for residential property since 1988.

The information presented to this point illustrates that demand for residential property in the area is weak. In order to gain a better understanding of the market we must discuss the various factors of demand. Demand for housing is largely determined by the population of an area and the population's purchasing power. In the following pages we have attempted to describe these two characteristics to demonstrate that the general population lacks the financial strength to absorb the standing stock of moderate sized homes.

**Demand-** The aggregate demand in a real estate market is the totality of all buyers. The number of buyers in the market in any given year depends on turnover and growth. This factor of demand is directly related to the rate of family formations and dissolutions, age distribution and the change in the number and size of households.

Another factor affecting the demand for residential real estate is the ability of the population to purchase a property. Home purchases are typically carried out through a combination of mortgage financing and equity capital (down payment). The down payment is accumulated through savings or from the sale of a presently owned home. If an individual wants to purchase a house but lacks either the financial strength to pay the carrying costs (debt service, taxes and insurance) or lacks the initial down payment, there is no demand.

According to Census and Town government information, the Tri-Hamlet area has experienced moderate growth during the period 1990 to 1994, with a 5.4% increase in the number of households. Projections based on current trends and land available for development reveal that the area is expected to continue to grow another 4.4% over the next four years. See Table 10.

**Table 10  
Number of Households  
1990-1999**

<b>Hamlet</b>	<b>1990</b>	<b>1994</b>	<b>1999</b>	<b>Increase</b>	<b>%</b>
Shirley	5,126	5,432	5,688	562	11.0
Mastic	3,722	3,928	4,103	381	10.2
Mastic Beach	4,641	4,857	5,049	408	8.8
<b>Totals</b>	<b>13,489</b>	<b>14,219</b>	<b>14,840</b>	<b>351</b>	<b>10.2</b>

Source: U.S. Census, Brookhaven Department of Planning

Table 11 based on the same sources indicate that although there has been an increase in the population from 1990 to 1994 as shown in the chart above, the number of persons per household has remained fairly stable. This indicates that the supply of housing units has increased at a pace which has been sufficient to accommodate the population increase of the community.

**Table 11  
Population Distribution  
1980-1999**

<b>Hamlet</b>	<b>1980</b>	<b>1990</b>	<b>1994</b>	<b>1999</b>	<b>Increase</b>	<b>%</b>
Shirley	14,529	18,230	19,240	20,102	5,573	38.4
Mastic	10,383	13,196	13,871	14,460	4,077	39.3
Mastic Beach	11,823	14,613	15,233	15,804	3,981	33.7
<b>Totals</b>	<b>36,735</b>	<b>46,639</b>	<b>48,344</b>	<b>50,366</b>	<b>13,631</b>	<b>37.1</b>

Table 12 indicates that the population of the area has its greatest concentration of people ranging in age between 25 and 64 years old, (half the population). People at this age are generally at the height of their earning power. This information becomes significant when we analyze the income characteristics of the area.

**Table 12**  
**1994 AGE DISTRIBUTION - % RESIDENTS**

<b>HAMLET # RESIDENTS</b>	<b>0-4</b>	<b>5-9</b>	<b>10-14</b>	<b>15-19</b>	<b>20-24</b>	<b>25-44</b>	<b>45-64</b>	<b>55-84</b>	<b>85+</b>
<b>SHIRLEY 19,240</b>	9.5 1828	8.9 1722	8.9 1722	8.5 1635	7.9 1520	33.6 6465	16.0 3078	6.1 1174	.5 96
<b>MASTIC 13,871</b>	9.1 1248	8.7 1207	8.8 1221	7.7 1068	7.6 1054	35.5 4924	15.3 2122	6.9 957	.5 69
<b>MASTIC BEACH 15,233</b>	10.1 1523	9.0 1371	8.5 1295	7.8 1188	7.8 1188	32.8 4981	15.7 2392	7.6 1158	.9 137

**SOURCE: CACI**

Although the demographic information reveals that the Tri-Hamlet area has experienced an increase in the number of potential purchasers because of the increase in the number of households, an analysis of assessment records reveals that approximately 1,364 properties, or 12.3% of the total housing stock is rented. According to information from the Multiple Listing Service of Long Island, rents in the Tri-Hamlet area range between \$400/month to \$1200/month with the majority ranging between \$700 - 900/month.

Of those rented, 91% contain less than 2,000 square feet of living area. County and Town data for rental stock in the Tri-Hamlet area reveals that between the period of 1989 and 1993 the percent of the population receiving public assistance increased from an average of 6.13% to 8.1%. This does not compare favorably to the percentage of residents County wide for the same period that amounts to 2.5% during 1989 to 3.4% during 1993. These statistics show that although new construction has kept pace with population growth, it appears that this growth has a large component of renters rather than owner occupants.

Income characteristics of the local population are a major influence on values and demand for residential property. Table 13 depicts incomes and poverty levels for the three hamlets in contrast with the Town of Brookhaven.

**Table 13  
Incomes and Poverty (All Persons) 1989**

<b>Income</b>	<b>Mastic</b>	<b>Mastic Beach</b>	<b>Shirley</b>	<b>Brookhaven</b>
Median Household	\$39,512	\$35,776	\$41,602	\$46,339
Mean Household	\$40,759	\$36,748	\$43,384	\$51,257
Family Household	\$40,099	\$37,616	\$42,337	\$50,206
Per Capita	\$12,284	\$12,174	\$12,469	\$16,441
<b>Poverty</b>				
Persons Below Poverty Level	1,330	1,131	1,737	20,621 (5.2%)
Below 50%	468	492	662	
Below 125%	1,745	1,591	2,490	
Below 200%	3,099	2,826	4,712	20,681
Families Below Poverty Level	337 (9.3%)	253 (9.3%)	321 (5.5%)	3,978 (3.8%)
Public Assisted Households	347	368	445	5,837

Source: U.S. Bureau of the Census; Long Island Regional Planning Board.

Note: -Income data is derived from the Census and is not updated on an annual basis.

The median incomes of the Tri-Hamlet area are as follows: Mastic - 39,512, Mastic Beach - 35,776 and Shirley - 41,602. The income levels shown demonstrate that the amount of income available to secure a mortgage is low. Therefore, property values are low. Based on typical mortgage terms of 9% with a 30-year term, the maximum fixed rate mortgage loan available to a person with the income levels shown above is \$85,000 and \$74,000, respectively. This assumes that none of the income is encumbered by short-term debt, homeowners insurance is approximately \$450 per year, and that the taxes for a home are approximately \$2,400 per year.

A large portion of the Tri-Hamlet population is eligible to work; 68.8% for Mastic, and 64.89% for Mastic Beach. However, the area is presently experiencing an unemployment rate of 7.5%. This does not compare well with neighboring hamlets, nor does it compare well with the state or national unemployment rates which are 6.9% and 6.39%, respectively. The relatively high rate of unemployment is not surprising considering the number of households in the area receiving social assistance. The modest income of the population indicates a limited purchasing power.

The area derives much of its employment characteristics from the seasonal communities to the east and the offices along the Route 110 corridor to the west but not from the large New York City employment center because of distance and commuting inconvenience. As a result, the bulk of the labor pool is found in the trade, service and

sales occupations. These occupation groups are particularly sensitive to economic changes and ultimately diminish the capacity of the population to purchase residential property and withstand cyclical changes in the economy.

Another characteristic of the Tri-Hamlet population that must be considered is the percentage of the population falling below the poverty line. The poverty statistics of the Tri-Hamlet area are outlined in Table 13.

Supply- In large measure, the supply component of the analysis has been discussed in the market analysis. In review, the first step in forecasting supply is to estimate how long the existing inventory has been on the market. The second step is a study of the source, amount and timing of prospective inventory. Some sources of new supply include: projects under construction in the market area; projects that are planned and have government approvals; planned projects not having government approvals and vacant land zoned for a use that will add to the supply of homes.

In earlier discussion the increase in marketing time together with the substantial discount in value, reveals that there is an excess of housing inventory in the area. Moreover, there are many substandard, single and separate parcels in the area which offer the potential to exacerbate the current oversupplied market.

An analysis of the sites that measure approximately 40 feet by 100 feet reveals that there are more than 1,000 sites in the Tri-Hamlet area. Sites of this size typically are developed with homes having less than 800 square feet and only two bedrooms. While this type of development is profitable for the builder, it offers very little benefit to the community. Homes with two bedrooms are not as well received by the market as compared to homes with three or more bedrooms. Two bedroom dwellings are functionally obsolete in that they cannot accommodate a growing family. In a soft market, this type of home typically becomes a rental unit.

There are three sites of vacant land within the Tri-Hamlet communities that will likely be developed in the near future. There is the Bayview Hospital site, a 262-acre parcel on William Floyd Parkway and a parcel south of Montauk Highway off Mastic Road. These are the last areas that are available to increase the overall housing status of the community. The supply of smaller homes and the availability of small substandard lots in the Tri-Hamlet area are bountiful. There is a lack of homes on larger sites which provide a growing family with the ability to expand their existing dwelling. Future development in the area must consider this market characteristic. This fact is clearly demonstrated in Table 15 which tabulates the value of housing by hamlet for the year 1990. The issue of upgrading the future housing inventory represents very strong recommendations from the community.

