

# Greater Bellport

South Country Communities



## Sustainable Community Plan

January 22, 2009



# Acknowledgments

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## 1) Introduction

Few ever get the rare opportunity to make a meaningful impact on their quality of life and the community in which they live. Yet when residents do come together, pushing up their shirtsleeves while working alongside elected officials, they can make terrific progress. During the past two years, this effort came to life in Greater Bellport, an area that encompasses all or part of the Hamlets of North Bellport, Hagerman, East Patchogue, Bellport, and Brookhaven. With significant support from elected officials such as Councilwoman Connie Keper and County Legislator Kate Browning, the community has already achieved important successes. Greater Bellport is making strides toward lasting improvements: streetscape enhancements, protection from absentee landlords, and park improvements that will benefit all of Greater Bellport.

The Greater Bellport Coalition assumed a lead role in guiding this project, ensuring that the community always has a voice in the decisions that affect their lives. Coalition members spent hours identifying the strategies outlined in this document as well as striving to quickly bring them to fruition. In a short period they have achieved significant accomplishments. The Coalition and the greater community's continued participation, along with that of elected and municipal officials, is essential to the long-term goal of creating a sustainable Greater Bellport.

“Sustainability” is a much used and rarely understood term. In Greater Bellport it can mean the creation of a community that is healthy in every way: economically, environmentally, socially, and governmentally. These core elements make up the world in which we live, and must be understood to be one cohesive whole. Efforts to address the economy will impact the environment, government, and social issues either positively or negatively. By engaging the community and creating a sustainable community, we aim to ensure that the community has input into those changes and that there is a balanced positive impact on all four segments of society. For example, creating living-wage jobs should not lead to businesses that degrade the environment in which employees not only work, but also live.

It has been said that change is inevitable<sup>1</sup>; this is especially true in communities. The question then becomes who is going to guide that change. The creation of a Sustainable Community Plan forms the foundation for guiding change to ensure it is responsive and beneficial to the residents of Greater Bellport. Chapter 2 provides a plan summary, highlighting goals and implementation strategies for Bellport's housing, commercial center, public safety, recreation, transportation, walkability, beautification, and government. Chapter 3 examines environmental, social equity, and economic conditions. Chapter 4 delves into community building and the visioning process. Chapter 5 illustrates community goals. Chapter 6 presents implementation strategies, organized by economic, environmental, social and governmental aspects of sustainability. Chapter 7 features an overview matrix of the action plan.

The strategies in this plan are grouped by community goals but should not be viewed as isolated from other strategies in different sections; they are all designed to work together to create a holistic positive change for the Greater Bellport community. Many changes are already underway, such as park improvements, beautification of corridors, safety improvements, and ongoing communication with Town and County officials. The strategies vary in implementation timeframe; some will happen in months while many will take years, even decades, to achieve fruition. This plan is a fluid document, adaptable to the changing needs of the community, and identifying projects to be implemented over various timelines, from six months to 30 years.

<sup>1</sup> Benjamin Disraeli

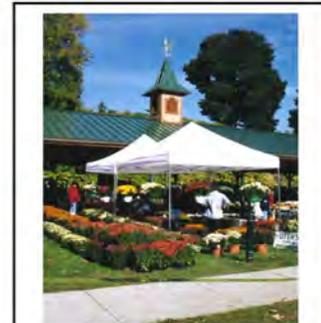
2. Executive Plan Summary

**2) Executive Plan Summary**

**GOALS AND PRIORITIES**

**ATTRACT COMMERCIAL BUSINESSES TO A HAMLET CENTER**

- ❑ Develop commercial buildings on vacant lots along Montauk Highway, Station Road, and Atlantic Avenue.
- ❑ Create a mixed-use hamlet center at the intersection of Montauk Highway and Station Road stretching west OR south of the Bellport train station.
- ❑ Develop mixed-use buildings along Montauk Highway, Station Road, and Atlantic Avenue.
- ❑ Create a local chamber of commerce.
- ❑ Encourage local business ownership.
- ❑ Attract new businesses to Greater Bellport. Some of the many suggestions included: restaurants and ethnic oriented shops as well as a bank, supermarket, Starbucks, recording studio, movie theater, mall, arcade, dance studio, deli, catering hall, and pizza parlor, among others



A farmers market will locate at Bellport Station Transit Village or Robert Rowley Park (variance required).

The **HAMLET CENTER** will become a *downtown* for Greater Bellport, featuring restaurants, art galleries, coffee shops and other businesses. A healthy mix of chain stores will help draw people to the Montauk Highway and Atlantic Avenue area where local businesses will populate mixed-use buildings.



Public spaces and plazas integrated into building designs



Street façade with storefronts under offices and residential units



Outdoor seating at restaurants, coffee shops, and other local businesses





Office buildings with ground-floor retail surround a public plaza at the train and bus stations.



Two-family homes designed to look like large single-family homes will help diversify housing styles and prices.

Attached mixed-income condos and rental apartments take advantage of accessibility to the train station and other nearby assets.

Live/work spaces on Station Road enable artists to live in the second or third floors and maintain galleries or studio space on the ground floor.

**IMPLEMENTATION STRATEGIES**

**COMMERCIAL CENTER**

- Develop a Greater Bellport Hamlet Center
- Brand the Town Center to Attract Regional Consumers
- Commission a Study to Explore Sanitary Treatment and Resolutions
- Create the “Bellport Station Transit Village,” a Transit-Oriented Development District

- The town and Greater Bellport Coalition should partner and apply for a Brownfield Opportunity Area Grant
- Assemble Land Targeted for Redevelopment and Release Requests for Proposals for Private Development
- Issue General Property Recommendations
- Create a Low-Intensity Commercial Gateway along Station Road
- Target New Business Growth that is Consistent with Market Analysis
- Expand the Empire Zone to Include Properties South of Sunrise Highway

- Implement the Industrial/Commercial Incentives Plan in the Hamlet Center
- Apply to the State to Designate Greater Bellport, a Banking Development District
- Partner with the Bellport Chamber of Commerce to Expand within Greater Bellport
- Create the Bellport Resident Local Business Savings Program
- Establish a Bellport Farmers Market

**GOALS AND PRIORITIES**

**DEVELOP A RANGE OF HOUSING OPTIONS IN UNDEVELOPED PARTS OF THE COMMUNITY**

- Develop mixed-use buildings with housing above retail stores.
- Develop housing in the undeveloped areas in the center of the community, especially south of BOCES and near Robert Rowley Park.
- Develop condos and coops in the Hamlet Center area.
- Develop vacant single-family lots throughout the community.
- Develop a range of housing types (condo, townhouse, apartment) and income levels.
- Develop rental housing.
- Create homeownership education.

Single-family housing with rental accessory units will help control costs and provide badly needed rental housing while also encouraging home ownership.



Two-family homes will help to diversify housing options and lower market prices. These homes create a transition from higher density residential to the south and single-family homes to the north.



**IMPLEMENTATION STRATEGIES**

**HOUSING**

- Develop a Range of Multi-family Housing Opportunities (Diverse styles and income levels, including condos [ownership], apartments [rentals], and two-family units)
  - BOCES Corridor
  - Bellport Station Transit Village
  - Doane Avenue (south)
- Require all Multi-family Housing to Incorporate 20% Affordable Units
- Consolidate Parcels and Develop Market Rate Single-family Housing with Accessory Units
- Create Live/Work Spaces Targeting Local Artists

Three-story housing units near Robert Rowley Park will increase safety and usage. These developments will be patterned after Copper Beach in the Village of Patchogue (pictured below).



**GOALS AND PRIORITIES**

**ADDRESS THE CRIME ISSUE AND CREATE A SAFE COMMUNITY**

- ❑ Increase the number of police patrol cars in the community as well as bike and foot patrols.
- ❑ Improve lighting on streets and at public locations such as parks.
- ❑ Ensure that streets and buildings have the appropriate signage, and that they are readable.
- ❑ Move the 5<sup>th</sup> Precinct police station or a sub-station to the train station.
- ❑ Clear brush from overgrown areas frequently to enhance visibility, and maintain landscaping that promotes visibility.
- ❑ Institute a community watch program
- ❑ Install security cameras at specific points in the community to deter criminal activity

**IMPLEMENTATION STRATEGIES**

**PUBLIC SAFETY**

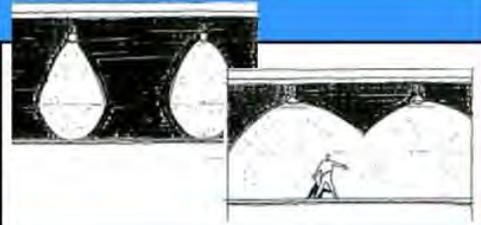
- Institute Community Policing Standards/Enhance COPE
- Increase the Number of Police Officers in Greater Bellport
- Expand the Community Watch Program
- Institute CPTED Requirements
- Maintain Street Lights in Good Working Order
- Install Security Cameras in Prime Locations Throughout the Community



**CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN STANDARDS**

**NATURAL SURVEILLANCE**

“Criminals do not like to be observed.” Maximize visibility of people and “eyes on the street.” Doors and windows should face the streets and parking areas. Incorporate adequate pedestrian-oriented and nighttime lighting, as well as pedestrian-friendly sidewalks, streets, front porches, and public spaces.



**TERRITORIAL REINFORCEMENT**

“People naturally protect a territory that they feel is their own, and have a certain respect for the territory of others.” Public and private spaces should be clearly defined using landscaping, pavement designs, gateway treatments, and fences.



**NATURAL ACCESS CONTROL**

Design streets, sidewalks, building entrances and neighborhood gateways to clearly indicate public routes and discourage access to private areas with structural elements. Defined spaces must not discourage use by people belonging in that space. Effective tools include attractive fencing, lighting, landscaping, signage, and paving.



**TARGET HARDENING OR MAINTENANCE and MANAGEMENT**

“The maintenance and the ‘image’ of an area can have a major impact on whether it will be targeted.” A strong sense of pride or communal identity deters crime by locals and outsiders.



**GOALS AND PRIORITIES**

**CREATE A RANGE OF RECREATIONAL OPPORTUNITIES IN THE COMMUNITY**

- ❑ Develop a community recreation center in addition to the Boys and Girls Club.
- ❑ Develop a greenway system or parks throughout the community and between Montauk Highway and the railroad tracks.
- ❑ Expand and renovate existing parks, especially Robert Rowley Park.
- ❑ Create recreational access to the waterfront.
- ❑ Develop pocket parks and other new parks throughout the community.
- ❑ Develop a gymnasium and public pool.
- ❑ Develop a senior center.

**IMPLEMENTATION STRATEGIES**

**RECREATION**

- Expand and Improve Robert Rowley Park
- Expand and Improve Martha Avenue Park
- Designate Environmental Protection Districts and Sterilize Land (Transferring Development Rights)
- Create the Bellport Greenway
- New Parks: Create the Bellport Promenade Linear Park
- New Parks: Pocket Parks
- New Parks: Brookhaven Avenue Park
- Form a Boys and Girls Club Public Agreement
- Develop a Multi-purpose Multi-generational Center
- Create Access to the Waterfront from Greater Bellport
- Form an Agreement with the Village of Bellport to Provide Greater Bellport Residents Access to the Marina and Beaches



The Bellport Promenade will draw people to the downtown, enhance walkability, connect the Bellport Greenway, and provide a buffer from the railroad tracks.



**Robert Rowley Park Amenities:**

- Enlarged playground and tot lot
- Community plaza
- Spray park
- Terraced amphitheater Multipurpose fields
- Baseball diamond
- Full-size basketball courts
- Picnic areas
- Cultural facilities (such as a permanent home for the local youth boxing club)

**Pocket Parks to be developed:**

- Horseshoe Park
- Memorial Garden to serve as a public tribute to victims of violence
- Veterans Memorial Park
- Park honoring student achievement in academics or athletics
- Community Gardens

**GOALS AND PRIORITIES**

**ENHANCE PUBLIC TRANSIT OPTIONS, SAFETY, AND STREET CONNECTIONS**

- Connect the defined street grid in the center of the community to eliminate large tracts of open space and prevent frequent “dead ends” that encourage criminal activity.
- Increase and enhance public transit service to encourage use.
- Increase the number of bus stops in the community and add shelters near busy locations.
- Install curbs along all developed streets to define the street from private property.
- Develop municipal parking lots near the Hamlet Center.
- Improve Americans with Disabilities Act compliance access on sidewalks and streets and to buildings.
- Complete Sunrise Highway service roads.
- Increase safety on all roads.
- Limit the number of curb cuts on streets to increase safety.

**Priority Street Grid Connections**

*Public Investment:*

- **Patchogue Avenue** from Bourdois Avenue to Hoffman Avenue
- Improved **off ramp** at Sunrise Highway east and Highway 101 to culminate in an intersection with Martha Avenue or Dunton Avenue
- **North and South Service Roads** of Sunrise Highway
- **Arthur Avenue/Cemetery Road/Westminster Avenue** from Montauk Highway to the Sunrise Highway South Service Road
- **New road** from Montauk Highway to the Sunrise Highway South Service Road that goes east of HELP Suffolk intersecting with Brookhaven Avenue

*Private Investment:*

- **Hampton Avenue** from Bourdois Avenue to Hoffman Avenue
- **Louise Avenue** from Provost Avenue to Doane Avenue
- **Michigan Avenue** from Patchogue Avenue to Atlantic
- **Davidson Avenue** from Atlantic Avenue to Louise Avenue
- **Hampton Avenue** and Louise Avenue between Sherger Avenue and Narragansett Avenue
- **Martha Avenue** in multiple locations 3
- **Beaver Dam Road** west into the Bellport Station Transit Village

Development around the train station will help increase demand and eventually service. Both trains and buses currently run too infrequently to be reliable for commuters.



**IMPLEMENTATION STRATEGIES**

**TRANSPORTATION**

- Improve Train Service
- Improve Bus Service and Routes
- Connect the Street Grid
- Institute On-Street Parking and Municipal Lots in Targeted Locations



Increased bus service, added shelters and an express bus from the train station to the Village of Patchogue and Ronkonkoma will increase commuter demand and accessibility within Greater Bellport





“Bulbouts extend the sidewalk into the street to provide safer passage for pedestrians and to slow down vehicular traffic. They also create the opportunity to institute a secure parking lane in appropriate areas.

**IMPLEMENTATION STRATEGIES**

**WALKABILITY**

- Install Sidewalks and Traffic-calming Elements at Targeted Locations
- Require Sidewalks and Curbs with all new Development and Initiate Construction in Developed Areas



Electronic speed limit signs tell drivers when they are going over the speed limit and are very effective in school zones and downtown corridors.

**GOALS AND PRIORITIES**

**ENHANCE THE ABILITY TO WALK EVERYWHERE WITHIN THE COMMUNITY**

- Install sidewalks (and curbs) on all developed streets in the community, including those that pass undeveloped areas.
- Create bike and walking paths in open space areas and throughout the community, linking to parks and businesses.
- Enhance general walkability within the community and create assets within walking distance of homes, such as a grocery store, restaurants, shopping, recreation, and offices



Raised intersections function similar to speed bumps but are appropriate for higher speed roads and also enhance pedestrian crossings.

*Locations of Improvements*

**Sidewalks (only priority areas listed)**

- All routes to schools

**Textured Crosswalks and Bulbouts (space permitting)**

- Every intersection along Montauk Highway and Atlantic Avenue in the Hamlet Center
- Station Road at Martha Avenue, Brookhaven Avenue, Beaver Dam, and Association Road.
- Montauk Highway at Dunton Avenue

**Raised Intersections**

- Dunton Avenue at Patchogue Avenue
- Patchogue Avenue at Davidson Avenue
- Brookhaven Avenue and Bellport Avenue
- Martha Avenue at Walker Avenue
- Atlantic Avenue at Bayview Avenue



Entry boulevards and gateways will help draw people to the Hamlet Center, create a more hospitable environment, and increase local pride. Station Road will serve as the major gateway into the community.

Design Guidelines, streetscape improvements, and landscaping will make the Hamlet Center a welcoming place that will draw people not only from Greater Bellport but from surrounding villages and around the Town.



**GOALS AND PRIORITIES**

**CREATE A BEAUTIFUL COMMUNITY THAT IS WELL MAINTAINED**

- Install landscaping along streets.
- Create a community-cleanup program to address weeds and litter on streets, sidewalks, and vacant properties.
- Prevent illegal dumping and improve trash collection.
- Remove brush to improve aesthetics.
- Establish design standards for architecture and landscaping.
- Beautify the overall community

**IMPLEMENTATION STRATEGIES**

**BEAUTIFICATION**

- Adopt and Enforce Architectural Design Guidelines
- Create Entry Boulevards with Streetscape Enhancements
- Create Gateway Entrances to Greater Bellport
- Create a Special Beautification District Honoring Downtown Hagerman
- Preserve and Develop the Urban Forest
- Create Keep Bellport Clean by Expanding Existing Community Cleanup Efforts
- Create an Anti-Graffiti Youth Corps

The location of the historic Hagerman Downtown will be highlighted by decorative light poles, flags, and landscaping, similar to that in the Hamlet Center, acknowledging the historic nature of that portion of Montauk Highway



*Improvements to these streets will include:*

- Landscaped medians using low-growing native plants along Montauk Highway and, space permitting, on portions of Station Road
- Enhanced larger sidewalks with coloration or texture variations in the Hamlet Center
- Decorative pedestrian lighting in the Hamlet Center and portions of Station Road near the Hamlet Center
- Promotional banners (hung on street light poles)
- Street trees
- Outdoor seating on larger sidewalks
- Decorative trash receptacles
- Street furniture
- Landscaping



Collaborations with the community will help expand and improve services offered by youth and educational institutions already present in the community, such as the school district, Boys and Girls Club, and BOCES



A community arts program will engage both adults and youth in learning activities and help beautify the community through public projects similar to the murals on buildings, walls, trash cans, and other locations often the target of graffiti or vandals.