**Table 14**  
**Value of Housing**  
**1990**

	Mastic	%	Mastic Beach	%	Shirley	%	Brookhaven	%
Less than 59,999	59	1.9	74	3.0	69	1.2	1,063	1.0
60,000 to 99,999	664	21.9	792	32.2	736	12.6	7,997	8.0
100,000 to 249,999	2,268	74.8	1,476	60.0	4,949	85.0	74,919	8.0
More than 250,000	39	1.3	43	1.7	68	1.2	7,428	
<b>Totals</b>	<b>3,030</b>		<b>2,459</b>		<b>5,822</b>		<b>91,407</b>	
<b>Median Value</b>	<b>115,700</b>		<b>109,300</b>		<b>123,000</b>		<b>147,200</b>	

Source: U.S. Bureau of the Census

**Conclusion-** The factors of supply and demand require that greater attention be given to decisions affecting the present and future development in the Tri-Hamlet area. Future development must consider unit design, site size, arrangement and affordability options. Given the prevailing context of development, Town decisions and policy should be formulated to encourage owner/occupants to invest in the area, and to establish a framework for development that will ultimately result in an increase in wealth and the quality of life.

Home prices within a market are set from the top down. Those purchasers with the greatest ability to pay get first choice of the inventory available, those who can afford the least get whatever is left over. Supply in a given market is relatively inelastic since it takes time to construct additional housing units. If supply exceeds demand, the price moves to a new equilibrium point until the excess inventory is absorbed.

During the late 1980's an inventory of homes accumulated due to poor economic conditions. This analysis leads to the conclusion that these homes have been absorbed. However, it is apparent by the number of homes rented that the excess housing stock had been purchased by investors, not owner/occupants.

An additional characteristic of the population of prospective purchasers is that there is a lack of people seeking to own larger luxury type dwellings. The two subdivisions that make up the bulk of the market for luxury homes have sold an average of 11 homes per year, with only four sold during 1994.

Although there is a limited availability of luxury homes, there are two factors which we believe prevent the people of the area from trading up. First is that family size has been increasing since 1990. The increase in family size requires the use of discretionary income to meet family expenses that might otherwise be used to obtain a new home. Second, families seeking to purchase a new home or trade-up are leaving the area because of the diminished

quality of life in the Tri-Hamlet area. It is a strong goal of the Hamlet planning committee that this trend be reversed and that every effort be made to improve the quality of life in the Mastics.

**Summation Analysis-** The housing committee attempted to provide the reader with an understanding of the characteristics of the housing stock, supply and demand for housing and the purchasing power of the population of the Tri-Hamlet area.

The majority of homes in the Tri-Hamlet area have less than 2,000 square feet of living area and are situated on .25 to .50 acres sites. Based on the number of properties rented, it appears that a surplus of moderate size homes exists in the area. This is supported by the distribution of tenant-occupied homes that represent approximately 12% of the total housing stock in the Tri-Hamlet area. By comparison, this is an extremely high percentage and further illustrates an over-supply of moderate sized homes. The attraction of the Tri-Hamlet area for additional development of moderate sized homes is that land is inexpensive and there is an ample supply of substandard parcels available. Based on information provided by the assessor's office, there are more than 1,000 sites that measure 40 feet x 100 feet. Typically, sites of this size are developed with homes having approximately 800 square feet and only two bedrooms. Discussions with real estate professionals reveal that two bedroom homes are not as well received in the market as homes with three bedrooms. The functional utility of a 2-bedroom home is limited by its inability to accommodate a growing family. In a soft market these homes are typically the first to go into foreclosure and ultimately are purchased for investment and rented.

The demand for residential real estate is primarily a function of people and income. Aggregate demand in a market is the total number of purchasers who can afford to pay an amount equal to the lowest prices or more within the market. Price is typically set from the top down. The purchasers with the greatest ability to pay get the first choice of inventory available. Those who can afford the least get what is left over.

The housing market within the Tri-Hamlet area is an economic system that is constantly losing the purchasers of the upper end of the market. As properties are rented leaving a substantial number of houses available to investors many to Social Service assisted people. As more socially assisted families move into the area problems associated with poverty increase.

Some problems typically experienced in poor areas include: increased criminal activity, poorly maintained housing, increased cost of providing services to the area and an exacerbated decline in property value.

**Recommendations-** In light of the foregoing the following recommendations are put forth:

1. The Town should establish a property violation's bureau. The money generated from violations should be used for additional enforcement. Additionally, the Town should aggressively enforce local building, housing, health and sanitary codes and provide more frequent yard waste pickups. The code should add control of uncontrolled grass or vegetation on developed properties.
2. The Town's Section 8 program should limit the placement of clients to a certain saturation level. Additionally, it would be helpful if the Town could intervene on behalf of the residents of the Tri-Hamlet area to help establish saturation guidelines for State, County and Federal agencies responsible for placing or paying assistance to clients in the area.
3. Non-conforming residential land divisions should not have an area less than 10,000 square feet, with a minimum of 100 feet of road frontage per lot. Applications for land division for lot(s) of 10,000 square feet should demonstrate that the new lots will conform to the lot sizes within a 200 foot

radius of the subject property. No land divisions should be approved where a new lot cannot meet these standards. For a 10,000 square foot lot, the minimum building size should not be less than 1,000 square feet. The maximum building area should be at least 1,600 square feet for the first floor and 850 square feet for the second story.

These recommendations will limit the current land division problem of splitting 100x100 lots into two 50x100 lots thereby limiting the amount of new non-conforming small lot development. Additionally, 100x100 lots are more consistent with the prevailing development of the Hamlet study area. These standards will also limit the number of improved lots from seeking land divisions.

4. In the event that condominiums are constructed in the area, the Town should strongly encourage a developer to limit prospective purchasers to be 55 years or older and prohibit units from being rented.
5. A local law might be implemented to require that any multi-family home be partially owner occupied.
6. Substandard parcels that are single and separate and held in fee by the County should be offered to adjoining property owners for purchase with a tax abatement incentive and a deed restriction allowing only construction of residential accessory structures, such as garages, pools, etc.
7. A joint committee of residents and Town employees should pursue aggressive enforcement of laws related to real estate brokers (i.e., steering).
8. A local advisory group should be established to monitor the adoption and progress of the recommendations contained herein.
9. The Town should attempt to establish a program with banks owning homes in the area; such that, these homes would be sold to a person or persons who agree to live in the home for a specified period. This program could be expanded to include County owned and HUD owned homes.
10. A saturation level should be enforced for accessory apartments in the area.
11. The Town should maximize its efforts to regulate and control slumlord activities and to stem the practice of welfare dumping in the tri-hamlet area.
12. In order to limit the number of new non-conforming residential land uses, the Town should consider amending the zoning ordinance as described below:

Prior to any ZBA variance approval for new residential construction, the property owners seeking variances should be required to obtain conceptual Suffolk County Health Department approval.

This would be helpful in determining if a proposal would meet the County Sanitary Code before any Town approvals are issued.

13. Properties which are not held in single and separate ownership and which are at the time of any permit/application process currently adjoin other properties of the same ownership should

not be allowed for development but added to the adjacent lot in order to create an acceptable lot size to build upon as per the Town Code.

14. The minimum Habitable Area chapter of the Code is recommended to be amended as follows:

For one-family dwellings to be constructed on lots less than 50 feet in width, the minimum habitable area should be increased from 700 square feet to 800 square feet.

For one-family dwellings to be constricted on lots less than 60 feet but equal to or greater than 50 feet in width, the minimum habitable area should be increased to 850 square feet.

For all one-family dwellings to be constricted on lots greater than 60 feet the minimum habitable area should be increased to 1000 square feet.

Research has shown that the above building areas would be generally consistent with some of the existing building setback requirements within the Town Code. The increase on building area is very important due to the recent progression of what the community perceives to be the "SHOE-BOX" house development, which is very unattractive and has very few aesthetical features. In addition, development of a half story should be permitted on these small lots in order to assist in the architectural appearance of these homes. By allowing a half story, a building design such as a Cape type house with dormers could now be built instead of the "SHOE-BOX" design.

15. There are very few large tracts of buildable lands left for residential development. There are, however, some areas for which specific residential development is not recommended. One alternative for the Forge River Landing site would be development pursuant to a 278-cluster application utilizing the existing A-1 Residential zoning. The extensive wetlands on the site make the majority of the site undevelopable. By clustering the development close to Mastic Road, the site could be reasonably developed for residential purposes, while preserving the wetlands and coastal habitat. Other alternatives could include: acquisition of this site by a municipal agency for open space or park development, pursuant to the existing A-1 zoning, commercial or industrial development of northerly portion of the subject site in connection with the existing development on the property to the north.

16. There are currently few multi-family developments and planned retirement communities within the study area. This Committee opposes MF zoning or attached unit development and land uses in this community, mainly due to the current housing market of the area. However, PRC- PRCHC- PRC-3 or NH-H zoning and land uses may be appropriate in certain circumstances and areas. For instance, considering the extensive history of the Bay View Hospital site, development should be consistent with the past use. Development as a Planned Retirement Community (PRC-3) would be welcome, with the following suggestion: the development should be named after the Bayview Hospital. Other alternatives for this site include a privately-owned and operated public recreational facility, such as miniature golf.

17. The Town Code provides tables of dimensional requirements for all of the Town's zoning districts. However, the "single and separate" provision of the Code is spread out in different sections- one section for front and rear yard setbacks, one section for habitable area, and another section for maximum house sizes and side yard

setbacks. This plan recommends that in order to simplify the process and allow for an easier understanding of the Code for property owners and spot builders, the Town should amend the "single and separate" dimensional and setback requirement table of the Code to include all of the dimensional requirements for "single and separate" property owners. This plan offers the following table for the Town's consideration:

The Tri-Hamlet area once offered a tremendous quality of life. The character of the area has changed dramatically, primarily due to economic cycles. To improve the quality of life, it is imperative that the Town and County governments intervene on behalf of the residents of the area.

**Table 15**  
**Single and Separate - Dimensional Setback and Habitable Area Requirement**  
**[Section 85-372 and Section 85-341]**

<b>Lot Width (feet)</b>	<b>Minimum House Size (sq. ft)</b>	<b>Maximum House Size (sq. ft.)</b>	<b>Total Side Yard (feet)</b>	<b>Minimum Side Yard (feet)</b>	<b>Maximum Building Height (feet)</b>	<b>Minimum Front Yard (feet)</b>	<b>Minimum Rear Yard (feet)</b>
Less than 50	800	1000	20	9	22	25	35
1-1/2 story permitted; second floor 400							
50 but less than 60	850	1000	20	9	22	25	35
1-1/2 story permitted; second floor 450							
60 but less than 70	1000	1200	25	12	26	30	35
2 story; second floor 450							
70 but less than 80	1000	1200	30	14	28	30	35
2 story; second floor 800							
80 but less than 90	1000	1500	35	16	28	30	35
2 story; second floor 850							
90 but less than 100	1000	1600	40	18	28	30	35
2 story; second floor 850							
100 but less than 150	Building setbacks, lot coverage and building height of the B Residence District						
150 but less than 200	Building setbacks, lot coverage and building height of the A Residence District						
<p>Note: If lot depth is greater than or equal to one hundred twenty (120) feet, the maximum first floor area may be increased by one hundred (100) square feet for each additional ten (10) feet of lot depth</p>							

## Environmental Factors

**Wetlands-** The Mastic/Shirley Hamlets have tidal and freshwater wetland. The tidal wetlands include four types of habitats: intertidal marsh, high marsh, formerly connected wetlands and coastal freshwater marshes.<sup>5</sup> The intertidal marsh lies between the range of the daily tides. Its dominant vegetation is salt marsh cord grass (*Spartina alterniflora*), which is the most biologically productive plant of the wetland habitat. Just inland of the intertidal marsh is the high marsh, which is generally above the daily tidal flow and is regularly flooded only about 10 days per month. It is also flooded by storm tides. This area consists primarily of salt marsh hay (*Spartina patens*); as well as spike grass (*Distichlis spicata*); sedges (*Carex* spp.); with scattered bushes of marsh elder (*Iva frutescens*), groundsel tree (*Baccharis halimifolia*) and northern bayberry (*Myrica pensylvanica*). Formerly connected wetlands are areas that have been partially or entirely shut off by a roadway or impoundment from the normal tidal flow. These wetlands usually retain their marine plant community, although common reed (*Phragmites communis*) does infiltrate the area to some degree. Coastal freshwater marshes represent a type of transition zone where tidal wetland species are interspersed among the freshwater wetland vegetation. This type of wetland is highly productive. Vegetation species that are typically associated with this brackish/freshwater environment include: freshwater cordgrass (*Spartina pectinata*), cattails (*Typha*), and Sedges (*Carax*).

Anyone wishing to build on a lot that contains tidal or freshwater wetlands must obtain a wetland permit from the Town of Brookhaven or NYS Department of Environmental Conservation, depending upon lead agency status, prior to obtaining a building permit from the town.

In order to obtain a building permit from the Town of Brookhaven, the applicant is required to meet both Town wetland regulations and NYSDEC wetland regulations where either or both apply. If, however, either the Town wetland permit or NYDEC wetland permit is denied, then a building permit will not be granted by the Town.

**Tidal Flooding Impacts-** Although the semi-diurnal and lunar tidal cycles are considered as existing conditions and are not normally designated as environmental hazards, the development history and characteristics of the Mastic/Shirley study area are such that even these short-term cycles can cause flooding problems. The tidal range measured at Smith Point bridge for normal tides is 0.7 feet with a high of +0.9 feet mean sea level (msl) and a low of +0.2 feet msl. The spring tide range is 1.5 feet with a high of +1.9 feet msl and a low of +0.4 feet. The topographic maps from the Sewage Works Studies show the elevation from mean sea level of road intersections within the study area. An examination of these maps indicates that at least three road intersections are below the normal high tide of +0.9 feet msl and therefore can be expected to flood twice daily. There are at least 22 more road intersections that are below the spring high tide elevations of +1.9 feet msl and will therefore be inundated, at the very least, twice every month.

The Mastic/Shirley area is particularly vulnerable to tidal flooding due to storm events because of the area's topography and proximity to the barrier island. At Smith Point, hurricane surge elevations range from 4.2 feet for a Category 1 hurricane to 15.9 feet for a Category 4 storm. At Masury Point, just to the east of the study area, hurricane surge elevations range from 5.5 feet for a Category 1 storm to 19.7 feet for a Category 4 storm.

The width of the flood zones associated with hurricanes of different intensity in the Mastic/Shirley area is greatest in the area from Smith Point to the William Floyd estate. Here, flooding can extend up to one mile inland under extreme conditions; this reflects low, gently sloping topography. The width of the flood zone along Bellport Bay and the western bank of the Forge River is generally up to 1,000 feet wide. This reflects the greater rise in land

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<sup>5</sup>For a full discussion see South Shore Mainland Hazard Management Program, 1994, Long Island Regional Planning Board, Chapter 4.

elevations near the shore in these two areas. The flood water elevations associated with worst case Category 3 or Category 4 hurricanes are much higher than those associated with predicted 100-year flood levels. Hence, the floodplains linked to storms of this intensity extend farther inland than the 100- year floodplain utilized for regulatory purposes.

Base flood elevations in the Mastic/Shirley area, as shown on the Federal Emergency Management Agency's Flood Insurance Rate Maps, are higher than most south shore mainland bay locations, ranging from 8 to 10 feet near Smith Point, and from 9 to 12 feet NGVD at Masury Point. These higher elevations reflect the influence of Moriches Inlet, as well as the short distance from the mainland to the Fire Island barrier beach.

In general, for interior bay locations, flood levels will increase as distance from ocean inlets decreases. Therefore, the Mastic/Shirley area is particularly vulnerable, because of its proximity to the Fire Island barrier island, to greatly increased flood levels should inlet formation occur in the Narrow Bay area. The creation of a new inlet near the study area should not be considered a remote possibility, especially over the long term. Indeed, Wolff shows that an inlet existed in 1888 through the Fire Island barrier at the location where the Smith Point County Park beach pavilion/parking lot facility now exists. Potential inlet creation was most recently evident at high tide on the morning of September 1, 1993, when two washovers were reported near the Smith Point bridge as a result of high surf conditions caused by Hurricane Emily, a Category 3 storm, which passed about 200 miles south of Long Island.

The tidal flooding risk in the Mastic/Shirley floodplain would be dramatically increased should a breach in the Fire Island barrier island occur. Unfortunately, two locations on the barrier island that are proximate to the Mastic/Shirley peninsula - Old Inlet in the Fire Island National Seashore and the area directly south of Pattersquash Island in Smith Point County Park appear to be vulnerable to overwash and potential inlet formation.

It cannot be predicted if or when a new inlet will be cut through Fire Island near the study area. Yet, conditions are such now that the cumulative effects of several storms of moderate intensity over a short time period, or the occurrence of a single severe storm, could cause such a breach to form. Such an event could have serious consequences in the Mastic/Shirley area, both from the perspective of damage to structures and changes in the stability of the coastline.

**Stream Flooding and Freshwater Drainage Impacts-** The major freshwater flooding and drainage problem in the Mastic/Shirley area is caused by shallow depth to groundwater. This is due to the area's low topography and its coastal location, since the groundwater is hydraulically connected to the surrounding surface waters. This shallow depth to groundwater results in basement flooding and severe constraints on construction and septic systems.

The problem of stream flooding is not as serious a problem in the Mastic/Shirley area as compared with that of the more urbanized stream corridors located in the western portion of the Great South Bay watershed. This is due to the low relief in the topography of the Mastic/Shirley area. Hence, drainage systems and swales in the area are of limited length and breadth. Consequently, the freshwater streams that do exist are small. Those with some degree of surface water flow include Johns Neck Creek, Pattersquash Creek, Lawrence Creek and Poospatuck Creek. The watersheds of these streams have also been subject to less alteration than others along the south shore mainland with respect to the extent of storm sewers that collect urban runoff from impervious surfaces and convey it directly to streams.

**Shoreline Stability Impacts-** A large proportion of the shoreline of the Mastic/Shirley area is tidal marsh extending to the water's edge. The marsh development is due to the limited fetch length across Narrow Bay and the many small tributary creeks. Both of these factors contribute to the existence of a relatively quiescent shore environment conducive to wetland establishment. Charts prepared in the late 1800s indicate that the shoreline from Smith Point to Floyd Point consisted entirely of wetlands. The existing wetlands are remnants of this system. The wetland

shorelines appear to be very stable. As stated previously, the wetland island configurations found on charts dating back to 1838, such as Pattersquash Island, appear identical to those of today. However, the shoreline has been altered extensively in several locations by dredging, filling and bulkheading.