**GOALS AND PRIORITIES**

**DEVELOP PRIDE IN GREATER BELLPORT AND PROVIDE SUPPORTIVE PROGRAMS**

- ❑ Develop a community center.
- ❑ Create new youth programs to give youth meaningful after-school activities.
- ❑ Generate a community newsletter to keep the public informed about local projects and events.
- ❑ Develop two new civic buildings: a library annex and post office.
- ❑ Launch job-training programs in partnership with the schools and BOCES.
- ❑ Form a teen club.
- ❑ Produce other community enhancement programs such as local classes, community trips, music program, and pride-building activities.
- ❑ Build a community of character.

**IMPLEMENTATION STRATEGIES**

**COMMUNITY**

- Enhance Local Job-Training Efforts
- Create a Nonprofit Youth Development Business
- Enhance After-School Programs
- Offer Counseling to School Children
- Support Clergy Meetings and Increase Their Impact
- Enhance Community Pride
- Design a Community Art Program with Schools
- Create Adult Education Programs
- Develop a Community Newsletter Through the GBC

Community events — including parades, fairs, and a Greater Bellport Day — are already common here. The community will hold additional events and attempt to involve even more residents.



**GOALS AND PRIORITIES**

**IMPROVE GOVERNMENT RESPONSIVENESS TO ISSUES IN THE COMMUNITY**

- Increase enforcement of properties not meeting code, and hire a code enforcement officer specifically for Bellport.
- Close down illegal businesses.
- Improve the maintenance and cleanliness of Town- and County-owned properties.
- Improve maintenance of infrastructure, especially streets and drainage issues.
- Change zoning code to reflect comments in other sections of this plan.

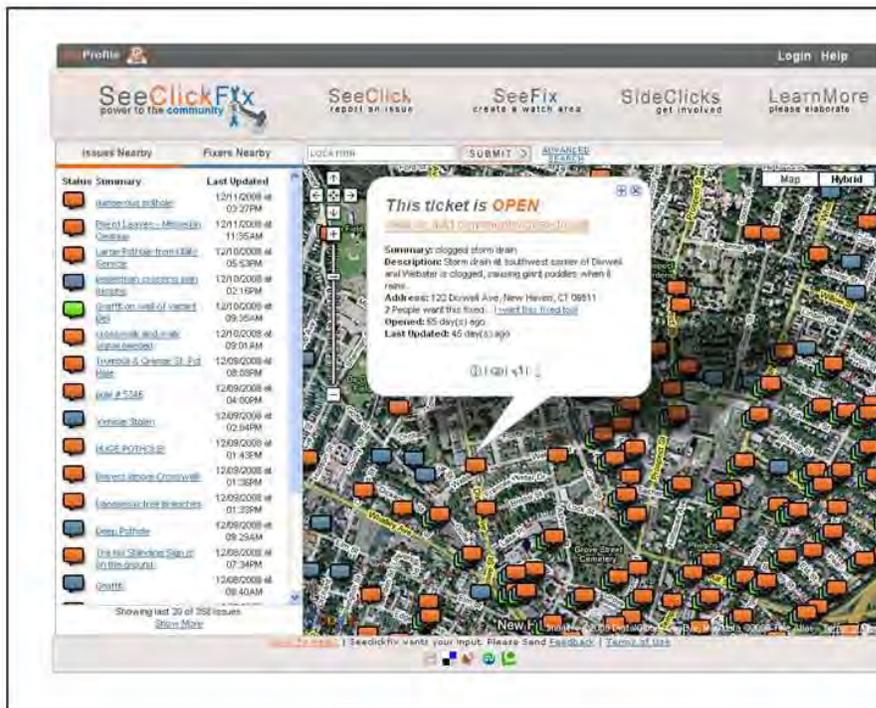
**IMPLEMENTATION STRATEGIES**

**GOVERNMENT**

- Improve Code Enforcement Efforts
- Increase Prescreening of Property Auction Participants
- Extend the Bellport Property Auction Ownership Law
- Develop a Sterilized Property Policy and Database
- Clear Property Regularly
- Launch Effort between the Coalition and Town to Track Enforcement and Safety Issues
- Create a Coalition Role in Development Review and Local Determination



Increased code enforcement efforts and improved maintenance of both Town- and County-owned properties will greatly enhance beauty, safety, and pride, and increase the value of nearby properties in Greater Bellport



The establishment of a SeeClickFix watch-area for Greater Bellport will allow residents and Coalition members to identify and publicly acknowledge nonemergency issues that need attention in the community.

It will provide easy access for municipal and elected officials to track progress in addressing the community's needs and allow every resident with access to a computer to do the same.

It will also help to identify "trouble areas" within the community.

## 3. Community Profile

### 3) Community Profile

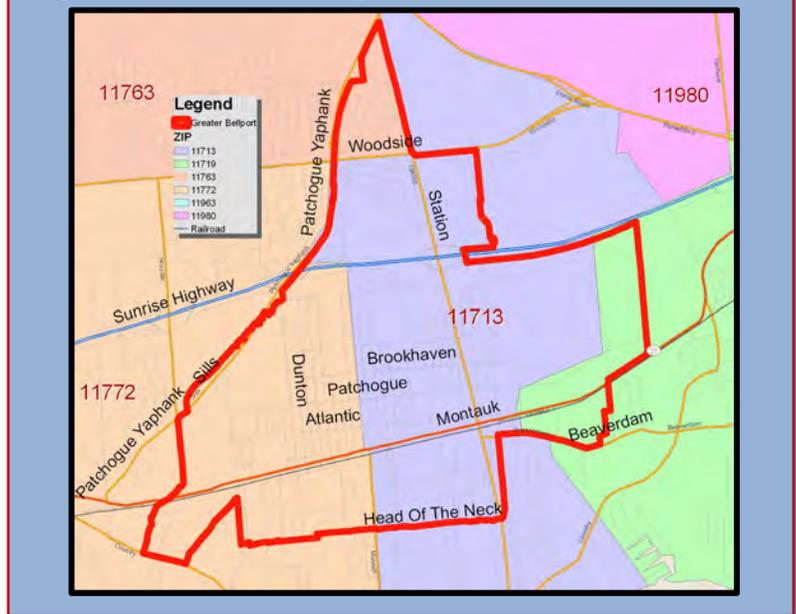
LOCATION

**GREATER BELLPORT STUDY AREA**

The Hamlet of Greater Bellport is located in the Town of Brookhaven in Suffolk County, New York. Approximately sixty miles east of New York City, it lies just south of the Long Island Expressway. Greater Bellport is a new definition of a conglomeration of hamlets that share a geographic location but historically have been referred to by a variety of names including North Bellport, Bellport, East Patchogue, Hagerman, and Pace Park (not including the Village of Bellport). Early on in the visioning process the community expressed interest in redefining themselves as one united hamlet called *Greater Bellport*.

The Greater Bellport Study Area includes all or part of postal codes 11713, 11963, 11980, 11772, and 11719. The official boundaries are Head-of-the-Neck Road to the south, Sills Road (County Road 101)/Mud Creek to the west, Beaver Dam Creek to the east, and the intersection of Sills Road/County Road 101 and Station Road to the north. These boundaries were chosen after careful deliberation between the Greater Bellport Coalition, Town of Brookhaven, Suffolk County, and Sustainable Long Island. All demographics within this document

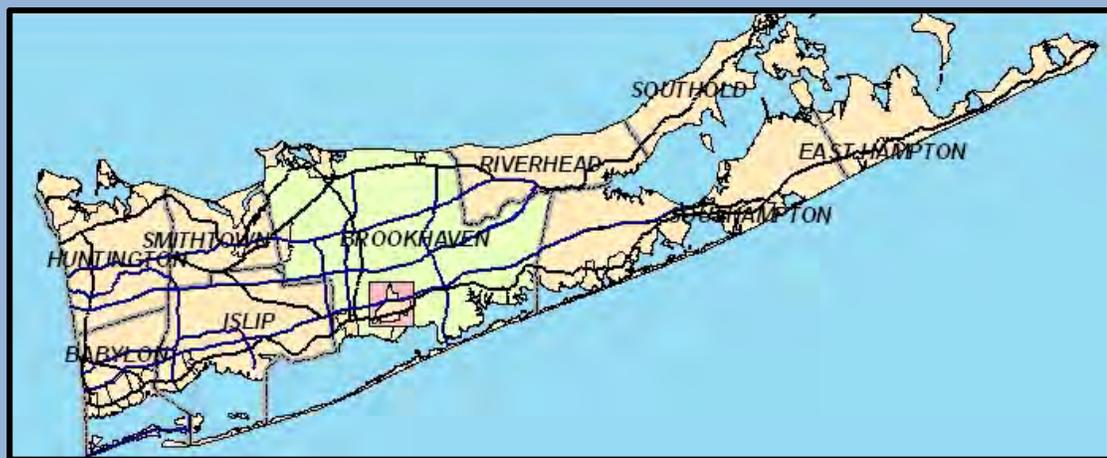
Figure 3.2: Greater Bellport Study Area (and Postal Codes)



correspond to the four U.S. Census tracts that most closely resemble the study area: 1591.02, 1591.03, 1591.06, and 1592.04.

Located directly to the south of Greater Bellport, the Village of Bellport has a rich and storied history as a summer haven on the South Shore. Bellport Village is an incorporated village that has its own governance structure and is completely autonomous from Greater Bellport with the exception of a shared post office (postal

Figure 3.1: Context Area



code 11713) and a few shared services, including the library and school district. The disparities between the Village and Greater Bellport are stark and frequent. The Village enjoys controlled access to Long Island’s south shore beaches, both the library and post office are located in the Village, and the thriving downtown corridor within the Village shares no resemblance to commercial offerings in Greater Bellport. Although geographically linked, the two areas are worlds apart.

While the Village thrives and maintains its own public safety force, the Hamlet of Greater Bellport lacks even the most basic necessities such as a full grocery store or bank. Although relations between the two districts are still favorable, tensions continue to increase with changing demographics and income disparity. Case in point: the Village decision to block waterfront access to non-residents, something that traditionally was available to North Bellport residents. The one asset Greater Bellport can claim is a stop on the Long Island Railroad’s Montauk branch. However, local residents often bypass this station for the next one in the Village of Patchogue to the west for various reasons described in detail in the Transportation section on pages 27 through 31.

**EXISTING ZONING**

The zoning classifications in Greater Bellport are predominantly Residence A-1 District, which permits one dwelling unit per acre (this is not consistent with actual build-out densities).<sup>2</sup> While single-family detached homes are the largest group of structures within the study area, there are commercially zoned corridors, particularly along Montauk Highway, Atlantic Avenue, and portions of Station Road.

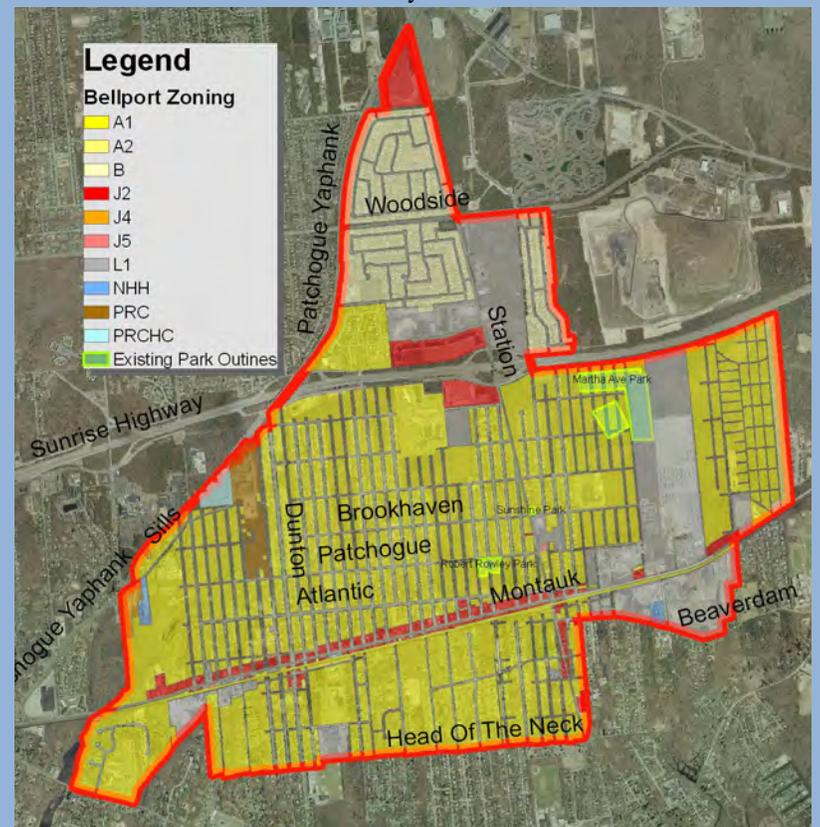
<sup>2</sup> Town of Brookhaven Zoning Code.

The current suburban zoning style in Greater Bellport prohibits the type of mixed-use buildings and mixed-use properties that are typical in successful hamlet centers and larger communities across Long Island. The Town has attempted to address this deficiency by creating a new Main Street Business District, J Business 6. This district encourages mixed-use development and the creation of Main Street corridors.

Historically, The Town of Brookhaven has favored the implementation of overlay districts versus outright zoning changes. Although generally less impactful than a full zoning change, the Hamlet Center and Transitional Overlay districts have the potential to significantly improve the character of future development and encourage the same type of mixed-use

**Figure 3.3: Greater Bellport Zoning Map**

**A1, A2, B** = Single Family Residential  
**J2, J4, J5** = Commercial **L1** = Light Industrial, **NHH** = Health Related,  
**PRC** =Planned retirement Community



development typical of successful downtown districts.

**PREVIOUS PLANNING**

Like Many Long Island communities, Greater Bellport grew through a largely organic process that lacked significant planning. The Brookhaven zoning code was adopted in 1937, paving the way for low-density development, which largely began in the 1950s.<sup>3</sup> In the last several decades, a number of plans were created for the Greater Bellport community, incorporating various excellent recommendations. Community members and the Town and County have all participated in these processes. This document incorporates a number of earlier recommendations, adapting them to ensure consistency with community input in 2007 and 2008.

As early as 1964, the North Bellport Taxpayers Association began highlighting the problems that stemmed from real estate speculation (home buyers that became absentee landlords).<sup>4</sup> In 1965 this issue galvanized a study commissioned by the Town of Brookhaven in which Edwin S. Voorhis & Son, Inc. recommended that the Town apply for federal assistance for an urban renewal program. It found that “[m]any of the causes of the housing problems which exist in the area today can be traced to...easy money

<sup>3</sup> Town of Brookhaven Zoning Code.

<sup>4</sup> New Directions Community-Based Research Institute, 2002. *Bellport Station. First Phase of “Learn By Doing” – A grassroots community-building initiative.* Report from the New Directions Community-Based Research Institute under Robert J. Mulvey, 353 Hempstead Avenue, Malverne, NY, 11565. Page 1.