One of the area's major dredging projects, the Long Island Intracoastal Waterway, was extended into the waters adjacent to the study area in 1939. The channel is maintained at a depth of 6 feet. Material dredged from the channel was used in the creation of John Boyle Island in Bellport Bay. The channel has been dredged several times since its creation, with spoil placed repeatedly on John Boyle Island, the barrier island at Smith Point County Park, and at the Shirley Marina site. Maintenance dredging is required about every 15 years.

In 1992-93, maintenance dredging of the Long Island Intracoastal Waterway was conducted by the New York District, U.S. Army Corps of Engineers. Approximately 40,000 cu. yds. of dredged spoil were removed from the Narrow Bay portion and placed on the ocean beach at Smith Point County Park in an area of overwash activity directly south of Pattersquash Island.

A new inlet through the barrier island could have an impact on the stability of the Mastic/Shirley shoreline. Inlets tend to be formed by bayside ebb surges in low parts of the barrier island, perhaps in locations where old inlets or washovers formed in the past. Historic inlets near Mastic/Shirley include Old Inlet and Smith's Inlet. Old Inlet, located opposite Ridge Island in Bellport Bay opened circa 1763, and closed in the mid 1820s. Smith's inlet, located near Smith Point opened in 1773 and closed in 1834. Another inlet existed south of Pattersquash Island from 1773 to 1829. Historically, at least four other inlets existed just west of the current Moriches Inlet, one from 1788 to 1833 and three during 1938.

Overwash frequency for many locations along the barrier island south of the Mastic/Shirley area is relatively high with future overwash considered as likely. Dunes are low to moderate and are discontinuous in the area. The risk of erosion in this part of the island has been rated as high to very high. Preliminary observations based on dune width and barrier island width criteria indicate that the washed-over areas at Old Inlet and the area south of Pattersquash Island at Smith Point County Park may be the most vulnerable.

The proximity of the Mastic/Shirley area to the Fire Island barrier island - mostly less than 4,000 feet and as close as 900 feet - means that inlet formation may create conditions that could change the relative stability of the mainland bay shore. These conditions include increased tidal range and increased exposure to current and wave energy.

It is strongly recommended that the United States Army Corps of Engineers proposed Reformulation Plan for the South shore of Long Island scheduled to take another decade to complete be accelerated. The Town of Brookhaven should endorse and promote the recommendations for Fire Island put forth by the New York Coastal Partnership which sets forth an economic and engineering set of solutions.<sup>6</sup>

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<sup>6</sup>Koppelman, L.E., Economic Analysis: Fire Island Reach, 1995, New York Coastal Partnership

## Parks and Recreation

**Introduction** - For too long now, the lack of adequate facilities and structured, supervised programs have resulted in the continued alienation of several segments of our community, the most pronounced being that of our youth. In the last decade, the behavior of many of our children has turned negative and criminal and has adversely impacted the quality of life in the community. It is strongly felt that there has been a lack of attention and concern by government to the real needs of the children in this community. This neglect was such that when more control, attention, education and involvement with the children was necessary to ensure the development of good character, self-discipline and good socialization processes, the programs and facilities which would have helped were not in place for them. Instead, they were left with time on their hands to hang out in the wrong places and free to pursue criminal as well as antisocial activities.

For the residents of the community who have endured the results of this behavior (and still do), the last decade has been a nightmare. They have witnessed the destruction of their community, their houses broken into, burglarized, vandalized, in instances set afire, graffitied, and their once peaceful life lost. They have had to watch as children, motivated by the need for drugs, alcohol and excitement rendered a community helpless and unable to protect itself against an onslaught of such violent behavior. In one recreation center, where groups of youth congregated, unsupervised, with no structured program or activities, the behavior ultimately became destructive and violent to the point of where it became necessary to close the center to them. To this day, it remains closed to them. Is it any wonder then, that many of the residents feel that the community is losing the war to its youth and that adolescents are moving in the wrong direction? Or, is it any wonder that ordinary people are living in fear behind closed doors and alarm systems. Indeed, the trend of many communities is to wall themselves off or gate themselves in - drastic measures for a drastic situation.

How then does our community begin to implement a meaningful and permanent solution to these problems? How does a community ensure that the vast majority of its law abiding and productive citizens are neither lost nor overlooked in the process and are afforded the opportunity to grow in healthy and satisfying ways? The answer appears to be twofold. It seems to lie in how well a community can bring together and utilize all of the resources at its disposal, i.e., people, programs and facilities and, also, how well government provides for the construction and maintenance of good facilities and programs. They must work hand-in-hand.

For teens, there should be facilities and supervised programs that would ensure consistent participation in physical and social growth, such as dances, outings, etc. For adults, facilities for sports and recreation such as boating, fishing, are needed to diffuse the stresses and tensions of everyday life and to replenish the body and mind. Seniors require activities and programs that will provide participation in family and community life.

Finally, we come to the obligation of government toward the community. It is the government's obligation to help correct community problems. The question is, does government understand the frustrations experienced in our neglected communities?

**Existing Parks** - The Tri-Hamlet area is fortunate in having approximately 7500 acres of federal, state, county and town open spaces. They include: South Haven County Park (1338 acres), Wertheim National Wildlife Refuge (2300 acres), Smith Point Marina (168 acres) and County Park (2295 acres), New York State Conservation Area (90 acres), Brookhaven's Manor of St. George (113 acres) and The William Floyd Estate and Fire Island National Seashore (2335 acres). These are limited use facilities, have entrance fees and do not provide neighborhood recreation. The Mastic Beach Property Owners own 30 waterfront acres between Jones Neck Creek and the William Floyd Estate. The limited amount of Town-owned land and the facilities are shown on Table 16.

**Table 16  
Town Owned Park Land**

<b>Site Number*</b>	<b>Acres</b>	<b>Improvements</b>
158	2.300	None
159	2.020	None
160	.680	None
161	1.192	Building, 50 parking spaces, fence, backboards
162	.090	None
164	1.290	None
165	2.020	None
166	1.090	None
196	6.380	Play area and shelter, ice skating and basketball, Little League field, slow pitch (lighted), sanitary facilities and storage
198	.520	None
199	2.580	None (sand and reeds)
200	1.060	None
201	1.710	Wood dock
202	10.000	Indoor pool, parking
203	1.510	Beach, 44 parking, sanitary facilities, fence
204	.260	Bulkhead, mooring berths, water and electric, concrete launching ramps, floating docks, 108 parking
Ziegler Park	• •	Two informal and three formal baseball fields one lighted
<b>Total</b>	<b>33.612</b>	

\* See Plate 3

• • Ziegler Park is on the airport property

The three communities are served by two neighborhood parks, a community center and some specialized recreation such as a swimming pool and boat launching facilities. The small parcels are all unimproved. Based on national recreation standards, a community of 47,000 persons should have 235 acres of active recreation and a similar amount of large open space. While these "standards" are rarely reached, these three communities have only 15 percent of recommended space (mostly undeveloped). Despite the 8,639 acres of large parks, they do not serve local needs. This deficiency in active recreation space occurs throughout the Town. Town wide, only 20 percent of the recommended standard (developed) is met.

**Park Categories** - The first step in park planning is to identify the clientele to be served. The population of the three-hamlet area ranges from toddlers to senior citizens. Four levels of park users are identified as follows:

- Level I - Toddlers and children
- Level II - Preteen and teens
- Level III - Adults
- Level IV - Seniors

The task then becomes one of determining what is required in terms of development or programming to meet the needs of each age category. In general, six broad categories would cover most contingencies. They are:

1. The need to develop new facilities.
2. The need to rebuild and refurbish existing facilities
3. The need to increase and bring to life underutilized facilities
4. The need to police, secure, protect and maintain facilities from decline, ruin, vandalization and neglect.
5. The need to establish and organize programs within facilities and outdoors.
6. The need to staff and supervise all organized programs.

**Recommendations** - Nine specific projects were identified that would satisfy the objections of providing a comprehensive parks and recreation segment of the three-hamlet plan.

### **Project 1 - Area Pocket Parks**

- Level I - Toddlers and children
- Level III - Adults
- Level IV - Seniors

There is a need for a series of area "pocket parks" accessible within a short radius to parents (grandparents or seniors) of toddlers and children, where the atmosphere would permit safe playing and recreation under the watchful eye of the adults. These pocket parks should be established near ballfields and sports facilities (such as the airport ballfields) to encourage family participation and activity.

One of these areas used to compare the selection and implementation of area pocket parks was the North Shore of Brookhaven Town. It was noted that within this area of 15 square miles, 20 Brookhaven Town playground parks were identified and their locations (Centereach, Coram, Port Jefferson Station, Ronkonkoma, Selden, Terryville and South Setauket). In the Tri-Hamlet area with a population of perhaps between 30,000 to 40,000 people, only two were identified (Washington Avenue Park in Mastic Beach and Shirley Beach Park in Shirley). The north shore pocket parks are run by and very well maintained by Brookhaven Town.

The key central feature of the North Shore area pocket park is one playground per square mile. The inequities in relation to the Tri-Hamlet area are obvious. It is therefore recommended that the Town implement a program to identify and locate either Town-owned property or private property (acquired outright or through transfer of development rights) and to implement the development and equipping of these parks within a given radius, similar to the North Shore. We also request all parks be made handicapped accessible.

### **Project 2 - Mastic Beach Playground Park**

- Level I - Toddlers and children
- Level III - Adults
- Level IV - Seniors

A playground park should be established in the heart of Town, which could be utilized by parents and children coming into the Town to shop or use other services. This particular playground park could possibly be located on the corner of Mastic Road

and Neighborhood Road and equipped with:

- . Several park benches surrounding a sand box area
- . Possible carrousel
- . Swings
- . Jungle gyms
- . Monkey bars
- . Horse shoe pits
- . Shuffle boards, etc.
- . Handicapped-accessible equipment

### **Project 3 - Shirley Beach Park Refurbishing**

Level I - Toddlers and children

Level III - Adults

Level IV - Seniors

Shirley Beach Park is slated to be refurbished and reoutfitted as a toddler and children's park. \$70,000 has been allocated in Community Development funds for rebuilding and reroofing the lifeguard house and bathrooms (also to be made totally handicapped accessible), for removing old deteriorating playground equipment and replacing it with modern up-to-date and safer playground equipment including swings, jungle jims, etc., permanent concrete park benches and new picnic equipment. More lighting will be installed as will some fencing where it is needed. The structures will be painted with graffiti proof paint and all facilities and activities will be made handicapped accessible.

It should be noted that Shirley Beach Park has a creeping erosion problem, which can be seen on the main beach itself. After almost every severe winter, the Town needs to resand the beach and fix the damage done by pounding waves which override the beach. To prevent the contiguous spread of erosion, the wetlands surrounding the beach to the north and south must be left in their natural vegetative state (declared "forever wild"). It is precisely this vegetation and its rooting system that holds the land in place and prevents erosion. The Town must set up a program of consistent maintenance and protection of the beach against vandalism and destruction. Abandonment and lack of permanent protection of the beach are two core central problems which, if the Town does not solve, will continue to generate overwhelming destructive problems at Shirley Beach (i.e., vandalizing of buildings, playground equipment and fencing, destruction of the roof of the lifeguard house, graffiti, sale of drugs, noise pollution (boom boxes), illicit sexual conduct, setting wetlands afire). The Town can no longer avoid this.

#### **Project 4 - Mastic Beach Recreation Center**

- Level I - Toddlers and children
- Level II - Preteen and teens
- Level III - Adults
- Level IV - Seniors

The need for youth as well as all others to participate in organized and supervised activity, to socialize, relate and participate in community life is very strong. There is a large vacuum in this area.

It is therefore recommended that the Town add on to the community center in Mastic Beach, creating a recreation center with the following characteristics:

1. The building should be aesthetically pleasing.
2. It should be large, airy, roomy and capable of accommodating all activities for preteen, teens, adults, and seniors.
3. It should be opened during the day as well as evenings, weekends, and when teen activities are needed.
4. It should be well staffed by professionals in desired areas.
5. It should offer organized and highly supervised activities.
6. It should be well marked and put out to the community for maximum usage. It should reach out to all residents.

It is further recommended that the Town purchase the private property next to the Town Community Center and use it to build the Recreation Center along with the adjacent Community Center.

The coordination of all youth services and youth programs is necessary. To avoid unnecessary duplication of services, a director should be chosen for this purpose. It is therefore proposed that a Director of Youth Services and Activities be appointed to work out of the Mastic Beach Recreation Center.

The Director of the Center should also oversee, organize and direct the large number of social and therapeutic programs for adults and seniors to be conducted at the Center.

Finally, all facilities and programs must be constructed with an emphasis on handicapped accessibility and ease of participation for all physically challenged people. Special programs to reach out to the physically challenged should be emphasized.

## **Project 5 - Sports Complex**

**Level II - Preteen and teens**

**Level III - Adults**

This is the crown jewel. This proposal would place a complete sports complex at the site of the present Highway Department yard next to William Floyd High School. This location also abuts the Town pool which is being administered by the Y.M.C.A. The benefit of placing the sports complex on this site is that the use of this particular parcel would tie together all of the educational and community facilities, so in effect, creating a central area of sports facilities, enveloped by educational facilities, such as William Floyd High School, Nathaniel Woodhull Elementary School, and William Paca Junior High School. The whole area would have the appearance of a university campus. It would look beautiful, and with the proper maintenance and care, would draw in large numbers of students and residents for maximum use.

Since ball fields and sports facilities are a high priority need in the area, and since demand on the existing facilities often exceeds the supply, and since there is often no room to accommodate all requests, the need to develop new facilities is clear. The Highway Department yard site is the perfect location for a sports complex. The complex should include basketball courts, baseball fields, handball courts, tennis courts, track, skating rink/deck hockey, and that lighting be provided for night activities.

It is also recommended that all of the indoor sports facilities at the existing schools be made available to the community, and that a comprehensive program for the usage of all sports facilities in the William Floyd School district be drawn up with respect to and include usage during non-school hours, at night, and on weekends. There should be a full program of activities as well and the staff necessary to insure the proper functioning of all these activities by the same. The Town should also provide a program coordinator for this indoor-outdoor sports complex, as well as a broad marketing program.

## **Project 6 - Development of Shirley Marina**

**Level I - Toddlers and children**

**Level II - Preteen and teens**

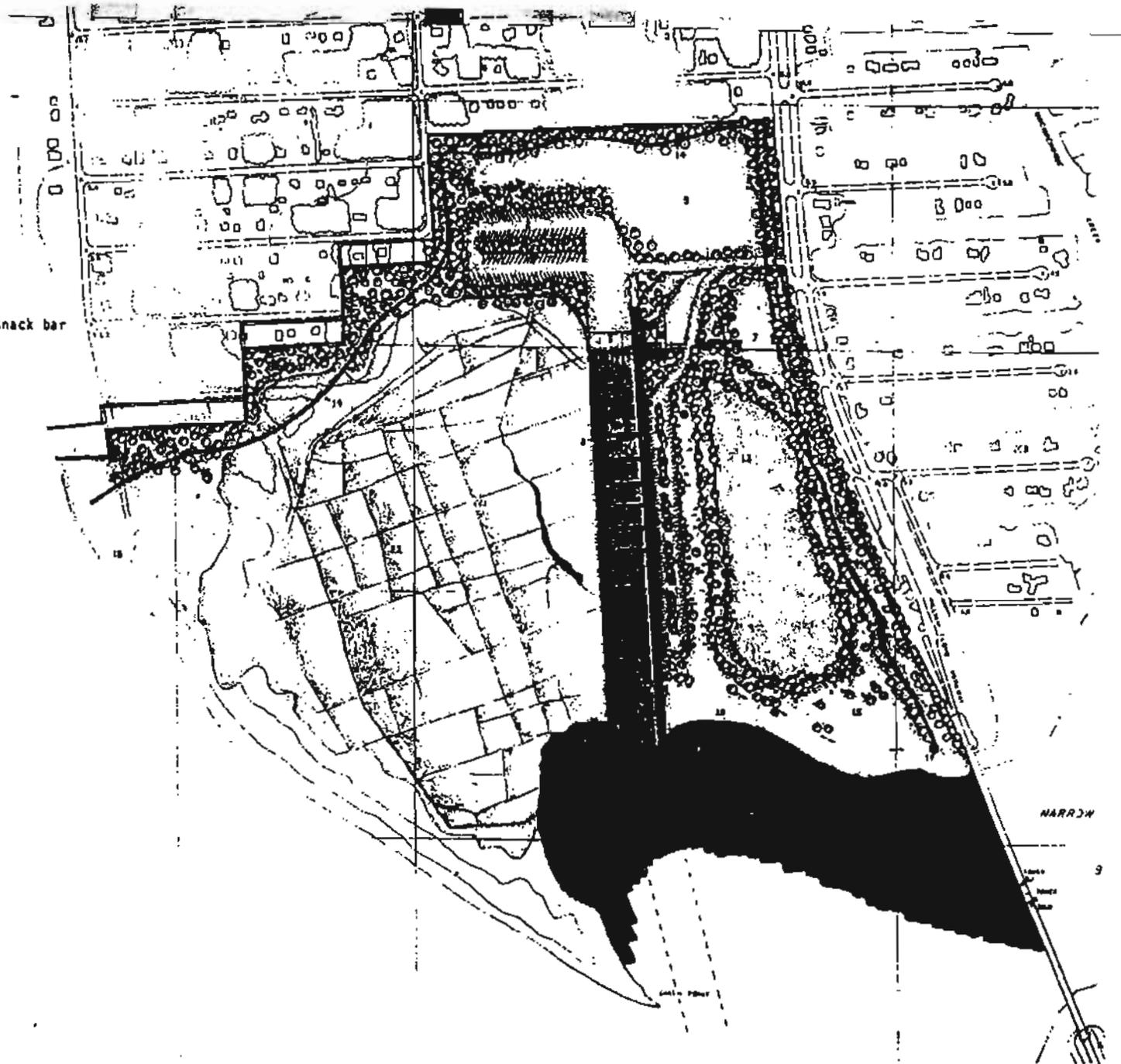
**Level III - Adults**

**Level IV - Seniors**

This is a comprehensive project to revive the plan for the development of the Shirley marina as was proposed in 1987. The completed plan called for the development of the following facilities at the site of the county park to include: (See Plate 4)

1. A cantilevered fishing pier off the Smith Point bridge with a small separate parking area.
2. Boat ramps and adjacent parking.