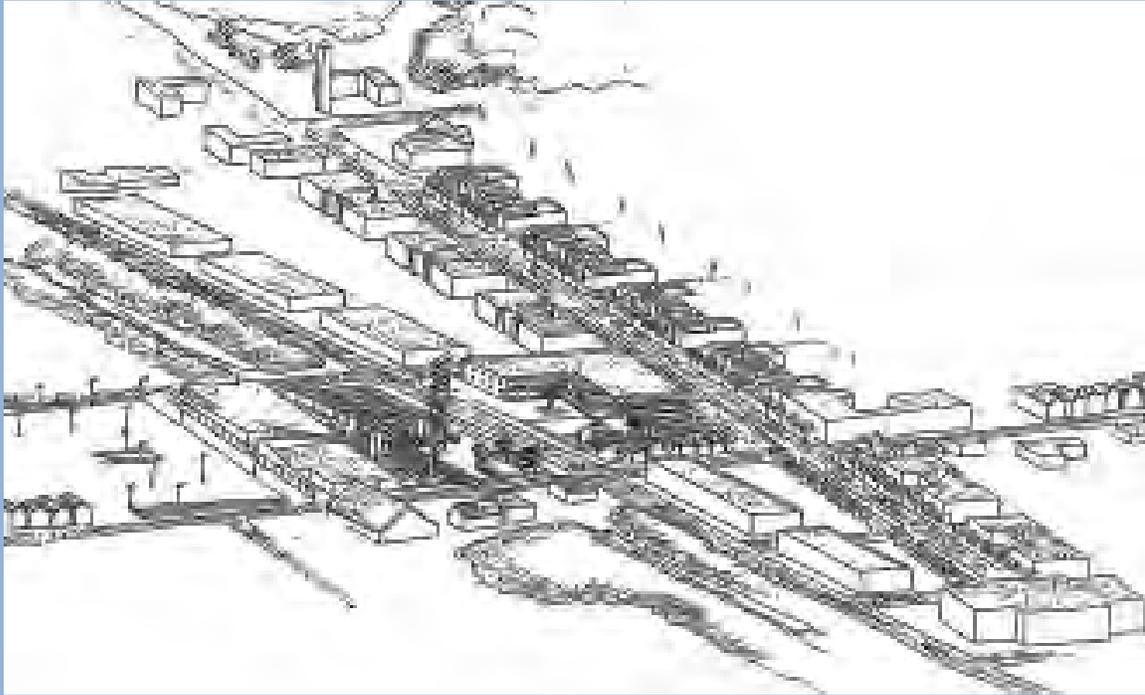
**Table 3.1: Previous Plan Recommendation Summary**

Enterprise Plan (1990)	
Build home ownership opportunities	Create a community center
Rehabilitate rental units	Establish school/business partnerships
Encourage local nonprofits to own and rent to local people	Institute a landscaping program
Hire an additional code enforcement officer at the Town	Hire teen-age clean-up crews
Privatize the removal of blighted buildings	Install sidewalks and street lighting
Increase police patrols through the Bellport Against Drugs program	Connect HELP Suffolk to Montauk Highway
Hire a community organizer	Improve access to services and transportation
Create gateways to the neighborhood	Encourage micro-enterprise
Create a task force involving the community, Town and County	Revitalize commercial areas
Use school facilities better	Develop a construction training program
New Directions “Bellport Station” Plan (2001)	
Create a dense mixed-use town center surrounding the railroad station	Turn Atlantic Avenue into Main Street with library and park surrounded by mixed-use residential
Redevelop vacant properties	Improve pedestrian access
Increase building code enforcement	Improve boundaries to create a sense of community

and mortgage terms...high unemployment rates caused by layoffs in local defense industries, and high commuting costs and transportation difficulties.”<sup>5</sup> It reacted to a series of community issues that continue to reverberate in today’s market. The urban renewal program never took shape.

<sup>5</sup> *Ibid.*

Figure 3.4: New Directions Plan – “Bellport Station”



### 3. Community Profile

It wasn't until 25 years later in 1990 that the Enterprise Foundation, under a contract with Suffolk County, completed a community study.<sup>6</sup> One of their major conclusions was that North Bellport (the focus of the study), was “isolated geographically, socially, culturally, racially, politically and economically.”<sup>7</sup> They found that the major problems existing in the community included high rates of crime and arrests, a high percentage of high school dropouts, high unemployment, and high rates of public assistance. Their recommendations encompassed housing, enforcement, community involvement, education, beautification, and economic issues.<sup>8</sup> These recommendations are summarized in **Table 3.1**.

In 2001, The New Directions Community-Based Research Institute completed a North Bellport-commissioned study to examine the

<sup>6</sup> Enterprise Foundation. “Comprehensive Plan For The Revitalization of North Bellport.” 1990.

<sup>7</sup> *Ibid.*

<sup>8</sup> *Ibid.*

current situation and prepare a grassroots master plan for the area surrounding the Bellport Train Station.<sup>9</sup> In 2003, New Directions partnered with the South Country School District to create a hamlet study, which expanded the Bellport Station study boundaries to the entire school district.<sup>10</sup>

The hamlet study incorporated significant work produced by teams of community members and local officials. A series of community surveys provided valuable insight into individuals' hopes and concerns, while a housing survey included the condition of all housing in the North Bellport area.<sup>11</sup>

<sup>9</sup> New Directions Community-Based Research Institute, 2002. *Bellport Station. First Phase of “Learn By Doing” – A grassroots community-building initiative.* Report from the New Directions Community-Based Research Institute under Robert J. Mulvey, 353 Hempstead Avenue, Malverne, NY, 11565. 2002. Page 1.

<sup>10</sup> South Country School District Hamlet Study. Bob Mulvey. 2003.

<sup>11</sup> *Ibid.*, p. 45.

The New Directions Bellport Station initiative focused mainly on community organizing; **Table 3.1** summarizes the major recommendations from the combined New Directions and Enterprise plans. These studies fell victim to changing administrations in the Town government, and were never adopted by the Town.

**DEMOGRAPHICS**

**DEMOGRAPHIC TRENDS**

The majority of Greater Bellport lies within four specific census tracts, which we used to examine the demographics of the study area (1591.02, 1591.03, 1591.06, and 1592.04). The total population according to the 2000 Census is 11,369.<sup>12</sup> Estimated population growth from 2000 to 2007 is 2.5% annually, making the 2007 total population an estimated 13,358.<sup>13</sup> While small portions of the census tracts fall outside our study area, there is currently no data available that correlates exactly to the boundaries.

Greater Bellport boasts a diverse population especially when compared to some of Long Island’s surrounding areas. Approximately 27% of the population is African American, while 17% is Hispanic.<sup>14</sup> Less than 60% of Greater Bellport’s population is white, as compared to almost 90% for the Town and 85% for the County.

U.S. Census statistics paint a picture of stark disparities in terms of economic and social opportunities as compared to surrounding neighbors, especially Bellport Village. Income, educational attainment, and poverty rates all lag significantly behind neighboring communities. For instance, the child poverty rate in the central North Bellport Census Tract 1591.03 is an astounding 40% -- the highest in the County

(see **Table 3.3** for more information).<sup>15</sup> The child poverty rate in the adjacent Bellport Village and Patchogue is 0.9% and 13.9%, respectively.<sup>16</sup>

Single parents with dependent children make up 22% of all households in this central tract, which is at least double that of the 11% and 2% for Patchogue and Bellport Village.<sup>17</sup> Unemployment within this census tract is also extremely high at 16%, compared to 1.1% and 5.5% again for Bellport Village and Patchogue. Although a slightly higher percentage of youth are enrolled in school than at the Town and County levels, the community lags behind its neighbors in educational attainment among adults. The percentage of the population ages 25-years or older with a bachelor’s degree or higher varies from 7.8% in tract 1591.03 to 23.1% in Patchogue and 42% in Bellport Village.<sup>18</sup> More than a quarter of the Greater Bellport adult population lacks a high school diploma or

**Table 3.2: Census Tract 1591.03**

(Source: [www.dataplace.org](http://www.dataplace.org), Census 2000)

At the heart of Greater Bellport is census tract 1591.03. The North Bellport tract displays the greatest need in the study area and was ranked as the “most distressed” census tract on Long Island (out of hundreds) under criteria developed by the Suffolk County Planning Department.

- **Total Population:** 5,132
- **Median Home Value:** \$99,300
- **Population with a College Degree:** 7.8%
- **Unemployment Rate:** 16%
- **Child Poverty Rate:** 40%
- **Median Household Income (MHI):** \$39,348
- **Bellport Village MHI:** Over \$150,000
- **Median Gross Rent:** \$1,059
- **Village Median Gross Rent:** \$1,029

<sup>12</sup> U.S. Census Data; [www.dataplace.org](http://www.dataplace.org), 2000.

<sup>13</sup> ESRI forecast data, market profile report.

<sup>14</sup> *Ibid.*

<sup>15</sup> Suffolk County Planning Department. Suffolk County Census Tracts Ranked By Economic Distress. 2000.

<sup>16</sup> U.S. Census Data; [www.dataplace.org](http://www.dataplace.org), 2000.

<sup>17</sup> U.S. Census Data; [www.dataplace.org](http://www.dataplace.org), 2000.

<sup>18</sup> *Ibid.*

equivalent. The same can be said of only 6% of the Bellport Village population.

Variations also exist within the census tracts that define Greater Bellport. For example, when separated out, the percentage of adults without high school diplomas rises to a third of the population in Census Tract 1591.03. The census tract shows a compelling need to generate new opportunities in the area. However, the slightly enhanced statistics of surrounding Greater Bellport Census tracts illustrate potential for increased success in the area through the implementation of appropriate measures to attract the same resources and assets to North Bellport. Some encouraging housing data is discussed in a later section.

### 3. Community Profile

3. Community Profile

**Table 3.3: Demographic Snapshot** (Source: US Census 2000)

	GREATER BELLPORT		Town of Brookhaven		Suffolk County	
	Total	Percent	Total	Percent	Total	Percent
<b>POPULATION</b>	<b>11,369</b>	<b>100%</b>	<b>448,248</b>	<b>100.0%</b>	<b>1,419,369</b>	<b>100%</b>
White	6719	59%	396,381	88%	1,200,755	85%
African American	3072	27%	19,411	4%	98,553	7%
Asian	277	2%	13,019	3%	34,711	2%
Some other race	732	7%	11,051	3%	56,166	5%
Two or more races	569	5%	8,386	2%	29,184	2%
Hispanic	1988	17%	36,041	8%	149,411	10.5%

AGE	11,369	100.0%	448,248	100.0%	1,419,369	100.0%
Under 20 years	3956	35%	131,950	29%	402,482	28%
20 to 24 years	812	7%	27,769	6%	75,665	5%
25 to 44 years	3430	30%	141,168	32%	443,295	31%
45 to 64 years	2206	19%	101,961	23%	330,369	23%
65 and over	965	8%	45,400	10%	167,558	12%

EDUCATION (25+ Yrs)	6601	100%	288,870	100%	942,401	100%
Less than High School	1718	26%	37,712	13%	130,174	14%
High school graduate/GED	2215	34%	95,332	33%	294,953	31%
Some college	1195	18%	60,302	21%	183,330	20%
Bachelor's /associate degree	1067	16%	63,262	22%	222,403	23%
Graduate/professional degree	406	6%	32,262	11%	111,541	12%
3+ years enrolled in school (any level)	3518	31%	130,073	29%	387,491	27%

HOUSING (total units)	2947	100%	155,406	100%	522,323	100%
Owner occupied	2057	70%	115,882	75%	374,360	72%
Renter occupied	712	24%	30,946	19%	94,939	18%
Vacant and vacancy rate	178	6%	8,578	6%	53,024	10%
Built before 1980	2194	74%	116,730	75%	417,113	80%
Percentage of renter-occupied households paying 35% or more of income towards rent	267	55%	11,185	36%	33,631	36%

ECONOMIC INDICATORS (by census tract)	1591.03	1591.02	1592.04	1591.06	Bellport Village
Average family income (\$)	\$49,704	\$64,982	\$83,176	\$76,069	\$102,564
Child poverty rate	40%	7%	7.5%	5%	.9%
Households with public assistance	155	41	42	58	4

## HISTORIC CONTEXT GREATER BELLPORT COMMUNITY CHARACTER

Greater Bellport was born out of the same post-WWII suburban growth that spread east over Long Island. Most of the homes in the area were built in the 1950s for employees of various defense contractors, including Republic. But when these industries were forced to undergo massive layoffs in the late 1950s, many newly unemployed residents also lost their homes, leading to depressed property values. The community never fully recovered.<sup>19</sup> This process led to absentee landlord problems that have plagued the community ever since. This combination – the lack of planning and outside forces, including defense layoffs – has both defined and been a source of disappointment to this community.<sup>20</sup>

The Greater Bellport community lacks a strong sense of identity due in part to the disparities that exist with its neighbors, but also partially to other factors. Currently, there is no significant agglomeration of commercial services in the community, forcing residents to travel considerable distances for basic services. The commercial district that does exist is largely auto-oriented, and provides limited services (gas stations, convenience stores, hair salons, and so on). Although residents frequently walk within the community, it is difficult, if not dangerous, due to a lack of sidewalks and curbs on most streets. A number of privately- and publicly- owned vacant properties and homes suffer from disrepair. As a result, the community faces the lingering considerable impact of

<sup>19</sup> New Directions Community-Based Research Institute, 2002. *Bellport Station. First Phase of “Learn By Doing” – A grassroots community-building initiative.* Report from the New Directions Community-Based Research Institute under Robert J. Mulvey, 353 Hempstead Avenue, Malverne, NY, 11565. Page 1.

<sup>20</sup> New Directions Community-Based Research Institute, 2002. *Bellport Station. First Phase of “Learn By Doing” – A grassroots community-building initiative.* Report from the New Directions Community-Based Research Institute under Robert J. Mulvey, 353 Hempstead Avenue, Malverne, NY, 11565. Page 1.

decreased land values and diminished community pride.

### Significant Historical Sites

Bellport was first settled south of Montauk Highway in what is now Bellport Village. The Village officially incorporated in 1908.

Now a largely affluent white community, the Village was at one time the site of a summer resort for African-Americans. A September 9, 1889, *New York Times* article featured an African-American settlement that is “growing up there with remarkable rapidity” due in part to efforts by members of the Mount Olivet Baptist Church on West 53rd Street in Manhattan.<sup>21</sup> In exchange for settling a certain number of lots in Bellport, they were given a large tract of land to build a home for African-American seniors and orphaned youth on the waterfront. Eighty-seven acres of land were set aside for this settlement with 300 African-American families either settled or planning to move there at the time of the article.

Most of the settlers were farmers and city workers that made the daily hour-and-a-half train ride into the city. According to the article, the Long Island Railroad provided a number of trains at the time and created a second train station in the community at the turn of the century.<sup>22</sup> But in the 1930s, this second station was removed.

### Cemeteries and Graveyards

There are several cemeteries in and around Greater Bellport, yet most are private graveyards located on former estates and are impossible to accurately locate. The following are documented locations of burial grounds:

- **Woodruff Cemetery:** north of South Country Road on former Hoyt estate at Motts Road.
- **Howell Cemetery:** on west side of North Howell’s Point Road.

<sup>21</sup> *New York Times*, “A Colored Colony. Peculiar Distinction Enjoyed By Bellport on Long Island.” 9 September, 1889.

<sup>22</sup> *Ibid.*

- **Woodland Cemetery:** on west side of Station Road by Head-of-the-Neck Road. Civil War monument in center of cemetery. First burial in 1869.
- **Methodist Episcopal Cemetery:** on the northwest corner of Fireplace Road and Beaver Dam Road.
- **Oaklawn Cemetery:** north end of Arthur Avenue/Cemetery Road north of Montauk Highway. It resulted from a meeting of 12 residents, held at the home of Nathaniel Miller, on March 20, 1890. He and James H. Post gave six acres of land for a nonsectarian burial ground. Many old headstones from Methodist Episcopal Cemetery and from family graveyards were relocated in Oaklawn.<sup>23</sup>
- **Tombstones found in other locations:** south side of Route 27A near Hoyt estate entrance; on boundary line between Cook and Hoyt estates (including one or two unmarked graves).

<sup>23</sup> Stephanie S. Bigelow. Bellport and Brookhaven: A Saga of the Sibling Hamlets at Old Purchase South. Bellport-Brookhaven Historical Society. 1968.

## ENVIRONMENTAL CONDITIONS

### TRANSPORTATION

#### OVERVIEW

Like much of Long Island, Greater Bellport is an automobile-dominated community. A lack of reliable and efficient public transportation significantly limits commuting options for residents, forcing their reliance on cars. Furthermore, poorly planned and maintained sidewalks, the lack of a complete street grid, and scarce lighting raise safety concerns, limiting pedestrian and biking opportunities. Yet, the automobile accident rate is lower in Greater Bellport than in other Long Island communities including Central Islip, Elmont, Hempstead and portions of Selden, but this is likely due to lower traffic levels and activity from pedestrians who frequently favor local residential streets – rather than the major corridors – to traverse the community.<sup>24</sup> Public transit service is currently not conducive to decreasing automobile usage.<sup>25</sup>

#### PUBLIC TRANSPORTATION

Public transportation has numerous benefits to a community including **economic** (saving money and increasing economic opportunities), **environmental** (conserving gasoline and energy, improving air quality, and reducing greenhouse gases), **social** (increasing mobility for seniors, improving ease in getting around, and creating opportunities for residents to interact), and **health** (increasing physical activity, enhancing interaction with others, and expanding the amount of time spent outdoors).<sup>26</sup> Greater Bellport could benefit in all these areas through expansion and improvement of public transit options.

<sup>24</sup>

[www.newsdayinteractive.com/project/2007/roads/hal05a.htm](http://www.newsdayinteractive.com/project/2007/roads/hal05a.htm)

<sup>25</sup> Ibid

<sup>26</sup> <http://publictransportation.org/reports/asp/10ways.asp>

**Figure 3.5: Public Transportation Map**

Bus lines: In-Color, Rail lines: In Black



3. Community Profile

Public transportation options in Greater Bellport include the Long Island Railroad and Suffolk County Transit Bus service. Both are limited in scope and lack coordination between each other and pedestrian opportunities. Barbara LaMonica’s March 26, 2008 *Suffolk Life* article, “Bus Schedules Need to Get in Sync,” highlighted the difficulty residents face using public transportation because schedules prevent timely transfers.