- 1 Fence with vegetation, encloses property
- 2 100 space parking lot for boat trailers
- 3 Multi-purpose open space, approx 10 acres
- 4 Entry with security / toll booth
- 5 Launch ramp
- 6 Service facility : offices, small storage, snack bar
- 7 Open space
- 8 Bulkhead
- 9 Docking finger with 16 slips
- 10 Dock
- 11 160 space automobile only parking lot
- 12 Vegetated buffer
- 13 Tern nesting area ( closed to public )
- 14 Walkway ( elevated in wetlands )
- 15 Open space / picnic area
- 16 Pumpout station
- 17 Pavilion ( typical )
- 18 Accessible shoreline
- 19 Gazebo
- 20 Fishing pier
- 21 Dredged channel
- 27 Existing wetlands ( closed to public )



## POSSIBLE DEVELOPMENT SMITH POINT MARINA

3. Reconstructed bulkheading and dockage for approximately 80-100 boats with an adjoining parking area.
4. Two baseball fields and two soccer fields.
5. A jogging/exercise trail running throughout the property.
6. A boardwalk or walkway through the wetlands out to Smith Point Beach.
7. Perimeter fencing, entrance gate and buffering.
8. A two-story ranger station.
9. Appropriate landscaping improvements.
10. A marine gas pumping area.
11. Picnic area.
12. All facilities and equipment to be handicapped accessible.
13. Pump out station.

The essential feature of this plan is a delicate balance between land usage and the environment. The number of facilities in the plan as outlined above are completely adequate to maintain this balance. Consequently, two baseball fields and two soccer fields maintain this balance.

Since this project falls under the purview of the County, the county legislator should give full support to the project, and reintroduce the project to the Legislature for passage and funding.

The completion of the Shirley marina project is a high priority item. The 1987 proposal is beautiful in design and worth achieving. It will be a boon for the Tri-Hamlet area. Presently, the site of the marina is an eyesore, a dumping area, abused and neglected. This project should get immediate attention and results. (See Plate 4)

#### **Project 7 - Additional Ballfields at Brookhaven Airport and Area Pocket Parks**

Level I - Toddlers and children

Level II - Preteen and teens

Level III - Adults

Level IV - Seniors

There are presently four baseball fields located in the Brookhaven airport area. At peak times, these four ball fields are insufficient to meet the overwhelming demand for fields. There are no other facilities. The development of three additional baseball fields at the airport to help meet peak

demand is recommended.

**Project 8 - Improvement of Facilities at Smithpoint Park**

Level II - Preteen and teens

Level III - Adults

The Smithpoint Youth Project, which is going on its fourth year, is an extremely worthwhile and effective program for youth in the Tri-Hamlet area. Conducted during the summer months during peak hours at night, it affords teens from 13-21 an opportunity to participate in evening sports and recreational activities. For the coming summer, \$12,500 has been allocated to continue the youth project with consideration for expanding the project into the winter months. It has been proposed to use the facilities at William Floyd High School for the winter months.

With regard to the facilities at the park, the County is proposing to retain consultants to prepare a master plan. The County is further proposing to evaluate the recommendation of the consultants and submit a request for capital money to improve the facility. The County has indicated that they are committed to improving the youth area and will give those facilities high priority in their deliberations.

This plan also supports the proposal of the County to improve the total facility of Smithpoint Park, including the youth services site. Also, it recommends that the Town indicate to the County their support and enthusiasm for the completion of this project. The importance of this program in the overall plan to reduce antisocial youth activity cannot be over emphasized.

**Project 9 - Revitalization and Development of Marine Parks**

Level I - Toddlers and children

Level II - Preteen and teens

Level III - Adults

Level IV - Seniors

Nine specific recommendations are designed to provide an adequate access, usage and protection of the community's water heritage.

Home Creek - This is a three-acre site at the end of Oceanview Drive at Mastic Beach (Tax Parcel #0200-97730-1-1). It is recommended that the Town operate a ferry to Great Gun Beach on Fire Island for Brookhaven Town residents.

In addition, the Town should create a pocket park and swimming beach with stationary, concrete picnic tables and benches, a playground, and canoeing on the Creek.

Cranberry Drive - This existing dock and fishing pier should be repaired and maintained and extended further into the bay. It is important that the dock be accessible at high tide. Lighting would extend the recreational usage of the facility.

In addition, if the Town acquires parcel #0200-984.70-Block 1, Lot 8 it could be developed as a neighborhood pocket park.

Jefferson Drive - This property (Tax parcel #0200-982.10-06.00-040.000) should be acquired either by purchase or land swap for the purpose of refurbishing the existing fishing pier and creating a pocket park with permanent concrete picnic tables and benches, nature trail and a 9 hole golf course.

Floating Docks at Waterways Condominiums at Bay Point - Due to the bankruptcy of Bay Points Associates at Waterways and its failure to maintain its agreement with the Town of Brookhaven to provide access to water recreation, it is recommended that the floating docks at Bay Point be made available for use by Brookhaven Town residents and that the Town investigate the possibility of the recovery of any bonds or other moneys, and to make these moneys available to the Tri-Hamlet area for marine recreation and code enforcement personnel.

Underwater Lands - The Town of Brookhaven with the exception of the Mastic Beach Property Owners Marina #3 and part of Patterquash Creek owns the underwater lands and thus can regulate said lands. A 1993 report by the Town of Brookhaven's Division of Planning, Environment & Development recommended that the Town create safe zones for fish and crustaceans to breed.

There is extensive trapping on private property. (The traps are baited with broken up horseshoe crabs; very small blue crabs are sold; fishermen take all the eels and crabs in the traps.) A combination of staking and combing and other activities impact the bottom sediments and destroys the fish. Private and commercial fishermen trap striped bass. Forge River is an example of an important breeding ground and habitat that is being over-harvested. A commercial fishing permit is all that is required in order to do any of these activities. Massive harvesting techniques are in direct conflict with the spirit of NYDEC law and regulations. Balanced management is needed. Proper management would increase the species which helps the local economy. The area has been over-harvested. The continuation of current activities will result in a long-term loss of species and the breeding and habitat areas. In these efforts the community supports the creation of the Lons Creek Preserve as proposed by the Town of Brookhaven Conservation Advisory Committee.

It is also recommended that in order to encourage waterfront commercial endeavors, etc., the Town should ease some of the

restrictions by Town agencies and encourage New York State and Suffolk County to do likewise.

Preserved Lands - The most valuable resources in the community are the waterways and wetlands. For the most part, these sensitive lands have already been held in public ownership for a very long time. These lands include the Wertheim National Refuge, Southaven County Park, William Floyd Estate, the Manor of St. George, the County Marina property fronting on Bellport Bay and the John's Neck DEC property, not to mention all of the Fire Island National Seashore. There are, however, large areas of environmentally sensitive wetlands running along the shoreline of the Great South Bay which are currently held in private ownership, some of whom are currently in the application process to construct residential houses or subdivisions on these wetlands. Guard rails should be installed to prevent vehicles from encroaching into sensitive wetland areas.

For those properties which contain wetlands, the property owner should have the ability and the option to utilize the abandoned Suffolk County Land Swap Program, solely at the discretion of the property owner. The Land Swap Program should be reactivated, as there are currently approximately 80+ County-owned lots within the study area which are currently part of the County's Auction. However, the bureaucratic RED TAPE of the previous land swap program should be eliminated. The Town and/or county should work with and assist those land owners who wish to participate.

It must be noted that the Mastic Beach Property Owners Association does not support the public acquisition of wetland or other low-lying properties within their community. The Association has maintained these areas and strongly supports local control.

**Physically Challenged Accessibility** - The Committee recommended that the park projects be designed for the handicapped. Specifically it recommended:

Beaches: Beach accessibility is very difficult for persons using either a wheelchair, walkers or crutches; the loose sand and pebbles cause an uneven surface which makes this equipment become bogged down or unsafe. A solution to this would either obtain a special Beach Chair or make a ramp to the water. The Beach Chair is currently being used at Jones Beach and at Cedar Beach. This piece of equipment costs approximately \$5,000.00. A alternative would be to make a ramp of wood that extends from the parking areas down to the water's edge. The ramp should be approximately 4 feet wide, to give wheelchairs enough room to maneuver.

Playgrounds: Playground equipment and Jungle Gym equipment should be wheelchair accessible. There are sand tables which can be made high enough for wheelchairs to go under. Wheelchair swings are also available. Slides

can be erected so that the ladder portion is placed into the ground; wheelchairs, walkers and crutches can get to the top and then use the slide. Specialized equipment is available and can be incorporated into the general plan of the playground.

Another area that should be looked into is easier accessibility into park areas. Entrances should be wide enough for wheelchairs. The ground covering should be firm in order for wheelchairs, crutches and walkers to go across; loose sand and gravel cause wheelchairs to bog down and is unsafe for persons using crutches or walkers.

## Schools

**History** - The William Floyd School District opened its first building, the Moriches Grammar School, in 1925. In 1952, the William Floyd School opened and the Moriches School closed. By 1956, 33 classrooms had been added to the William Floyd School, and the Moriches Grammar School reopened. During this period all secondary level students attended Center Moriches High School. During the sixties, another elementary school was built, land was purchased, and the William Floyd High School was constructed. In 1967, the high school opened to grades 10 through 12. The school district experienced tremendous growth during the seventies, and by 1980 three more elementaries, and a middle school had been built. During this period, the district was forced to add temporary structures to the buildings due to a rapid increase in population; and in the late eighties, the school district acquired a forty-acre parcel behind the Tangier Smith Elementary School. Growth slowed during the eighties; however, the school population has continued to climb to its present enrollment of approximately 9500 students in grades K-12.

The William Floyd School District (32) has concentrated its school "plant" in one area of the community. Its four elementary schools (William Floyd, John S. Hobart, Nathan Woodhull, Tanger Smith), William Pica Junior High and William Floyd High School can all be found within an area bounded by Meadowmere Avenue, Madison Street, Mastic Road and Floyd Road. Generally, schools are distributed throughout a community enabling them to serve neighborhoods as meeting places and for recreation. Under those conditions, more students are able to walk to school. Recently the community has approved a bond issue for school additions. Long term, the district will continue to face increased enrollment as infilling occurs. Further, there is little opportunity to increase the tax base.

Two other school districts serve the Tri-Hamlet area; Longwood (12) serves the area north of Grove Street and west of Winters/Sleepy Hollow, and the South Manor District (21) serves the area to the north and east. Neither of these districts have schools within the area.

**Current Status** - The William Floyd School District has a current enrollment of approximately 9500 students housed in eight buildings, each with temporary structures attached to them. In 1993, a 30 million-dollar bond was passed by the taxpayers to provide for the removal of all temporary structures at all the elementary schools. To accomplish this, permanent brick and mortar additions are being added to each elementary building, and upon the completion, all temporary structures will be removed. In addition to this, the Kindergarten complex, which is currently composed of all temporary structures, will be removed and Kindergarten children will be attending the school serving their neighborhood, and will remain there through the fifth grade.

The school district is one of extremely low property wealth. This causes the district to be heavily dependent on aid from the State of New York. This fact as well as the low property values, causes the school district to experience some unique problems. The first and foremost problem is the fact that because taxes are based on property value, any slight increase in school spending causes an appreciable increase in school taxes. The school district has entered into a court battle demanding that the State alter their method of financing school districts which has been unsuccessful. The second serious problem of the school district is the significant transiency that occurs in the K-12 population. During the period of July 1-October 14, 1994, there were approximately 480 students entering the district, and 590 students who exited the district. This transiency causes the district to incur many expenses in the area of special education and psychological services.

**Future Planning** - In 1994, the taxpayers of the William Floyd School District approved a 40 million-dollar bond to improve the secondary schools of the district. This bond will provide for the expansion of the high school, and the removal of a temporary structure at the middle school. In addition to this, a new field-house and athletic fields will be built on the forty-acre parcel behind the Tangier Smith Elementary School.

Enrollment projections through the year 2003 show the district population increasing to approximately 10,500 students. It is the opinion of the school district administration that the district will need no further expansion to accommodate these students. These projections are based on the amount of buildable space left in the district with the current zoning. Should the Town of Brookhaven drastically alter the density of the current zoning regulations, the school district may be adversely affected. There is currently only one parcel of land that can seriously alter these statistics, and that is the 200+ acre parcel that adjoins the school's 40 acre parcel. Any increase in the density of this parcel must be closely reviewed with the school district to determine its effect.

## **Emergency Services**

**Fire Service** - The Tri-Hamlet area is served by five volunteer districts: Brookhaven, Manorville, Mastic, Mastic Beach and Ridge. Two limited access highways, the LIE and the Sunrise Highway, have presented service area problems and have resulted in facilities that otherwise may not have been needed. Manorville, Ridge and Brookhaven have facilities at the extremities of the districts. The community is well served by these volunteer fire departments.

**Ambulance Service** - The community is served by Manorville Community Ambulance, Inc., Mastic Ambulance Company, Mastic Beach Ambulance Company, and the Shirley Community Ambulance.

**Police Service** - The community strongly supports the creation of a 7th Precinct in the Tri-Hamlet area. It is the general consensus that more effective public safety actions are essential.

**Recommendations** - The following recommendations address current difficulties encountered by the fire and ambulance crews in coping with the access limitations created by the limited access highways and the Long Island Rail Road; and the need for enhanced police and public safety patrol and enforcement. The Town and County governments should coordinate efforts to implement this agenda.

1. Provide the 20% funding, over and above Federal grant money, for traffic light control devices.
2. Designate the middle lane of Montauk Highway as an emergency lane.
3. Create emergency turnaround areas on William Floyd Parkway for emergency vehicles (south of Beacon Road).
4. Widen various streets to provide emergency vehicles better access.
5. Request that the Long Island Rail Road train crews "key the gates" at the William Floyd Parkway crossing to ease the flow of traffic, especially for emergency vehicles.
6. Create a rear entrance to Brookhaven Memorial Hospital from County Road 101 thereby relieving the congestion over the Sunrise Highway bridge from the east.
7. Provide prior notification of any road closing, whether temporary or permanent.
8. Mandate that all properties display addresses with a minimum of three inch letters or numbers.
9. Post signs at major intersections advising the public to yield to flashing red, blue, and green lights as these colors signify a vehicle responding to an emergency.
10. Enforce fire zones, especially in shopping centers.
11. Mandate that all commercial buildings hook up to the Suffolk County Water supply, where available.
12. Add additional foot patrols throughout the hamlet area.
13. Station at least one Town of Brookhaven Code Enforcement officer at Great Gun Beach and Shirley Beach during the summer season (6:00 p.m. to 6:00 a.m.).

14. The following areas should be patrolled by Code Enforcement personnel on a regular basis: Cranberry Road dock, Forge River marina, Washington Avenue ballfield.

15. All codes pertaining to safety should be strictly enforced by all levels of government. The Tri-Hamlet community supports efforts to increase fines and/or imprisonment that the Town of Brookhaven feels is necessary in order to deter these types of violations.

16. All Fire and Ambulance Districts experiencing manpower shortages should consider sharing full-time personnel as is being done by the Ridge, Yaphank, Middle Island and Gordon Heights Districts.

17. The creation of Ambulance District Commissioners in the Town of Brookhaven has caused some confusion throughout the Town. It is recommended that the Commissioners' status, responsibilities, and authority be clarified.

## Transportation

**Highway Improvements** - All major road improvements are set forth by the Nassau-Suffolk Transportation Coordinating Committee in five year programs known as the Transportation Improvement Program (TIP). For the years 1994-1999 the following projects that affect the Tri-Hamlet area included in the TIP are:

- #OTO960      **County Road 80 (Montauk Highway)**  
Reconstruction to 4 lanes with center turning lane.  
Includes curbs, sidewalks, drainage, signalization.  
  
1995-96 \$530,000 Preliminary Engineering  
1998-99 \$1,040,000 Right-of-way acquisition  
Post 1999 \$6,041,000 Construction
- #SC5515      **CR 46**  
Reconstruction at Victory Avenue
- #SC5838      **Reconstruction of Smith Point Bridge**  
1994-95 \$500,000 Construction

However, there exist a number of other improvements, both major and minor, that are required in the area. At the State level, a service road on the south-side of the Sunrise Highway should be constructed. It is also desirable to provide a back entrance from the Sunrise Highway to Caldor's Shopping Center to relieve the congestion on Montauk Highway.

At the County and Town levels, two new roads should be constructed: an east-west connection at Lincoln Avenue from Mastic Road to the William Floyd Parkway and one additional north-south road between William Floyd Parkway and Barnes Road to improve access for the school population south of the railroad tracks that currently has minimal egress out of the area.

It is also recommended that all connector roads be brought up to a 50-foot width throughout the Tri-Hamlet area. For example, Mastic Road is too narrow and turning lanes at Knapp Road and Wavecrest Drive would relieve those intersections. In addition, the unpaved roads north of the Montauk Highway that are currently used by school buses should be paved, as well as the road to St. George Manor. Riveria Drive near the Mastic Beach Yacht Club should be elevated to avoid flooding.

Improvements in signage would also improve the safety and convenience of the road network. Larger street name signs should be more prominent on all the major roads. A business directory should be installed on the south side of William Floyd Parkway near Havenswood Road, designating the businesses, churches, and the William Floyd Estate. "No Parking" signs should be installed near the corners on Neighborhood Road in the business district. It is also recommended that pedestrian crossings should be marked in the Mastic Beach business district.

Off-street parking should be installed at the Mastic Beach Post Office to alleviate the existing dangerous condition, and at the Mastic Beach business district.

Designated bicycle lanes separating the car lanes and sidewalks should be established, including Neighborhood Road from William Floyd Parkway to the William Floyd Estate and the route on Patchogue Avenue to Northern Boulevard.

Additional sidewalks should be installed from the Montauk Highway to Neighborhood Road along William Floyd Parkway. Sidewalks should also be constructed on Havenwood Road from William Floyd Parkway to Neighborhood Road.

It is also important to improve highway maintenance service and cleanup and to strengthen code enforcement. All public roads should receive scheduled paving in addition to general maintenance. Parking across sidewalks and other abuses should receive stronger police action. In particular, overnight parking should be prohibited from December through March to ensure that snow removal can proceed unimpeded.