According to a March 2008 American Public Transportation Association study, people living in households within one-quarter mile of rail and one-tenth of a mile from a bus stop drive approximately 4,400 fewer miles annually as compared to persons in similar households with no access to public transit. This translates to an individual household reduction of 223 gallons of gasoline a year.<sup>27</sup> A Brookings

Institute report also found that rail transit is the key to the most “walkable” U.S. cities.<sup>28</sup>

**Bus Service**

Suffolk County Transit Bus Service operates three bus lines within Greater Bellport: S66, S68, and 7B.<sup>29</sup> Successful public transportation requires schedules of at least 20 buses per day and frequent pedestrian-accessible stops, yet current service includes only hourly service on the best line.<sup>30</sup> Although Greater Bellport has a number of religious institutions that hold services on Sundays, no bus service is offered on Sundays. In addition, the poor pedestrian amenities and extremely limited number of stops make it difficult to access most bus stops. Some buses run more frequently in neighboring communities but run on

<sup>27</sup> <http://www.publictransportation.org/contact/earthday/>

<sup>28</sup> [www.brookings.edu/papers/2007/1128\\_walkableurbanism\\_leinberger.aspx](http://www.brookings.edu/papers/2007/1128_walkableurbanism_leinberger.aspx)

<sup>29</sup> Suffolk Transit. [www.sct-bus.org/schedules.html](http://www.sct-bus.org/schedules.html)

<sup>30</sup> Pushkarev, B. S., Zupan, J. M. and R.S. Cumella. (1982) *Urban Rail in America – An Exploration of Criteria for Fixed-Guideway Transit*. Bloomington: Indiana University Press.

**Table 3.4: Public Transit Schedules**

(Sources: MTA LIRR, Suffolk County Transit)

Suffolk Transit Bus Service			
Route	S66	S68	7B
Trips Jan–Nov 2007	231,535	50,469	34,505
Time to travel full length of route	80 Minutes	50 Minutes	30 Minutes
Major Stops (Greater Bellport Stops in Bold)	Patchogue LIRR Brookhaven Health Center West <b>Bellport LIRR (alternate route only)</b> Bellport Village Brookhaven Health Center East Shirley Mall/LIRR William Floyd Shopping Center Walden Pond SCC College Riverhead County Center	Patchogue LIRR Brookhaven Health Center West <b>Montauk/Dunton Ave. Station/Brookhaven Bellport LIRR Bellport Outlet Centers (alternate route only)</b> Brookhaven Health Center East Shirley Mall/LIRR	Patchogue LIRR Brookhaven Health Center West Brookhaven Hospital Medford Shopping Center/DMV <b>Brookhaven HELP Complex (alternate route only)</b> <b>Bellport LIRR (alternate route only)</b>
Main Corridor in Greater Bellport	Montauk Highway	Station Road	Station Road
Long Island Rail Road Service			
Departure to New York City		Arrival From New York City	
12:21 AM	1:06 PM	2:25 AM	6:01 PM
5:00 AM	2:30 PM	12:03 PM	6:50 PM
5:30 AM	4:36 PM		8:04 PM
6:44 AM	9:34 PM		9:13 PM
7:10 AM			12:05 AM
7:33 AM			1:13 AM
7:54 AM			

alternate routes to Greater Bellport as infrequently as four times a day.<sup>31</sup>

Suffolk Transit bus service typically ends by 6 pm, before most people can return home from a job outside the community. The Route 7B line stops at the Patchogue train station for riders to transfer to the LIRR, but

there is only one bus in the morning from Bellport at 8:20 am.

**Train Service**

An LIRR station dots the heart of Greater Bellport at the intersection of Montauk Highway and Station Road, but, today, both service and ridership numbers are poor (see **Figure 3.4**). The Long Island Railroad built the Bellport train station along Montauk

<sup>31</sup> Suffolk Transit. www.sct-bus.org

3. Community Profile

Highway and Station Road in 1882.<sup>32</sup> It was originally called Occumbobock, then Brewster Place, and now Bellport.

The station has only one platform located on the south side of the track and is shorter than most, accommodating only one car.

Service was almost halted in 1997 when the LIRR decided to abandon a number of stations due to low ridership. The station was saved by a public outcry, led by local activist Miles Malone, which resulted in a partnership between the LIRR and Town officials. The Town committed to fund station improvements including paving the parking lot, landscaping, and other beatification elements. Ridership has continued to increase since these improvements were completed.<sup>33</sup> A second station called East Patchogue/Hagerman was originally located east of Dunton Avenue at Oakdale Avenue, but was abandoned by the LIRR in 1928.<sup>34</sup>

Service from Bellport Station currently lacks the convenience necessary to significantly increase ridership. There are just six peak weekday morning trains to New York City (11 per day), with a large gap between the 7:54 am train and the following train, at 1:06 pm.<sup>35</sup> In the afternoon there are only four peak trains returning from New York City, and eight for the entire day. Service on weekends is even more limited, with six westbound and five eastbound trains per day.

Significant barriers prevent increased ridership from the Bellport Station. Nearby Patchogue Station to the west offers much more frequent service. There are 16 peak weekday trains and 24 total trains per day to and from Patchogue, while Bellport has just 11 peak and 19 total trains per weekday.

<sup>32</sup> <http://www.stationreporter.net/montauk.htm>, Originally by David Paul Gerber, with many parts written by Chris Sattler.

<sup>33</sup> <http://www.stationreporter.net/montauk.htm>, Originally by David Paul Gerber, with many parts written by Chris Sattler.

<sup>34</sup> *Ibid.*

<sup>35</sup> Long Island Rail Road, online schedule [www.mta.info](http://www.mta.info)

Despite a separation of less than four miles from the Patchogue Station, Bellport is in a different fare zone that increases the cost by \$2.50 each way. The Bellport station also lacks the third rail necessary to accommodate electric trains (which end at Babylon Village Station). As a result, riders traveling from Bellport must transfer at Jamaica Station in Queens. Finally there is a lingering perception that the Bellport train station is riddled with criminal activity. Because of these three factors, many local riders pass the Bellport station in favor of Patchogue, four miles away.

The increased options from Patchogue Station prompt significantly higher ridership from that station. Bellport Station has just 3% of the riders from Patchogue, which had 920 westbound riders each weekday.<sup>36</sup>

**ROAD NETWORK AND SAFETY**

The street network in Greater Bellport generally follows the traditional grid pattern but is interrupted by frequent swaths of open space, which break up the street grid, eliminating the kinds of positive impacts that a traditional grid pattern typically delivers. As a result, travel within the community can be extremely difficult and cumbersome. There are an excessive number of roundabout roads instead of convenient, accessible direct routes. For example, a person traveling from Brookhaven Hospital on the community's western border to Martha Avenue Park on the eastern border using Martha Avenue must resort to at least four separate segments of Martha Avenue with significant detours.

While the streets generally lack curbs and sidewalks, they seem to be relatively safe when it comes to accidents and traffic counts. A *Newsday* study analyzing data from 2004 to 2005 found no State roads within the Greater Bellport community

<sup>36</sup> Schulman, Ronca, & Bucuvalas, Inc. "Long Island Rail Road Origin & Destination Study Station-Based Passenger Counts." Spring 2006. Prepared for the Long Island Rail Road. [Add page number](#)

where accident rates exceeded State averages.<sup>37</sup> Suffolk County Police Department data shows a total of 302 motor vehicle accidents in the hamlet of North Bellport during 2005, 2006, and 2007.<sup>38</sup> Traffic counts from the State Department of Transportation, which oversees Sunrise Highway (Route 27) in the study area, show traffic volume on the .23 mile stretch of road on CR 101 from Sunrise Highway’s South Service Road to Sunrise Highway’s North Service Road measured at 14,700 Annual Average Daily Traffic (AADT) in 2005.<sup>39</sup> Traffic counts along Sunrise Highway between CR 101 and Station Road (.94 miles) were measured at 69,403 AADT in 2003.<sup>40</sup>

The Town of Brookhaven is currently working on the following projects within Greater Bellport:

- Station Road improvements between Woodside Avenue and Highway 101 – postponed due to an endangered plant species (Sandplain Gerardia)
- Station Road/Head of the Neck Road, 2008
- Various studies on Station Road
- Recent sidewalk construction nearby on Beaver Dam Road/South Country Road
- Street light – Beaver Dam Road

**ENVIRONMENT**

**ENVIRONMENTALLY SENSITIVE AREAS AND OPEN SPACE**

Greater Bellport is home to a number of environmentally sensitive areas that play a key role in protecting the quality of Long

Island’s drinking water, as well as various animal and plant habitats. Two significant protection areas have been identified for preservation by Suffolk County: Mud Creek and Beaver Dam Creek watersheds.

Approximately 35 acres of land at the headwaters of Beaver Dam Creek, at the extreme eastern border of Greater Bellport, are currently preserved. The County took the majority of this land by tax foreclosures; the State and Town own the rest.<sup>41</sup>

The County preserved another 35 to 40 acres near Oaklawn cemetery. In addition, the Town also owns four acres used for three recharge basins and a small park.

In areas very close to, yet not within Greater Bellport, numerous plans and projects are already in progress, conserving land through preservation, wetlands restoration or creation of nature trails, through such organizations as the U.S. Department of the Interior, the Post-Morrow Foundation, Bellport High School Students for Environmental Quality, the Town’s Department of Environmental Protection, and the Brookhaven Village Association. Although similar opportunities within Greater Bellport exist, these outside organizations have not yet encouraged or acted upon them.<sup>42</sup>

One study recommended preserving the stream corridor in the headwaters portion of Beaver Dam, linking the sensitive areas surrounding the Mud and Beaver Dam creek within Greater Bellport, and also supporting preservation of these areas.<sup>43,44</sup>

<sup>37</sup>

[www.newsdayinteractive.com/project/2007/roads/hal05c.htm](http://www.newsdayinteractive.com/project/2007/roads/hal05c.htm)

<sup>38</sup> Suffolk County Police Department. “Reported Criminal Incidents and Motor Vehicle Crashes for the Hamlet of North Bellport.” 2005, 2006, 2007. Source: IRS 3/24/08.

<sup>39</sup> [www.dot.state.ny.us](http://www.dot.state.ny.us) Local Highway Traffic Volume Report, Town of Brookhaven, Suffolk County.

<sup>40</sup> *Ibid.*

<sup>41</sup> [www.brookhavensouthhaven.org/HamletStudy/15-ChapterIV.htm](http://www.brookhavensouthhaven.org/HamletStudy/15-ChapterIV.htm)

<sup>42</sup> [www.brookhavensouthhaven.org/HamletStudy/15-ChapterIV.htm](http://www.brookhavensouthhaven.org/HamletStudy/15-ChapterIV.htm)

<sup>43</sup> Long Island Regional Planning Board. *Evaluation of Land Use Impacts on Environmental Quality in Urban and Semi-rural Streams Tributary to Great South Bay*. January 1991

<sup>44</sup> [Brookhavensouthhaven.org/Hamlet Study/15-ChapterIV.htm](http://Brookhavensouthhaven.org/HamletStudy/15-ChapterIV.htm)

**BROWNFIELDS AND CONTAMINATED PROPERTIES**

A brownfield is generally a vacant building or plot of land believed to be environmentally contaminated. According to the United States Environmental Protection Agency, a brownfield is “real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant.”<sup>45</sup>

Greater Bellport has three known brownfields that are listed as State superfund sites, meaning they received special attention and funding from the State for their level of contamination. The three sites

include: The New York Pyrotechnics Product Company (a former Grucci fireworks location) just south of the Bellport Train Station, the Bianchi/Weiss greenhouses on Head-of-the-Neck Road, and a former gas station at 1402 Montauk Highway.<sup>46</sup>

The gas station was included in a December 2007 commitment by Suffolk County Executive Steven Levy of \$855,000 to clean five brownfield properties.<sup>47</sup> The County took this particular property years ago for failure to pay taxes, and in December 2008 the County allocated another \$77,000 for cleanup activities. A number of other expected or high potential brownfields exist within the community including industrial

**Figure 3.6: Environmental Contamination in Greater Bellport**

Green = Hazardous Waste, Red = Water Discharges, Blue = Air Emissions, Black = Multi-activities



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<sup>45</sup> <http://www.epa.gov/brownfields/glossary.htm>

<sup>46</sup> NYS Economic Development Corporation

<sup>47</sup> *Newsday* 12/20/07 “\$855,000 Authorized for Brownfield Remediation at Five Sites.”

properties, salvage yards, and gas stations. The EPA lists five other Greater Bellport contaminated sites that were caused by small oil or gas spills on residential properties.<sup>48</sup>

**Figure 3.6** shows EPA sites regulated for their hazardous waste, water discharges, or air emissions.

## SOCIAL EQUITY CONDITIONS

### EDUCATION

The South Country School District manages six schools serving 4,787 students.<sup>49</sup> This district includes one high school, one middle school, one intermediate school, and three elementary schools. Of these schools, Frank P. Long Intermediate School, lies within Greater Bellport. The South Country School District spends \$16,502 per student and has a general education spending budget of \$46,366,990. The pupil/teacher ratio is 12.9, and the dropout rate is 2.1%. Seventy-eight% of high school graduates receive a Regents diploma.

These figures are very competitive with other area school districts such as the nearby, similarly-sized Sayville School District, which serves nearly 3,500 students and spends an average of \$17,615 per student annually.<sup>50</sup> Sayville achieves slightly better test scores. Both schools remain well above the statewide average of \$14,000 spent per student.<sup>51</sup>

On December 22, 2007, *Newsday* published the New York State Education Department list of schools that failed to meet test-score targets in reading and math. This list included two South Country District schools: Frank P. Long Intermediate and Bellport Middle School.

The Eastern Suffolk Board of Cooperative Educational Services, or BOCES, has a large campus in Greater Bellport's Martha Avenue.<sup>52</sup> Eastern Suffolk BOCES offers classes in 51 school districts and also offers

<sup>49</sup>

<http://longisland.newsday.com/schools/district.php?id=580235> & [www.southcountry.org](http://www.southcountry.org)

<sup>50</sup> *Ibid.*

<sup>51</sup> [www.ppinys.org](http://www.ppinys.org) The Public Policy Institute of New York State.

<sup>52</sup> [www.esboces.org](http://www.esboces.org)

<sup>48</sup> U.S. EPA.

many adult education courses.<sup>53</sup> From 2001-2006, student enrollment at this campus increased nearly 20%, to 2,350 from 1,950.<sup>54</sup> Enrollment for the adult students is higher, currently 8,000 for all of the adult programs. Yet, even though this resource is located in Greater Bellport, the community within is barely served. Of the 8,000 adult enrollees, just 137 live in the 11713 zip code.<sup>55</sup>

There are a number of area colleges within a 30-minute drive of Greater Bellport, yet none are easily accessed by public transportation. This may be a contributing factor to the low number of Greater Bellport residents enrolled in college -- just 518 in 2000.<sup>56</sup> The closest college, St. Joseph's in Patchogue, is four miles away.

#### **Tax Impacts**

The school district plays a major role in Greater Bellport, serving as the most significant unifier of the surrounding communities. Approximately 65% of residential taxes on Long Island go to school districts, a significantly higher percentage than the State average of 45%.<sup>57</sup> The South Country School District proposed 2007-2008 budget included \$42,215,121 revenue from real property taxes and \$53,627,904 from other sources, for a total budget of \$95,843,025.<sup>58</sup> Average teacher pay is \$69,981, which is slightly below Sayville School District's average of \$71,296.

#### **CRIME**

Suffolk County Police Department reports reveal that the crime rate throughout the County decreased by 2.5% from 2006 to

2007. The 2005 crime rate in the 5<sup>th</sup> Precinct, which has a population of 167,985 and encompasses Greater Bellport, was 2.65 per 1,000 persons.<sup>59</sup> A total of 1,400 crimes were reported in Greater Bellport in 2005 compared to 1,800 in 2006; a 29% increase.<sup>60</sup> A disturbing number of criminal incidents were reported in one particular sector, 514, which includes Greater Bellport from Sunrise Highway to the north, Station Road to the east, the Great South Bay to the south, and Dunton Avenue to the west. Sector 514 reported a total number of 1,505 incidents from 2005 through 2007, while nearby sectors reported just 11 (sector 512), 171 (sector 511) and 424 (sector 515). Crime is clearly significantly higher in this area, which is the heart of the community. As a result, crime is now a central concern of local residents.

The stigma of a high crime rate has attached to Greater Bellport. Even with the high crime rate noted above, the community is generally safe, especially by day and on major corridors. However, aided by media reports, the perception of constant crime contributes to fear, unnecessarily discouraging new residents and commercial activity from locating here. Both the legitimate crime issues and perception must be addressed, especially the rate of burglaries, assaults, and larcenies that exceed County levels.

The community is riddled with physical barriers and constraints that are known to encourage and accommodate criminal activity.<sup>61</sup> These areas suffer from a lack of definition between public and private spaces, undeveloped parcels, overgrown brush, blighted vacant parcels, visual

<sup>53</sup> New York Times, 23 April 2006. "L.I. @ Work; For Academics and Career Training, There's Technical School." By Stewart Ain.

<sup>54</sup> *Ibid.*

<sup>55</sup> BOCES Brookhaven Technical Center. 631-286-6942.

<sup>56</sup> 2000 Census Data.

<sup>57</sup> <http://www.nssba.org/Testimony%20-%20Real%20Property%20Tax%20Reform%20-%20Sept.pdf>

<sup>58</sup> April 10, 2007 letter from NYS Deputy Comptroller, Division of Local Government Services and Economic Development, to South Country School Superintendent.

<sup>59</sup> [www.co.suffolk.ny.us/police/reports/2005AnnualReport.pdf](http://www.co.suffolk.ny.us/police/reports/2005AnnualReport.pdf)

<sup>60</sup> Suffolk County Police Department, "Reported Criminal Incidents for the Hamlets of Bellport and North Bellport, 2003, 2004, 2005, 2006, and YTD October 31, 2007." Source: IRS (631) 852-6234.

<sup>61</sup> "Creating Defensible Space," Oscar Newman, U.S. Department of Housing and Urban Development, Office of Policy Development and Research, 1996

barriers, dead-end streets, and poor street lighting. Gang activity, intimidation, a healthy drug trade, depleting resources available to public safety officers, and decreasing levels of trust between the community and law enforcement officials has further enhanced the increased crime in Greater Bellport.

According to the national registry of sex offenders, there are a total of six registered sex offenders within the 11713 (Bellport) zip code. This is comparable to much of Suffolk County.

Suffolk County Police have initiated a number of federally funded programs in recent years targeted at crime reduction, including Drug Abuse Resistance Education (DARE); Bellport Against Drugs (BAD), which placed an office in the community; and the Community Oriented Policing Effort (COPE), which allows officers to be more involved in community activities and events. The BAD program has been discontinued.<sup>62</sup> Many in the community complain that these programs have declined and are underutilized. The BAD program, for example, has been criticized by local residents who feel that officers spent too much time in the office and not enough time actually out in the community and getting to know those who live in the area.

The Town of Brookhaven also runs a “Safe Summer Program” in cooperation with the Suffolk County Police Department, various youth agencies, and chambers of commerce.<sup>63</sup> It serves to provide a safe, drug- and alcohol-free area for older youth to socialize during the summer school break. The South Country Safe Summer Program is scheduled to run from July 5 through August 23, 2008, in Greater Bellport, meeting at Martha Avenue Park on Tuesdays through

Saturdays from 7 pm until midnight.<sup>64</sup>

**HEALTH**

Although Brookhaven Memorial Hospital is located just outside the Greater Bellport study area, the Hamlet itself has a significant need for health services and medical facilities. There are currently no medical offices or doctors practicing within Greater Bellport. However, there are a number of offices just outside the study area near the hospital, but they are not readily accessible to individuals without cars.

Emergency room statistics reveal that many rely on Brookhaven Memorial Hospital to supplement a lack of access to outside healthcare.<sup>65</sup> This may be due to the absence of health insurance for local residents or the lack of easy access to surrounding medical offices. While only 6.2% of Emergency Department visits in 2005 were for injury, 93.8% were for illness. This statistic is striking when compared with other area hospitals, which average approximately 30% for injury and 70% for illness. Brookhaven Memorial Hospital also has a community health partnership with Suffolk County Department of Health called the South Brookhaven Family Health Centers.<sup>66</sup> The nearest center is located approximately three miles west of the Greater Bellport community. In 2005, 40% of the 18,600 community residents who visited the center were uninsured.

Local residents have a higher incidence of certain serious health concerns than similar communities. Asthma hospital discharge rates are 14.4% or higher per 10,000 residents in zip code 11713, while other nearby zip codes such as 11715 or 11719 are

<sup>62</sup> Suffolk County Police

<sup>63</sup> [Http://www.brookhaven.org/OfficeoftheSupervisor/YouthBureau/tabid/66/Default.aspx](http://www.brookhaven.org/OfficeoftheSupervisor/YouthBureau/tabid/66/Default.aspx)

<sup>64</sup> <http://www.brookhaven.org/OfficeoftheSupervisor/YouthBureau/tabid/66/Default.aspx>

<sup>65</sup> [www.health.state.ny.us/statistics/sparcs/ed/2005/table35b.htm](http://www.health.state.ny.us/statistics/sparcs/ed/2005/table35b.htm). 2005 Emergency Department Visits by Hospital and Reason.

<sup>66</sup> *Ibid.*

0% to 8.95%, or 8.95% to 14.4%.<sup>67</sup> Breast cancer and colorectal cancer incidence rates are 15% to 49% above expected levels in the Bellport postal code.<sup>68</sup>

From an economic standpoint, while Brookhaven Memorial provides 2,970 jobs and generates approximately \$238,540,000 in economic activity according to its own numbers, there is little evidence that much of this impact is reaching the residents of Greater Bellport.<sup>69</sup>

**COMMUNITY FACILITIES AND ASSETS**

**Parks and Recreation**

There are three parks in the Greater Bellport Hamlet, two for active recreation and one for passive activities, as well as fields available at Frank P. Long Intermediate School on Brookhaven Avenue. The Town requires permits for use of any park for organized activities.

**Robert Rowley Park** on Patchogue Avenue is a small park with a number of amenities including: a baseball field, two basketball courts, a shelter (which no longer exists), picnic tables, and playground equipment; there are no restroom facilities. However, this park is encircled by woods with overgrown brush, is poorly lit, and abuts a street corner (Patchogue Avenue and Hoffman Avenue) notorious for criminal activity where the two streets dead-end at woods, providing escape routes for criminals. A number of recent assaults on youth have occurred in this area.<sup>70</sup> The Town recently budgeted \$1 million for improvements in 2009 to this park, which

<sup>67</sup> New York State Hospital Discharge Data (SPARCS). NYS Asthma Hospital Discharges, Suffolk County Residents Per Zip Code, Three Year Average 2003-2005.

<sup>68</sup> [www.health.state.ny.us/statistics/cancer/registry/zipcode](http://www.health.state.ny.us/statistics/cancer/registry/zipcode)

“Cancer Incidence by ZIP Code, Suffolk County, 1999-2003, New York State.”

<sup>69</sup> [www.brookhavenhospital.org/communityrelations/newsletters/bmhmc\\_impact\\_statement\\_2006.pdf](http://www.brookhavenhospital.org/communityrelations/newsletters/bmhmc_impact_statement_2006.pdf)

<sup>70</sup> South Country School District Hamlet Study, Bob Mulvey, 2004.

will include additional fields and playground equipment.

**Martha Avenue Park** is located east of Station Road on the outer edge of the community surrounded on all sides by dense trees and overgrowth, making it very difficult to access with or without an automobile. It has several ball fields, basketball courts, storage shelters and restroom facilities developed in an L shape. The Town recently completed improvements to the fields and has plans to make additional minimal improvements to the other areas of the park. Martha Avenue Park serves as a regional facility and is used by people from all over the Town of Brookhaven. According to community accounts there have been reports of park users from outside the community using intimidation to gain access to the park’s fields.

While there is a significant portion of undeveloped land in Greater Bellport, much of it is not safely accessible to the community. Rather than assets, these areas have become safety concerns. None of these undeveloped parcels are currently available for passive recreation opportunities, although they are sometimes used for this purpose anyway.

**Sunshine Park** is a small underutilized park located on the corner of Station Road and Brookhaven Avenue. Amenities include a gazebo, bus stop, and ample landscaping. The small pocket park does not currently attract significant usage, but local community members have expressed interest in encouraging its use.

**Community Facilities**

On the Northeast corner of the study area is the Brookhaven Town Landfill, which can be seen as one enters Greater Bellport from Sunrise Highway. According to the Town of Brookhaven web site, raw garbage is no

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longer buried in the landfill.<sup>71</sup> Garbage brought to the Waste Management Facility in Yaphank is transferred to the Hempstead Resource Recovery Facility in Nassau County and burned in its incinerator. Electricity is generated from the energy released in the burning process. In return, the Town accepts incinerator ash generated by the plant, and buries it in the landfill.

Just to the north of the landfill is the location of the new Caithness power plant, which is not yet operational. This Long Island Power Authority project will allow the utility to close a number of aging and less efficient power plants. Yet the project relocates another burden, contamination and unsightliness, to Bellport and the surrounding communities. The Town of Brookhaven and Councilwoman Connie Kepert negotiated a \$200 million community benefits package, with \$185 million earmarked for local school districts in payments in lieu of taxes and \$15 million for community benefit.<sup>72</sup> The Boys and Girls Club of Bellport received \$1 million to build their new facility, and additional money will be dispersed over time to the most affected communities surrounding the plant, including Greater Bellport.

HELP Suffolk (a division of what was once known as Housing Enterprise for the Less Privileged, now called HELP USA) is a 76-unit transitional housing facility on the extreme eastern side of Greater Bellport at the end of Brookhaven Avenue. The facility places homeless families into permanent housing and claims a 60% success rate. In place since 1990, the facility is largely isolated from the community. However, during vision activities a number of residents complained that they understood that the facility was supposed to be temporary, but has now become a permanent institution.

<sup>71</sup><http://www.brookhaven.org/WasteManagement/tabid/139/Default.aspx>

<sup>72</sup> *Ibid.*

**Community Assets**

Greater Bellport is home to a number of local organizations, events, and community facilities. These include numerous religious institutions, a religious school at Victory Church of God, the Community Land Trust, the Central Bellport Civic Association, numerous housing groups, homeownership counseling, and strong fire/EMS districts.

The Bellport Boys and Girls Club on Atlantic Avenue provides numerous services, including counseling, computer classes, and other activities. Until recently the club provided youth counseling in local schools, but that contract has since been lifted by the school district.

In February 2008, the Caithness Host Community Benefit Agreement, which was created upon the approval of the new power plant, awarded the Boys and Girls Club \$1 million towards its capital campaign for a new facility just north of the existing building. The new facility will be built in two phases. Plans include an indoor basketball court, classrooms for tutoring, a computer learning center, conference rooms, a play area for younger children, and an indoor and outdoor theatre. The building will connect to adjacent Robert Rowley Park to support the club’s programming.<sup>73</sup> Boys and Girls Club activities are open to all local youth and the Club has committed to work with the Greater Bellport Coalition to ensure that the community at large has access to facilities, especially the basketball courts and meeting rooms, when available.

**Planned Town Projects**

The Town has planned various park improvements to Martha Avenue and Robert Rowley Parks as outlined above, using both the Department of Parks’ budget and federal dollars through the Community Development Block Grant (CDBG) program.

<sup>73</sup><http://www.brookhaven.org/PressRoom/tabid/56/newsid970/349/mid/970/Default.aspx>

**HOUSING**

Housing is a significant issue in Greater Bellport from a supply, affordability, and type standpoint. The current housing stock consists almost entirely of single-family detached housing of varying qualities and income ranges. There are few small apartment complexes, a few new senior housing complexes and insignificant or no condos or townhouses.<sup>74</sup> There is just one subsidized apartment complex in the study area (East Wind Apts.).<sup>75</sup>

In a survey of 16 three-bedroom, one-bath homes (the most common in Greater Bellport) for sale in and around the study area on Long Island’s multiple listing site, we found the following results:<sup>76</sup>

- **Average asking price:** \$284,962
- **Average taxes:** \$5,542.38

The majority of these homes are located in the North Bellport Census tract which is the most distressed. A 30-year, 5.75% mortgage on a \$284,962 home would likely require a down payment of at least \$28,000 and a monthly payment of \$1,662.96 plus taxes (averaging \$462 per month), making a total monthly payment of \$2,124.96.<sup>77</sup> This is grossly unaffordable to the average Greater Bellport household with a median income of just \$51,631. The Federal Housing Administration recommends that housing costs not exceed 30% of a household’s income. In order to afford this mortgage, an annual income of approximately \$85,000 is required.

Home costs that exceed the capacity of the local population have created few options for low- and middle-income individuals in

<sup>74</sup> <http://www.co.suffolk.ny.us/planning/apts.pdf>

<http://www.co.suffolk.ny.us/planning/srcits.pdf>

<sup>75</sup> Ibid. and [www.hud.gov/offices/hsg/mfh/exp/mfhdiscl.cfm](http://www.hud.gov/offices/hsg/mfh/exp/mfhdiscl.cfm)

<sup>76</sup> [www.mlsli.com](http://www.mlsli.com)

<sup>77</sup> [www.dataplace.org](http://www.dataplace.org) U.S. Census 2000 data.

the community, many of whom are forced to rent overpriced, poorly-maintained homes that are frequently owned by absentee landlords.<sup>78</sup> A number of local and regional organizations have entered the community to provide homeownership opportunities and education including though not restricted to:

- Bellport Hagerman East Patchogue Alliance (BHEP) (local)
- Victory Housing Development (local)
- South Country Community Land Trust (SCCLT ) (local)
- Suffolk County United Veterans (Local)
- Economic Opportunity Council of Suffolk (regional)
- Long Island Housing Partnership (regional)
- Community Development Corporation of Long Island (CDCLI) (regional)
- Habitat for Humanity (national)

These organizations have largely been limited to offering single-family, detached ownership housing, with the exception of BHEP, which has fought to offer affordable single-family rental units.

These housing organizations have provided an important service in housing provision. However, some residents believe that the non-local groups offer homes to people outside the community. Although this perception has led to conflict, it is slowly getting resolved through collaborations between all housing groups, which ensure that local residents have first option to these units.

Many of the parcels used to develop affordable homes by these organizations have been accessed through a transfer program at the county level known as the 72(h) law, which allows the County to transfer properties acquired through tax defaults to the Town of Brookhaven; the

<sup>78</sup> [ESRI.com/bao](http://ESRI.com/bao). U.S. Census Summary Profile.

Town then transfers them to the housing organizations for \$1 each. The properties must be for homeownership of individuals earning no more than 80% of the Nassau-Suffolk area median income, currently \$68,351.<sup>79</sup>

A thriving community requires a healthy mix of housing types and income levels. Unfortunately the focus on affordable homeownership has begun to overburden the local community and threatens to condemn it as a low-income enclave without needed rental housing for individuals who are not ready to enter into the complicated process of homeownership.

While there are no Section 8 apartment complexes within the study area, there are properties that accept Section 8 vouchers on an individual level.

The community has been hit hard by the national subprime lending crisis; approximately 70 homes are currently in some stage of foreclosure in the core of the community between Country Road 101 and Station Road.<sup>80</sup> According to *The New York Times*, Greater Bellport has some of the highest rates of subprime lending in the region including 55% of all mortgages in North Bellport.<sup>81, 82</sup> This high foreclosure rate will increase the demand for rental housing, while the lack of supply will increase the already excessive rental prices local residents are forced to pay.

### **Town Projects**

The Town of Brookhaven has received applications for a small number of residential projects underway regarding housing. They consist of subdivisions, land divisions, and road improvements.

<sup>79</sup> [www.dataplace.org](http://www.dataplace.org) U.S. Census 2000 data.

<sup>80</sup> [www.realtytrac.com](http://www.realtytrac.com)

<sup>81</sup> *The New York Times*. "Subprime Mortgages in the New York Region," NY Region, 12 October 2007.

<sup>82</sup> <http://www.tmcnet.com/usubmit/2008/12/22/3872203.htm>

## ECONOMIC CONDITIONS

### LOCAL ECONOMY

After years of degradation and an increasingly negative perception created by reports of crime and poverty, Greater Bellport's economy is virtually nonexistent with the exception of a few mainstays and an abundance of auto salvage yards. The core of the community does not have direct access to such basic services as a grocery store with fresh food, post office, bank, office spaces, a doctor's office, or entertainment.<sup>83</sup>

In contrast, downtowns thrive in the nearby villages of Patchogue and Bellport, where the vacancy rates are extremely low (4% and 6%, respectively). More than half of the retail storefronts in Greater Bellport were vacant as of 2005. This includes Sunshine Square at the northernmost point of the community, which generally serves Medford residents, and the two outlet centers.<sup>84</sup>

Unemployment in the community neared 10% of the working population in 2007.<sup>85</sup>

<sup>83</sup> Suffolk County Economic Census, 2005.

<sup>84</sup> *Ibid.*

<sup>85</sup> ESRI forecast based on U.S. Bureau of the Census, 2000 Census of Population and Housing.