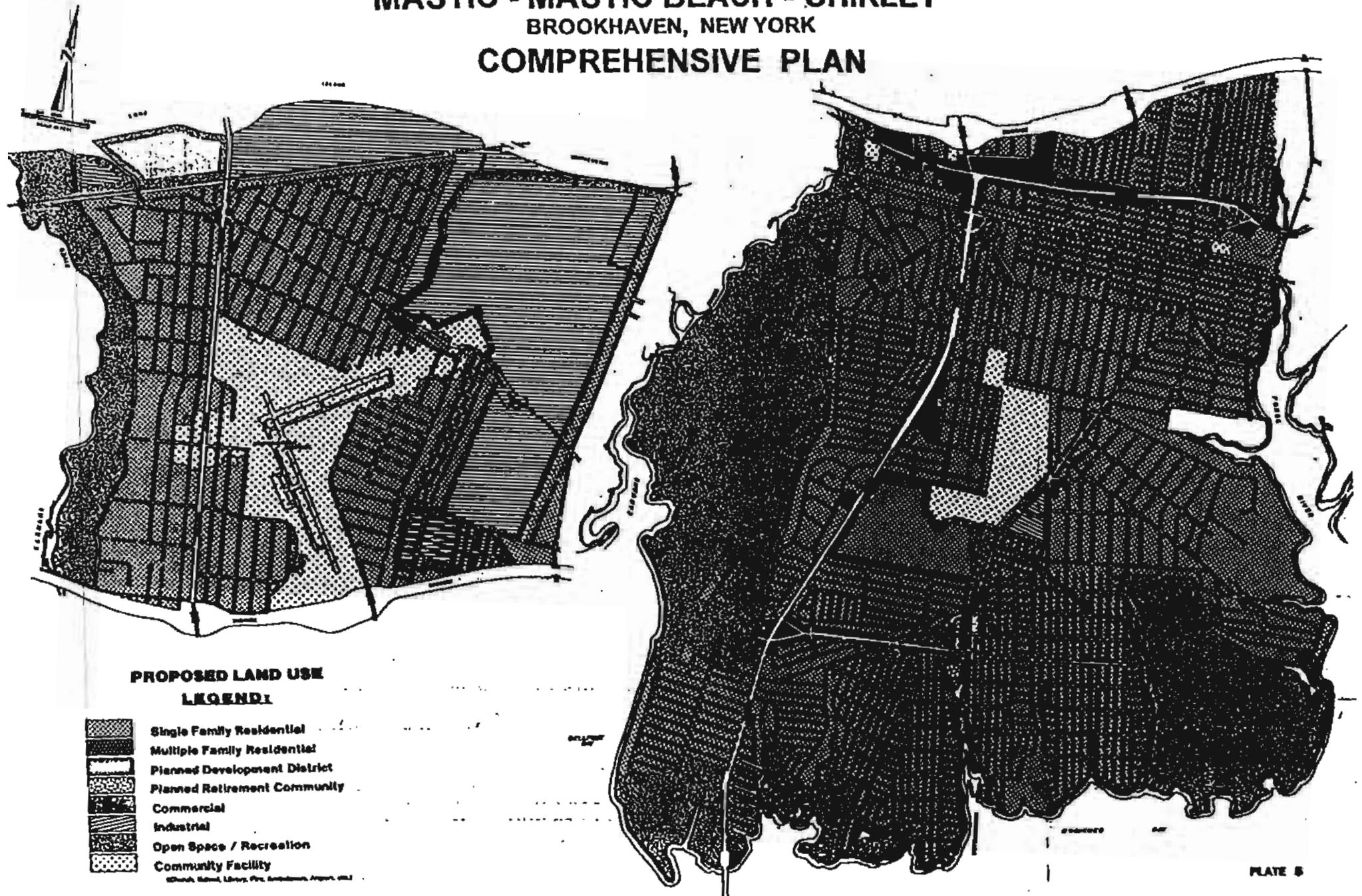
**Mass Transportation** - The Census reported the journey-to-work pattern by Tri-Hamlet residents. Eighty-three percent reported that they worked in Suffolk County. As expected, the "drive alone" represented the most popular choice with 15,175 trips. In addition, 2,742 persons chose to car pool. This represents 15.3 percent of the journey-to-work trips compared to Suffolk County with 10.6 percent. The use of public transportation is very small, but higher than many communities, with 318 reported using a bus, while 675 use the Long Island Rail Road. In 1991, the railroad reported 312 westbound Mastic-Shirley Station boardings. It is likely that some residents avail themselves of the electrified service at the Ronkonkoma Station and to a lesser degree, at Patchogue.

There is adequate service on the Long Island Rail Road with AM peak hour service to Penn Station at 0522, 0544, 0627, 0705, and 0744. Peak PM trains arrive at 1813, 19007, and 1939. Off-peak service is sparse, with few trains operating in either direction.

The Tri-Hamlet area is served reasonably well by Suffolk County Transit Monday through Saturday. The S-66 between Patchogue and Center Moriches traverses Montauk Highway and at four times during the day, serves the southerly portion of the community via William Floyd Parkway, Commack Road, Neighborhood Road, Mastic Beach Road and Mastic Road to Montauk Highway. There are two "loops" that serve the community. The 7D North Shirley Loop links the northern portion with the Shirley Mall, while the 7E serves the southern part. Two directional service begins around 0700 and ends around 1900. A bus schedule is needed to determine arrival and departure times at specific locations. The S-74 Beach Bus runs during July and August from the Smith Haven Mall to Smith Point Park via William Floyd Parkway.

Additional bus service along Mastic Road and Mastic Beach Road would be beneficial. In particular, the youth of the community do not have bus service to the various activity centers, i.e., schools, library, bowling alley, beach, Dowling College, shopping, etc. It would also be desirable to erect bus shelters at main stops to protect riders during inclement weather.

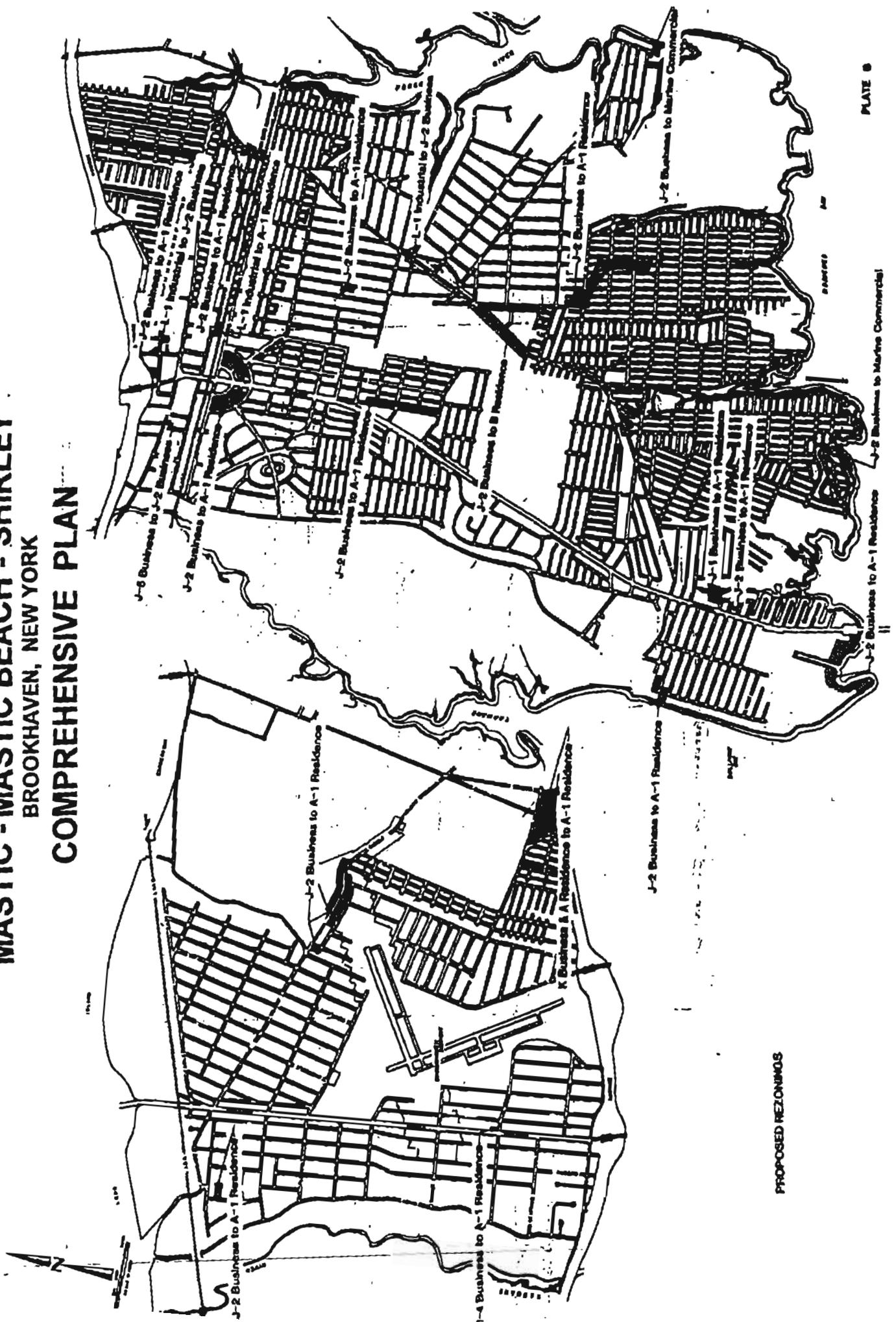
# MASTIC - MASTIC BEACH - SHIRLEY BROOKHAVEN, NEW YORK COMPREHENSIVE PLAN



## PROPOSED LAND USE LEGEND

-  Single Family Residential
  -  Multiple Family Residential
  -  Planned Development District
  -  Planned Retirement Community
  -  Commercial
  -  Industrial
  -  Open Space / Recreation
  -  Community Facility
- Church, School, Library, Fire, Ambulance, Airport, etc.

# MASTIC - MASTIC BEACH - SHIRLEY BROOKHAVEN, NEW YORK COMPREHENSIVE PLAN



PROPOSED REZONINGS