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**Table 3.5: 2002 Bellport Economic Census** (utilizing the North American Industry Classification System)

NAICS code	Category	Total	Sector Percentage
<b>44-45</b>	<b>Retail Trade</b>	<b>57</b>	<b>44.2%</b>
441	Motor vehicle and parts dealers	3	5.3%
442	Furniture and home furnishings stores	6	10.5%
443	Electronics and appliance stores	2	3.5%
444	Building material, garden equipment, and supplies	2	3.5%
445	Food and beverage stores	5	8.8%
446	Health and personal care stores	4	7.0%
448	Clothing, clothing accessories, shoe, and other stores	28	49.1%
451	Sporting goods, hobby, book and music stores	1	1.8%
452	General merchandise stores	1	1.8%
453	Miscellaneous store retailers	1	1.8%
454	Nonstore retailers, electronic shopping, and mail-order houses	4	7.0%
<b>54</b>	<b>Professional, scientific, and technical services</b>	<b>13</b>	<b>10.1%</b>
541	Professional, scientific, and technical services	13	100.0%
<b>56</b>	<b>Administrative, support, and waste management</b>	<b>6</b>	<b>4.7%</b>
561	Administrative, support services, and waste management	6	100.0%
<b>61</b>	<b>Educational services</b>	<b>2</b>	<b>1.6%</b>
611	Educational services	2	100.0%
<b>62</b>	<b>Health care and social assistance</b>	<b>16</b>	<b>12.4%</b>
621	Ambulatory health care services	9	56.3%
623	Nursing and residential care facilities	1	6.3%
624	Social assistance (family, youth, community, day care services)	6	37.5%
<b>71</b>	<b>Arts, entertainment and recreation</b>	<b>9</b>	<b>7.0%</b>
711	Performing arts, spectator sports, and related institutions	7	77.8%
712	Museums, historical sites, and similar institutions	1	11.1%
713	Amusement, gambling, and recreation industries	1	11.1%
<b>72</b>	<b>Accommodation and food services</b>	<b>11</b>	<b>8.5%</b>
722	Accommodation and food services	11	100.0%
<b>81</b>	<b>Other services (except public administration)</b>	<b>15</b>	<b>11.6%</b>
811	Repair and maintenance	10	66.7%
812	Personal and laundry services	4	26.7%
813	Religious, grant making, civic, professional, and similar	1	6.7%
	<b>GRAND TOTALS</b>	<b>129</b>	<b>100.0%</b>

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**Table 3.6: 2005 Brookhaven Retail Center Survey Results by Community**

Total Storefronts	Retail	Non-retail	Vacant	Vacancy Rate	Total Stores
<b>Greater (North) Bellport</b>	<b>38</b>	<b>16</b>	<b>57</b>	<b>51%</b>	<b>111</b>
<b>Near Greater Bellport</b>	195	129	28	7%	352
<i>Bellport (village)</i>	28	21	3	6%	52
<i>East Patchogue</i>	59	39	12	11%	110
<i>Patchogue</i>	10	13	1	4%	24
<i>Shirley</i>	98	56	12	7%	166
<b>Town of Brookhaven</b>	1,400	926	277	11%	2,603
<b>Suffolk County</b>	6,720	4,432	919	8%	12,071

Shopping Centers	Anchor Stores	Street Location		Square Feet	Year Open	Stores	Acres
<b>Greater Bellport Total</b>				<b>518,000</b>		<b>111</b>	<b>60.7</b>
<b>Sunshine Square</b>	Stop & Shop, Eckerd, Ultimate Fitness	E/C.R. 101	N/Southaven Av.	204,000	1988	28	24
<b>Bellport Outlet Center 2</b>	Vanity Fair, (vacant)	N/Sunrise Hwy.	W/Station Rd.	196,000	1996	44	25
<b>Bellport Outlet Center</b>	Nike	S/Sunrise Hwy.	W/Station Rd.	95,000	1992	26	10.2
<b>Miracle Plaza</b>		N/Montauk Hwy.	W/Station Rd.	17,000	<1961	10	0.9
<b>No Name</b>		S/Montauk	E/Dunton	6,000	1973	3	0.6

According to the Child Care Council of Suffolk, Inc., there are 14 child care centers: four group family care programs, one summer camp program, six family child care programs, two school age programs, and one child care center.<sup>86</sup>

A 2007 consumer spending analysis shows that despite lower median income and lack of retail opportunities in Greater Bellport,

the spending potential is great.<sup>87</sup> For example, \$9,343,806 was spent by local residents on entertainment and recreation in 2007, more than the national average.

A general market analysis of Greater Bellport also shows potential for economic growth.<sup>88</sup> Retail numbers for the total food and drink category – which includes food and beverage stores, grocery stores, and

<sup>86</sup>Child Care Council of Suffolk County, Inc. Statistics

<sup>87</sup>ESRI Market Profile 2007 forecast based on Bureau of Labor Statistics.

<sup>88</sup>ESRI Retail MarketPlace Profile, 2007. www.esri.com/bao.

specialty stores – show a retail potential (demand) of \$11,030,002 and retail sales (supply) of \$2,646,260. Bellport residents spend \$8,383,742 in grocery stores food and beverage stores, and the like, outside the community.<sup>89</sup> These are dollars traditionally spent near the home, but the lack of grocery stores in the community’s core prevents this. Recently one of the nearby grocery stores, a Waldbaum’s in Patchogue, closed due to corporate change.

Although Spicy’s, the famous limited-service chicken restaurant, is located in the heart of the community, and there is a successful diner (Royal Oak) at Station Road and the Sunrise Highway service road, few other eateries exist in Greater Bellport. In 2007 there was an estimated \$16,767,484 gap between actual dollars spent at restaurants and the amount spent by Greater Bellport residents at other restaurants.<sup>90</sup>

Numerous categories show demand for additional retail space in greater Bellport, based on 2007 statistics, revealing tremendous opportunity in this community. See Chapter 6 for detailed market analysis as well as a breakdown of community input and strategies.

**EMPLOYMENT**

A business summary reveals that there are 236 businesses in Greater Bellport that employ 1,911 people.<sup>91</sup> The greatest percentage of employees are in the services industry, which includes hotels and lodging, automotive services, amusements, health services, legal services, educational institutions, and government.<sup>92</sup>

3. Community Profile

**Table 3.7: Pending and Approved Town Projects**

Map ID	Applicant	Location	Hamlet	Acreage	Zoning	Info
<b>APPROVED</b>						
2005-085-SP	Washington Mutual	700 Rte 101	Medford	24.119	J-2	Add drive thru ATM
2007-048-SP	Concern for Independent Living	South of 101; East of Hospital Rd	East Patchogue	5.24	NH-H	Construct 2-story assisted living residence
<b>PENDING</b>						
2005-064-SP	International Merchandisers	N/E/C Post Ave & Montauk	Bellport	1.09	J-2	Shopping center improvements
2006-004-SP	Camacho Auto	S/S Montauk, West of Station	Bellport	.4113	J-2	Construct steel building for retail auto
2007-016-SP	NJA Properties	S/S Montauk, West Michigan Ave	Bellport	.33	J-2	Construct new 1-story building
2007-062-SP	Greystone Medical	S/S CR 101 & N Patchogue-Yaphank	Patchogue	.7	J-4	Construct medical office building w/parking, walkways

<sup>89</sup>ESRI Retail MarketPlace Profile, 2007. www.esri.com/bao.

<sup>90</sup>ESRI Retail MarketPlace Profile, 2007. www.esri.com/bao.

<sup>91</sup>ESRI Business Summary, 2007. Data provided by InfoUSA, Omaha NE. www.esri.com/bao.

<sup>92</sup>ESRI Business Summary, 2007. Data provided by InfoUSA, Omaha NE. www.esri.com/bao.

### PENDING AND APPROVED TOWN PROJECTS

The Town of Brookhaven has a number of pending projects within Greater Bellport that may have an economic impact. These consist of zone changes and site plans.<sup>93</sup> The Town has already approved a zone change from the existing J-2 to a Special Use Permit for a .48-acre site owned by The Way Back, Inc. located on 27A and Amsterdam Road.<sup>94</sup>

## 3. Community Profile

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<sup>93</sup> Town of Brookhaven database as of February 21, 2008.

<sup>94</sup> *ibid.*

*4. Community Building*

**4) Community Building and Vision Process**

**4.1. BACKGROUND:  
Community Foundations**

**Coalition Formation**

The study, *Working Together for a Brighter Future in Greater North Bellport*, began in early 2006 when community leaders from the Central Bellport Civic Association and the local business community met to review the need for a community revitalization process. In the summer of 2006, community leaders and Town Councilwoman Connie Kepert organized an interview process to identify a planning consultant to assist with a community vision project. By August 2006, the consultant, Sustainable Long Island (SLI), was selected, and community groups, clergy and businesses throughout the South Country School District were invited to join a Coalition that would direct and oversee the community planning process. This Coalition was eventually named The Greater Bellport Coalition to reflect the growing membership in surrounding communities and the obvious links between adjoining communities connected by the major commercial corridor between Montauk Highway and Station Road. It also reflected local sentiment to unite these neighboring communities.

The Coalition identified two central issues: the negative image of the community and the crime that plagues residents and businesses. The Coalition took the initial essential step to address the poor image of the community by changing the name of and all references to the hamlet from North Bellport to Greater Bellport.

For more on the current status of the Greater Bellport Coalition for A Brighter Future please visit the Coalition’s website at [www.greaterbellportcoalition.com](http://www.greaterbellportcoalition.com).

**4.2. PHASE I: Building Local Capacity**

**Coalition Meetings**

To successfully regenerate a community, local groups, community leaders, and residents must have the capacity to facilitate and manage community-wide improvements. This ensures long-term benefits to the community, without relying on elected officials, other public officials, or outside organizations. This process began in September 2006 when Sustainable Long Island facilitated the first of many monthly meetings with the Greater Bellport Coalition to ensure wide community representation, develop organizational capacity, and prepare the Coalition to undergo the Sustainable Community Planning Process in 2007. Meetings continue to be hosted at South Country Ambulance Corporation, which is also part of the Coalition membership.

At monthly Coalition meetings, members formed the original goals for the community planning process and provided the nexus of information necessary to engage the community in defining their collective vision. Monthly meetings will continue to

**Table 4.1: Government Supporters**

New York State

Cesar Trunzo, State Senator

Patricia Eddington, Assemblywoman

Suffolk County

Kate Browning, Legislator

Jack Eddington, Legislator

Town of Brookhaven

Brian X. Foley, Supervisor

Connie Kepert, Councilwoman

4. Community Building

guide the process throughout all phases and ensure the Coalition becomes a self-sustaining organization that manages implementation and coordinates local groups within its membership, ensuring improvement to the local quality of life.

**Political Mobilization**

A hallmark of this process was the success of Sustainable Long Island and the Coalition in securing support from local elected officials. SLI attended meetings with Coalition members and elected officials to discuss the process and request support for the project. Elected officials from the State, County, and Town level all contributed funding to ensure project support and today remain committed to the process. Each has been an active participant in every phase of the process. Officials at the Town of Brookhaven have been especially committed to seeing the process through and are making certain that the final product is a plan that the Town board can adopt. **Table 4.1** highlights elected officials who participated in the process. The ongoing relationship between municipal officials and the Coalition will ensure the plan’s success. Recommendations outlined in Chapter 5 highlight opportunities to enhance this relationship further.

**Table 4.2: Seven Points of Contact**

The extensive outreach coordinated for community events included all of the following and sought to reach each resident in at least seven different ways:

- Presentations to groups in the community
- Magnets mailed to every home (see picture below)
- Town website and bulletins
- Relevant community and municipal newsletters
- Advertisements in *The Long Island Advance* and *Suffolk Life*
- Door hangers
- Coalition website and links from other sites
- Flyers posted at significant events and in businesses as well as sent home from school, and distributed at shopping centers
- Posters in businesses
- Placemats at local diner
- VMS “digital” road signs
- Robo calls
- Public service announcements via local radio stations
- Lawn signs
- Save-the-date postcards mailed to every home



**Table 4.3: Community Education Workshop Presenters**

<b>Safety, Health, and The Environment-Wednesday, July 18, 2007</b>		
Victory Church of God-East Patchogue, NY		
<b>Presenter</b>	<b>Title</b>	<b>Topic</b>
Connie Kepert	Councilwoman Town of Brookhaven (ToB)	Welcome and Introduction of Project
Scott Peregoy	COPE Officer, 5 <sup>th</sup> Precinct	Community Policing
Sarah Lansdale, AICP	Executive Director, Sustainable Long Island	Crime Prevention Through Environmental Design
Ben Wright	Suffolk County Department of Public Works	Sewer Development and Solutions
Gary Rozmus	VP, Gannett Fleming	Environment, Brownfields and Open Space Solutions
<b>Land Use Planning and Zoning-Wednesday, July 25, 2007</b>		
Victory Church of God-East Patchogue, NY		
David Woods, AICP	Commissioner of Planning, ToB	Welcome and Introduction of Project
Diane Mazarakis, AICP	Principal Planner, ToB	Historical Land Use and ToB Planning Tools
Joe Sanzano	Map Drafter, ToB	Zoning in Brookhaven
William Kuhl, FASLA	Principal-Saratoga Associates	Smart Growth Solutions
Peter Caradonna	LEED Certified Professional-Caradonna Architect planning	Green Design Alternatives
<b>Transportation, Economy and Sustainability-Wednesday, August 1, 2007</b>		
Victory Church of God-East Patchogue, NY		
Sarah Lansdale, AICP	Executive Director, Sustainable Long Island	Transportation Solutions
Vilma Heramia, CEcD	Director of Economic Development –Saratoga Associates	Building a Local Economy
Sarah Lansdale, AICP	Executive Director, Sustainable Long Island	Sustainable Development-Connecting the Dots

**4.3. PHASE II: Community Vision**

**Community Outreach**

Successful and effective community involvement requires a coordinated effort to inform community stakeholders of the expected process and results. An extensive and unique outreach effort was adopted to

reach every community member in at least seven different ways. Sustainable Long Island’s “Seven Points of Contact” approach was tailored to the highest impact and is detailed in **Table 4.2**.

Coalition members played a vital role in spreading the word and ensuring broad community participation. Throughout the

spring and early summer, SLI and Coalitions members conducted community presentations, explaining the process and encouraging wide community participation, leading to the community design weekend. Presentations were made to local civics, Parent Teacher Student Association groups, the Rotary Club, churches, and other local groups. Significant outreach began with an information table at the Bellport Middle School football awards luncheon on March 3, 2007, and continued through the last community presentation.

#### Community Education Workshops

While community members know their area best, it can be difficult to understand the interconnected nature of issues within the

community as well as the impact of varied potential solutions. Sustainable Long Island conducted three community education workshops to provide community members with a base knowledge and vocabulary to constructively address quality of life issues and ensure a successful community vision session. Topics, dates, and locations of each community education workshop are highlighted in **Table 4.3**. Planning professionals were invited to provide expert analysis on major issues in the community, highlighting interconnections within Greater “North” Bellport and East Patchogue, and incorporating solutions undertaken in communities around the country, similar to Greater Bellport.

## 4. Community Building

**Table 4.4: Focus Group Topics and Participants**

- **Civic/Environmental Groups:** representatives from the local civic organizations and other organizations already active in creating community improvement
- **Housing Organizations:** representatives from all the local and national housing organizations that live, work, and play in the study area
- **Government Officials:** Elected officials, municipal representatives, and Greater Bellport Coalition members
- **Business and Property Owners:** owners of significant properties or businesses within the community as well as real estate industry professionals such as brokers and developers
- **Public Service Professionals/Emergency Responders:** Representatives from the Fire Department, Police Department, Brookhaven Hospital, and EMS professionals
- **Youth-Related Professionals:** Representatives from organizations working with local youth including the South Country School District, parent teacher association’s youth sports leagues, and youth center
- **Religious Leaders:** clergy from local religious facilities of all represented orientations
- **Senior-Related Professionals:** representatives from organizations that work with seniors including the Town of Brookhaven Division of Senior Services, senior citizen groups, BHEP, and church groups

**Community Vision Weekend**

The vision weekend, August 10 through August 12, 2007 gave community members the chance to express their opinions in a visually engaging, interactive, and collaborative series of focus groups, field condition inventories, collaborative goal setting meetings, and design sessions, as well as a community celebration. With an impressive attendance of more than 500, the events offered opportunities for friendly, informal discourse and debate among community residents, resulting in a workable vision and solutions to improve the quality of life in Greater Bellport.

**a) Focus Groups**

Focus groups were conducted on Thursday, August 2; Friday, August 3; Monday, August 6; and Thursday, August 9. They were held at the South Country School District Administrative Building, South Country Ambulance Corporation, Town Hall at Brookhaven Town, and at St. Joseph the Worker Church. These sessions facilitated targeted input from specific groups that play a significant role in the provision of services to the Greater Bellport community. See **Table 4.4** for an outline of focus group topics and participants. Participants were specifically chosen in collaboration with the Greater Bellport Coalition for A Brighter Future based on their role as community experts who provide an essential service to the community. They were also selected for their willingness to contribute to community improvements, and their ability to provide insight that could significantly improve the quality of the community plan. Actual participant names are withheld to ensure participants felt free to give input that may not be publicly popular. Each focus-group session identified strengths/assets, weaknesses, and

**Table 4.5: Sustainable Long Island Community Design Team**

**Saratoga Associates**

William Kuhl, FASLA,  
Managing Principal

**Peter Caradonna Architect & Planning**

Peter Caradonna, AIA/USGBC  
Principal-in-Charge

**Urbitran**

Eric M. Swenson, EIT  
Traffic Engineering and Transportation  
Planner

**The Edgecombe Group, Inc.**

Leland E. Edgecombe, AIA, ASLA,  
ACIP, Principal

**Youth Educators**

Edgar Andrade, MD  
Stephanie Denis, Transportation Planner

opportunities specific to the topic area that was used to inform other sessions throughout the Community Vision Weekend and the recommendations within the community plan (for more details, see **Chapter 5**).

**b) Friday Presentation and Goal Identification**

On Friday evening, August 10, community members came together at St. Joseph the Worker Church for the first opportunity for significant public input from the community at large. More than 200 community members participated in a presentation summarizing the lessons learned about planning principles and solutions from the community education workshops. The Sustainable Long Island community design

team (Table 4.5) facilitated a discussion identifying the issues and goals central to the Greater Bellport community. These goals became the outline for the rest of the community planning process as well as this plan and are described in greater detail in this chapter.

#### c) Community Vision Design Day

The Community Vision Design Day gave community members a chance to experience their community in a unique way and collaboratively identify solutions, especially to land use needs. During the bus tour, participants visited the different parts of the area that community members had identified as concerns at earlier events. Community design team members, along with members of the Greater Bellport Coalition for A Brighter Future, facilitated experiential learning sessions on the bus tours, asking participants to look at different elements of the community, good and bad, that they may not notice in their daily lives. These participants were asked to imagine experiencing these sites as a different person – a child, senior, person in a wheelchair, blind person, or tourist. This exercise helped facilitate a more comprehensive viewpoint in the positives and negatives of the physical environment.

More than 150 participants returned to design tables at St. Joseph the Worker Church. Again facilitated by the community design team and Coalition members, the community engaged one another in a discussion of solutions known as a “charette.” Participants debated how to solve different issues in the community and what their perfect community would look like. Concepts to improve the community centered on the physical placement and design of community amenities such as

#### Figure 4.1: Community Vision Events

Top: Friday Goal Identification Session

Middle: Vision Design Day

Bottom: Community Presentation



community centers, restaurants, parks, and crosswalks (detailed in Chapter 5). The eight different tables presented and discussed their ideas as a whole before

returning for a second session of design tables.

Running concurrently with the adult design tables, the youth charette incorporated separate tables specifically designed for children of all ages. This process was facilitated by two teachers experienced in teaching planning concepts to youth. The youth, ranging from small children to high school students, discussed issues, solutions, and their dream for the type of community in which they would like to grow up. The community was able to experience a riveting presentation of youth-defined solutions.

**d) A Public Celebration: The Community's Vision Unveiled**

The Community Vision Process concluded on August 20, 2007 at BOCES with a public celebration to unveil the community's vision and ensure local support. This presentation brought the input gathered during the Community Vision Design Day into a summarized presentation that outlined a preliminary and cohesive vision by previously defined community goals. The presentation was highlighted by preliminary designs for town centers in Greater Bellport that incorporated the most significant input received during the design day. The celebration ended with the community acceptance of the vision presented and approval to commence with the writing of a formal plan and implementation strategy. Final recommendations are presented in **Chapter 6**.

**4.4. PHASE III: Implementation**

After months of coordination with the Town of Brookhaven and the community, the completion of this plan represents the beginning of Phase III of SLI's Community Planning Process. The Town has committed

to adapt this community plan into an official land-use plan that will guide all future development in Greater Bellport. The Greater Bellport Coalition for a Brighter Future will continue to work with the Town and receive technical assistance from Sustainable Long Island to ensure the long-term implementation of the community's vision through the recommendations outlined in Chapter 6.

**Coalition Development**

Sustainable Long Island continues to provide support to The Greater Bellport Coalition for a Brighter Future after the visioning process (described earlier) was completed. The collaborative partnership throughout the planning process ensured that the Coalition would become a thriving organization with the capacity to undertake the implementation of the community plan.

After the completion of the community visioning process, the Coalition began the process to fulfill its role in implementation.

Since the Greater Bellport Coalition is not a 501(c) (3), the Coalition voted to use the Central Bellport Civic Association (CBCA) as their fiscal agent. As a fiscal agent, CBCA will oversee all finances and grant requests of the Coalition.

Representing their respective constituencies, the Coalition has actively participated in the creation of this document to ensure that it is representative of the broader community's interests. They have commented on drafts and approved them as meeting the community's goals.

In addition, the Coalition is working closely with the Town of Brookhaven's Planning Department to ensure that development

proposals and Town actions are consistent with the community’s vision outlined herein. The Coalition and Town are already working collaboratively to ensure that

development applications and variances respond to the community’s concerns.

**Table 4.6: Greater Bellport Coalition Membership**

Organization	Representative
<i>Bellport Youth Football</i>	<b>Jackie and Steve Schwicke</b>
BHEP Alliance, Inc.	<b>Helen Martin</b>
<i>Boys and Girls Club</i>	<b>Debbie Libaire</b>
<i>Central Bellport Civic Association</i>	<b>Gail Ellis*</b>
<i>Community Development Corporation of Long Island</i>	<b>L. Von Kuhen</b>
<i>Habitat for Humanity of Suffolk County</i>	<b>Les Scheinfeld</b>
<i>Help Suffolk</i>	<b>Nancy Nunziata</b>
<i>Long Island Housing Partnership</i>	<b>James Britz</b>
<i>New Bethel E.P.C.</i>	<b>Bishop Charlie Bullock</b>
<i>Open Door Church</i>	<b>Pastor Anthony Rountree</b>
<i>South Country Ambulance Corp.</i>	<b>Lindsey Smith</b>
<i>South Country Community Conference</i>	<b>Tony Gazzola</b>
<i>South Country Library</i>	<b>Mary Haines</b>
<i>South Country School District</i>	<b>Susan Agruso</b>
<i>South Country Board of Education</i>	<b>Greg Miglino</b>
<i>South Country Community Land Trust</i>	<b>Nancy Marr</b>
<i>St. Joseph the Worker Church</i>	<b>Joan McGay</b>
<i>TISK Learning Center</i>	<b>Lincoln Johnson</b>
<i>Victory Church of God</i>	<b>Pastor Anthony Seaton</b>
<i>Victory Housing Development</i>	<b>Fran Suk*</b>
<i>Co-Chair of GBC</i>	<b>John Rogers*</b>
<i>Co-Chair of GBC</i>	<b>Georgette Grier-Key*</b>
<b>New Members and Replacement Members</b>	
<i>Community Development Corporation of Long Island</i>	<b>Eileen Anderson</b>
<i>Boys and Girls Club</i>	<b>Tracie Van Dina</b>
<i>*Executive Committee Members</i>	

4. Community Building

## 5) Community Goals

# 5. Community Goals

Greater Bellport was engaged on several occasions throughout the community planning process (described in Chapter 4). This chapter summarizes overarching ideas developed from thousands of different individual and group comments. This input was gathered during multiple community input sessions, including collective goal identification, keypad voting on specific concepts, focus groups, adult and youth design tables, surveys for people unable to attend the design weekend and more than a year of work with local community members (all sessions are described in detail in Chapter 4).

Community goals are outlined in order from highest priority to the lowest as voted on by the community during the vision weekend. However, this ranking does not reflect an equal variety of input. Some of the goals receiving the lower priority ranking actually generated significantly more input than those that were rated most important.

A summary of the input received in the community goal segment follows. The intent of each goal is framed as a sentence and the overall comments representing the general sentiment of the community are summarized in bullet format.

### **5.1. ADDRESS THE CRIME ISSUE AND CREATE A SAFE COMMUNITY**

- Increase the number of police patrol cars in the community as well as bike and foot patrols.
- Improve lighting on streets and at public locations such as parks.
- Ensure that streets and buildings have the appropriate signage and that they are readable.
- Move the 5<sup>th</sup> Precinct police station or a sub-station to the train station.
- Clear brush regularly from overgrown areas to enhance visibility and maintain landscaping that promotes visibility.
- Institute a community watch program.
- Install security cameras at specific points in the community to deter criminal activity.

### **5.2. IMPROVE GOVERNMENT RESPONSIVENESS TO ISSUES IN THE COMMUNITY**

- Increase enforcement of those properties not meeting code, and hire a code enforcement officer specifically for Bellport.
- Close down illegal businesses.
- Improve the maintenance and cleanliness of Town- and County-owned properties.
- Improve maintenance of infrastructure, especially streets and drainage issues.
- Change zoning code to reflect comments in other sections of the plan.

**5.3. CREATE A BEAUTIFUL, WELL-MAINTAINED COMMUNITY**

- Install landscaping along streets.
- Create a community-cleanup program to address weeds and litter on streets, sidewalks, and vacant properties.
- Prevent illegal dumping and improve trash collection.
- Remove brush to improve aesthetics.
- Establish design standards for architecture and landscaping.
- Beautify the community at large.

**5.4. ENHANCE PUBLIC TRANSIT OPTIONS, SAFETY, AND STREET CONNECTIONS**

- Connect the defined street grid in the center of the community to eliminate large tracts of open space and prevent frequent “dead ends” that encourage criminal activity.
- Increase and enhance public transit service to encourage use.
- Increase the number of bus stops in the community and add shelters near busy locations.
- Install curbs along all developed streets to define the street from private property.
- Develop municipal parking lots near the Hamlet Center.
- Improve Americans with Disabilities Act compliance access on sidewalks and streets and to buildings.
- Complete Sunrise Highway service roads.
- Increase safety on all roads. Limit the number of curb cuts on streets to increase safety.

**5.5. DEVELOP A RANGE OF HOUSING OPTIONS IN UNDEVELOPED PARTS OF THE COMMUNITY**

- Develop mixed-use buildings with housing above retail stores.
- Develop housing in the undeveloped areas in the center of the community, especially south of BOCES and near Robert Rowley Park.
- Develop condos and coops in the Hamlet Center area.
- Develop vacant single-family lots throughout the community.
- Develop a range of housing types (condo, townhouse, apartment) for all income levels.
- Develop rental housing.
- Create homeownership education.

**5.6. ATTRACT COMMERCIAL BUSINESSES TO A HAMLET CENTER**

- Develop commercial buildings on vacant lots along Montauk Highway, Station Road, and Atlantic Avenue.
- Create a mixed-use hamlet center at the intersection of Montauk Highway and Station Road stretching west OR south of the Bellport train station.
- Develop mixed-use buildings along Montauk Highway, Station Road, and Atlantic Avenue.
- Create a local chamber of commerce.
- Encourage local business ownership.
- Attract new businesses to Greater Bellport. Some of the many suggestions included: restaurants and ethnic oriented shops as well as a bank, supermarket, Starbucks, recording studio, movie theater, mall, arcade, dance studio, deli, catering hall, and pizza parlor, among others.

**Figure 5.1: Community Input**

Top: Walking Tour Surveys  
 Middle: Supervisor Foley and Legislator Browning with friends of Alvin Brothers at the Community Design Day  
 Bottom: Community Design Table



**5.7. ENHANCE THE ABILITY TO WALK EVERYWHERE WITHIN THE COMMUNITY**

- Install sidewalks and curbs on all developed streets in the community including those that pass undeveloped areas.
- Create bike and walking paths in open space areas and throughout the community, linking to parks and businesses.
- Enhance general walkability within the community and, within walking distance of homes, create assets such as a grocery store, restaurants, shopping, recreation, and offices.

**5.8. CREATE A RANGE OF RECREATIONAL OPPORTUNITIES IN THE COMMUNITY**

- Develop a community recreation center in addition to the Boys and Girls Club.
- Develop a greenway system corridor of undeveloped land that is reserved for recreational use or environmental or parks throughout the community and between Montauk Highway and the railroad tracks.
- Expand and renovate existing parks, especially Robert Rowley Park.
- Create recreational access to the waterfront.
- Develop pocket parks and other new parks throughout the community.
- Develop a gymnasium and public pool.
- Develop a senior center.

**5.9. DEVELOP PRIDE IN GREATER BELLPORT AND PROVIDE SUPPORTIVE PROGRAMS**

- Develop a community center.
- Create new youth programs to give youth meaningful after-school activities.
- Create a community newsletter to keep the public informed about local projects and events.
- Develop new civic buildings, such as a library annex and post office.
- Create job-training programs in partnership with the schools and BOCES.
- Develop a teen club.
- Create other community enhancement programs such as local classes, community trips, music programs, and pride-building activities.
- Create a community of character.

## 6. Implementation Strategies

### 6) Implementation Strategies

6.1 COMMERCIAL CENTER

1) Develop a Greater Bellport Hamlet Center

*Location:* The north Side of Montauk Highway and south side of Atlantic Avenue from Bourdois Avenue to Bellport Avenue.

*Legislation Required*

Central to the redevelopment efforts of Greater Bellport is the creation of a Hamlet Center at the intersection of Montauk Highway and Station road. The Hamlet Center will serve as a traditional mixed-use downtown for the Hamlet of North Bellport and support the Village of Bellport’s downtown offerings, without creating undue competition for downtowns in the Villages of Bellport and Patchogue.

The Hamlet Center will feature mixed-use buildings with retail uses on the ground floor and residential uses on the second and third floors. Additional floors and office space may be acceptable in this community by special approval.

The recently adopted J-6 Main Street zoning code was intended to preserve traditional downtowns and promote the development of new corridors. The properties within the

defined area will be rezoned to this classification.

Development is encouraged to occur on full-block developments rather than piecemeal. These buildings will be built to a zero lot line on both Montauk Highway and Atlantic Avenue, with outdoor seating and displays encouraged on sidewalks. Buildings are required to meet design guidelines for the district. Commercial frontages are encouraged on both Montauk Highway and Atlantic Avenue with mid-block parking lots located between buildings, accessed from side streets, and incorporating shared parking to reduce space utilized for surface parking lots. Montauk Highway will receive preference over Atlantic Avenue if only one frontage is possible with specific developments.

2) Brand the Town Center to Attract Regional Consumers

Successful commercial districts utilize unique characteristics and branding to build on the local market and attract regional consumers. Local residents favored a theme or “brand” by building the district with a Caribbean motif, creating a very unique identity on Long Island. Architectural

Figure 6.1: Hamlet Center Concept



accents, marketing, and business development should emphasize this brand, and be supported by business development efforts.

A professional marketing firm will develop a specific symbol or logo representing the brand and associated materials, including signage and marketing materials to post throughout the district. This vendor will incorporate significant community input and consider local retail demand.

3) **Commission an Infrastructure Study to Explore Sanitary Treatment and Resolutions**

Every development project in Suffolk County faces barriers due to stringent health

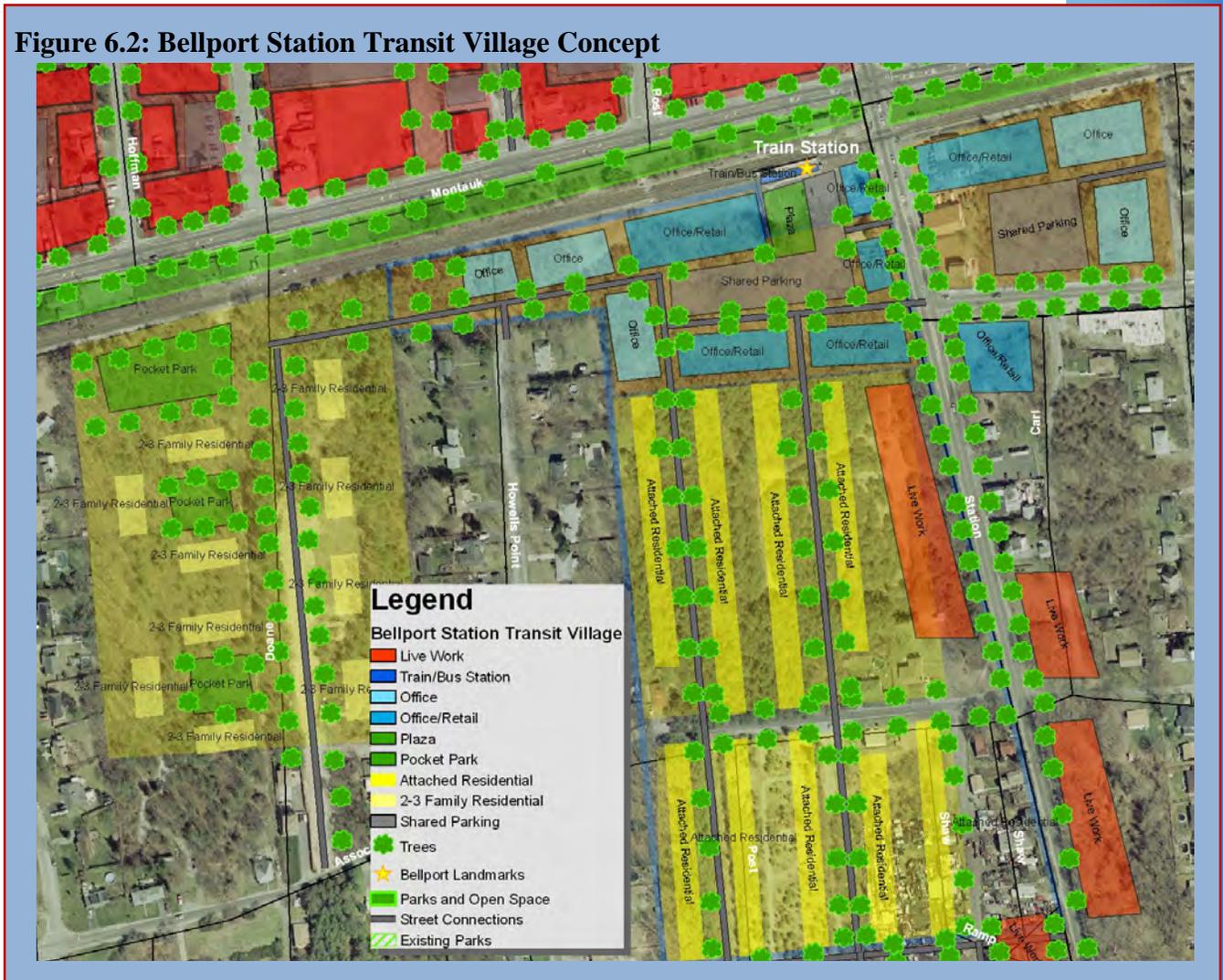
and environmental regulations and the lack of sewer capacity. This study will consider the development and densities (including commercial and residential multi-family) incorporated within this document, as well as additional proposed projects, and assess the best option to address increased sewage capacity needs if necessary. The Suffolk County sewer task force should be engaged early to provide support.

In the event that additional capacity is deemed necessary, the study will outline various options to achieve the needed capacity that *do not* include the creation of a sewage treatment plant in the core of the community including (in order of priority):

- a) Transfer of development rights from

6. Implementation Strategies

Figure 6.2: Bellport Station Transit Village Concept



- areas surrounding the community identified for open-space preservation
- b) Connection to existing or planned sewer districts in communities surrounding Greater Bellport
- c) Creation of a small local sewer district that would expressly minimize impacts on the community
- 4) **Create the “Bellport Station Transit Village,” a Transit-Oriented Development District**

*Location:* South of the Bellport train station to the paper street a road laid out in a development plan that may not been developed and exists only in development plan, south of Association Road, between Howells Point Road and Station Road.

**Legislation Required**

The vacant parcels south of the Bellport train station (public and private), including the former Grucci Fireworks Factory, will be redeveloped as a transit-oriented development district.

Immediately surrounding the train station and north of Beaver Dam Road extension is an expanded parking lot with video surveillance that is surrounded by professional office buildings. Some of these buildings may incorporate first floor retail/restaurant or office support businesses such as FedEx Kinko’s. Adjacent to the train station is a covered transit center where all local buses make stops. Surrounding the transit center is a public plaza for community events.

Office buildings are also located between Station Road and Bellport Avenue north of Beaver Dam Road.

Attached multi-family housing will occupy the parcels between the extension of Beaver Dam Road and Association Road. This area will meet standards for mixed-income ownership and rentals established for all redevelopment in Greater Bellport under Housing Strategies.

The area south of Association Road will be 90% market-rate townhouses (excluding the 10% affordable housing that the Town requires of all multi-family projects) from Association Road to a newly created east-west street (see section 6.5.3). South of this new street will be two market-rate single- and two-family homes in character with surrounding properties and promoting direct pedestrian linkages to the train station plaza. Some homes are already under construction in this area; therefore, this concept may need to be altered slightly to accommodate that development.

Both sides of Station Road will incorporate live/work spaces for artists, as detailed in section 6.2.4.

The Town of Brookhaven will need to create a mixed-use area, requiring a coordinated development plan. Either a planned-development district or the recently proposed transit-oriented development district will be adopted to achieve this goal. Consolidation of publicly and privately owned properties is necessary. Either the Town or a private developer will complete a development master plan to detail appropriate amenities and densities. The Metropolitan Transportation Authority/Long Island Railroad should be engaged early in all redevelopment efforts associated with the train station.

- 5) **The Town and Greater Bellport Coalition will Partner to Apply for a Brownfield Opportunity Area Grant**

*Location:* Greater Bellport Study Area.

This state program assists communities with the redevelopment of brownfield (contaminated) properties. The program allows for multiple phases to be funded separately. The first step has been completed as part of the development of this plan. An application for the second step may incorporate the completion of an urban renewal plan/blight study, development of a master plan for the Bellport Station Transit

Village, and assessment of potential brownfield properties.

6) **Assemble Land Targeted for Redevelopment and Release Requests for Proposals for Private Development**

The areas currently targeted for redevelopment in this plan (Hamlet Center, Transit Village, BOCES Corridor) encompass multiple vacant parcels of varying ownership. These parcels are generally too small to justify the risk of significant development by private developers as outlined in this plan. Therefore, it will be necessary to assemble properties into larger, consolidated development projects.

The appropriate assemblages can be achieved in one of two ways:

The most preferable option is for the Town to commission a study to assess the condition of targeted properties, develop a plan to acquire those properties for fair market value (using numerous funding sources), and then release a request for proposals (RFP) for a coordinated development. Developers will respond to this RFP. The best proposal for redevelopment will be selected, and the developer will reimburse the Town for the cost of the properties. This process has been successfully used across the country, including spurring redevelopment in New Cassel, Long Island.

An alternative approach is for the community and Town to coordinate with interested developers to encourage these developers to assemble properties without assistance from the Town. This is a less successful and much riskier process that will also increase development costs and lower the potential for effective redevelopment.

7) **General Property Recommendations Legislation Required**

**SOUTH OUTLET CENTER**

**Location:** *South Service Road west of Station Road.*

The outlet center is located at the entrance to the community. An important site, it has continued to lose tenants for a number of years due to increased competition and covenants preventing any use other than outlet stores.

After significant negotiations with the property owner, the community agreed to support the lifting of covenants for the development of a nationally known hotel with a detached restaurant under the following conditions:

- The site is never utilized for temporary or emergency housing.
- Local hiring practices are employed.
- The site is open and welcoming from Martha Avenue.
- The owner employs significant landscaping on site and leading to the intersection with Station Road.

**BDG PROPERTY:**

**Location:** *Northeast corner of Sunrise Highway and Station Road. Parcels: 872-2-16 & 899-3-7.*

This property is one of the largest remaining parcels in the community. Early negotiations with the developer revealed the difficulty in attracting industrial tenants, and the community's preference for an alternate development.

This area should be developed as a mixed-use property incorporating office space and minimal levels of residential units.. Retail offerings should be targeted to neighborhood commercial sites and may accommodate the significant demand in the community for a warehouse store such as Costco. This type of store would meet some needs of local residents and draw people from outside communities. More traditional big box stores like Wal-Mart would not be appropriate on this site because of the

likelihood of increased competition it would create with businesses in the Hamlet Center. Other businesses should serve the needs of the surrounding community for general merchandise and services and not compete with businesses targeted for the Hamlet Center.

Although the project will be far more auto-centric than the Hamlet Center, it should still accommodate pedestrians, maintain bus access, and minimize surface parking along Station Road frontage. The development should be required to connect to the Hamlet Center, adopting such elements as through design. If a warehouse retailer is incorporated, the business should sign a community benefits agreement with the Greater Bellport Coalition ensuring local hiring practices and contributions.

This action will require rezoning the property to J-2 or utilizing a Planned Development District.

POLYMAG:

**Location:** *Southeast corner of Station Road and Brookhaven Avenue.*

This prime property has long been a focus for redevelopment efforts in the community. Occasionally occupied, it is zoned for industrial use but is located across the street from a community park, two blocks from a school, and surrounds a County water retention pond.

Rezoning the property along Station Road as J-6 will encourage the development of mixed-use buildings that will front Station Road and should accommodate a small grocery store or use that effectively meets the needs of the surrounding residential areas. Commercial uses may also cater to students traveling to and from the nearby school. The remaining property will be rezoned for single-family housing with accessory units or two-family housing

targeted towards rental units. The community has also expressed interest in commercial recreation on this site, and it should be considered in future redevelopment efforts.

SOUTHEAST CORNER OF STATION ROAD AND SUNRISE HIGHWAY:

**Location:** *Between Station Road and Walker Avenue.*

This property sits at the northern gateway to the community. The intersection is inappropriate for the current single-family zoning but also cannot absorb significant retail development. The northern portion should be rezoned for commercial recreation purposes with the southern portion remaining residential.

HELP SUFFOLK:

**Location:** *Eastern Terminus of Brookhaven Avenue*

The HELP Suffolk facility has long been an issue of contention in the community. The transitional housing facility, described in detail in Chapter 3, was originally expected to close after a 10-year period but has remained open.

This facility should be closed in a responsible fashion that does not negatively impact current residents. As residents are moved into permanent housing, the facility should not accept new residents. After all residents are placed in permanent housing, the HELP facility should be converted into a managed affordable housing complex.

The complex will also be connected to Montauk Highway by a new street extending south along the industrial areas (**see section 6.5.3**).

Table 6.1: Bellport Market Potential (Demand for New Businesses)

Type of Retail Business	Drawing Radius (miles)	Opportunity Gap*	Supportable Space**	Median Store Size: (GLA in SF)	Potential Stores
<b>FURNITURE AND FURNISHING STORES</b>					
Home Furnishing Stores	4 to 8	\$6,884,970	6,131	6,740	1
<b>ELECTRONICS AND APPLIANCE STORES</b>					
Radio, Television, Electronics Stores	5 to 10	\$4,395,467	2,481	2,526	1
Computer and Software Stores	5 to 10	\$7,165,784	9,399	3,388	3
Camera and Photographic Equipment	5	\$1,372,808	3,650	2,200	2
<b>BUILDING MATERIAL, GARDEN EQUIPMENT STORES</b>					
Nursery and Garden Centers	3	\$4,022,939	14,381	8,981	1
<b>HEALTH AND PERSONAL CARE STORES</b>					
Optical Goods Stores	5	\$1,191,136	993	1,561	1
Other Health and Personal Care Stores	3	\$1,048,707	1,419	1,400	1
<b>CLOTHING AND CLOTHING ACCESSORIES STORES</b>					
Women's Clothing Stores	3	\$2,436,855	5,074	4,200	1
Family Clothing Stores	5 to 10	\$8,362,061	7,029	12,000	1
Clothing Accessories Stores	5	\$1,028,063	2,289	1,391	2
Other Clothing Stores	5	\$3,299,220	4,323	5,000	1
Jewelry Stores	5	\$9,421,767	10,934	1,450	8
Luggage and Leather Goods Stores	5	\$1,162,745	339	2,300	0
<b>SPORTING GOODS, HOBBY, BOOKS, MUSIC STORES</b>					
Sporting Goods Stores	7 to 8	\$5,188,397	10,380	7,500	1
Sew/Needlework/Piece Goods Stores (Crafts)	5	\$415,870	468	7,424	0
Book Stores	5	\$2,558,545	8,292	9,970	1
Prerecorded Tapes, CDs, Record Stores	2 to 4	\$1,039,572	1,985	3,426	1
<b>GENERAL MERCHANDISE STORES</b>					
Department Stores	5	\$48,173,397	120,218	32,154	4
All Other General Merchandise Stores	5	\$58,689,250	111,289	18,812	6
<b>MISCELLANEOUS STORE RETAILERS</b>					
Florists	3	\$1,329,192	6,326	1,600	4
Office Supplies and Stationery Stores	5	\$2,678,935	1,380	21,400	0
Gift, Novelty and Souvenir Stores	5	\$1,348,403	1,073	1,437	1
<b>FOODSERVICE AND DRINKING PLACES</b>					
Full-Service Restaurants	2 to 5	\$32,768,081	35,314	4,500	8
Limited-Service Eating Places	2 to 5	\$21,352,130	25,861	3,861	7
Special Foodservices	2 to 5	\$7,838,714	20,599	2,291	9
Drinking Places – Alcoholic Beverages	2 to 5	\$2,230,951	4,350	3,861	1
*Opportunity Gap is the amount of money the area could potentially capture					
**Supportable Space is the square feet of retail space the community can support based on the Opportunity Gap					

**8) Create a Low Intensity Commercial Gateway along Station Road**

*Location: Station Road from Sunrise Highway to Association.*

***Legislation Required***

Station Road is the north-south gateway to Greater Bellport and the Village of Bellport. New residential developments on Station Road will be encouraged to face the road and, along with existing single-family homes, to incorporate ground floor commercial uses as allowed by law in residential districts.

A single-family home at the corner of Station Road and Atlantic Avenue was recently converted into a daycare facility. Similar types of conversions and development of vacant parcels in the same character will create a low intensity corridor, attracting more people into the heart of the community and drawing them from Sunrise Highway to the Hamlet Center at Montauk Highway.

Appropriate uses for Station Road include low intensity commercial facilities such as day care facilities, law offices, real estate brokers, and similar businesses that will not compete with the downtown area.

The portion of Station Road south of Montauk Highway will be targeted specifically for live/work artist spaces (see **section 6.2.4**).

Design guidelines should acknowledge this residential character and establish it for all new buildings along Station Road.

**9) Target New Business Growth Consistent with Market Analysis**

*Location: Hamlet Center and Station Road.*

A fall 2008 retail market analysis outlined in-demand business types that can create successful commercial areas in Greater Bellport.

**The Hamlet Center** will be developed as an entertainment and dining mecca of Suffolk County. There is a significant demand for food-service businesses, including eight full-service restaurants. Greater Bellport can draw on the established popularity of the limited-service restaurant Spicey's, located at the eastern edge of the Hamlet Center, which already attracts people from throughout the County.

Other entertainment-oriented businesses such as a jazz club, video store, and art galleries, and possibly a theater would create variety and complement surrounding downtowns in the Villages of Bellport and Patchogue. Additional businesses that will complement this mix include coffee shops, a book store, and a bank. General-merchandise and department stores are also in demand but may be more appropriate for the northeast corner of Station Road and Sunrise Highway. A healthy mix of national and regional chain stores will be targeted for prime locations, creating anchors that will attract additional people to patronize locally owned businesses. **See table 6.1** for more options.

Office uses should be targeted for the Bellport Station Transit Village closest to the train station and the southeast corner of Station Road and Montauk Highway. The demand for office space was not included in the market study, and current economic conditions may significantly decrease options; however, nearby Brookhaven Hospital presents some opportunities. Office spaces are essential to creating local jobs that will support new development in the Hamlet Center.

**10) Expand the Empire Zone to Include Properties South of Sunrise Highway**

*Location: Industrial Properties east of Station Road between Sunrise Highway and Beaver Dam Road.*

***Legislation Required***

The Town will work with the State to expand the existing Empire Zone boundaries

south of Sunrise Highway to Beaver Dam Road, including properties east of Station Road zoned as Light Industrial.

In addition, properties located between Martha Avenue Park and the extension of Arthur Avenue will be rezoned from residential to light industrial. This area is an appropriate location for an industrial office park or similar use. The expansion of the Empire Zone will help facilitate job creation, local hiring guarantees, and improved incentives to attract businesses to the community.

**11) Implement the Industrial/Commercial Incentives Plan in the Hamlet Center**

*Location: Hamlet Center (Montauk Highway), Bellport Station Transit Village (Station Road south of Montauk Highway and industrial properties east of Station Road [west of Beaver Dam Creek]).*

The Suffolk County Industrial/Commercial Incentives Plan (I/CIP) program provides tax incentives to businesses in targeted sectors that are located in designated locations. The creation of additional retail businesses in these targeted areas could help create employment opportunities. Currently, this program is not utilized in Greater Bellport.

This program provides a strong tool that can help encourage the market. The incentives must be specifically targeted toward retail and office businesses that meet the community's vision. This program requires a commitment from the school district to a partial tax exemption on some capital improvements (generally more than \$50,000) made in the designated zone. The waiver is phased out over a ten-year period.

**12) Apply to the State to Designate Greater Bellport a Banking Development District**

*Location: Hamlet Center and Bellport Transit Village.*

This lucrative State designation attracts banks to underserved regions by protecting them from potential failure through a 10-year deposit of State funds. It has been very successful in attracting banks to underserved areas throughout the State. In return for the risk mitigation, the bank is required to provide financial services and education appropriate for the local population. The banks must be mainstream businesses, and the program is highly regulated to ensure compliance.

The development of a bank in this region will provide much needed resources in the community, stabilize the development environment, and attract additional investors to the community.

**13) Partner with the Bellport Chamber of Commerce to Expand within Greater Bellport**

The Bellport Chamber of Commerce is currently located in the Village but has membership in other local hamlets including Brookhaven. The chamber provides local discount cards to member businesses and coordinates a number of community activities including Bellport Day, an Independence Day fireworks display, and parades.

The resources of this chamber and its member businesses could significantly help with coordinating similar activities in Greater Bellport and provide a basis for networking and mentoring of Greater Bellport businesses to encourage revitalization. The redevelopment of Greater Bellport, especially the Hamlet Center and train station area, is of significant benefit to the village and the chamber members in attracting additional revenue to the village and supporting increased transportation service.

Once Greater Bellport commercial development expands significantly, it may become beneficial to develop a Business

**Figure 6.3: Saratoga Farmers Market**

Improvement District through the Chamber of Commerce.<sup>95</sup>

#### **14) Create the Bellport Resident Local Business Savings Program**

As local businesses develop and begin to grow in the Hamlet Center, the creation of a local business savings program will encourage people from Bellport and surrounding hamlets to shop at these local businesses.

Local residents will be able to apply for a card that they present at local businesses. The resident will pay full price, but the business owner will provide a 10% discount for future purchases at locally owned retailers and 5% at regional/national retailers, that will go directly into an account linked to the resident's card. The resident

<sup>95</sup> [www.bellportchamber.com](http://www.bellportchamber.com)

can then use the account to make additional purchases at local businesses, similar to a checking account.

The boundaries for participation will include the hamlets surrounding Greater Bellport. The Bellport Chamber of Commerce or a local bank may be needed to manage the program.

#### **15) Establish a Bellport Farmers Market**

A farmers market is an excellent way to attract people to the Hamlet Center area and provide better access to fresh fruits and vegetables to many local residents. Held on Saturdays during the summer, the market will originate very informally. Farmers markets are supported throughout Long Island, many with the support of Long Island Growers Market.

The market should open at the train station parking lot and either remain at the Bellport Station Transit Village parking lot or move to the revitalized Robert Rowley Park.

6. Implementation Strategies

Figure 6.4: Summary of Rezoning Strategies

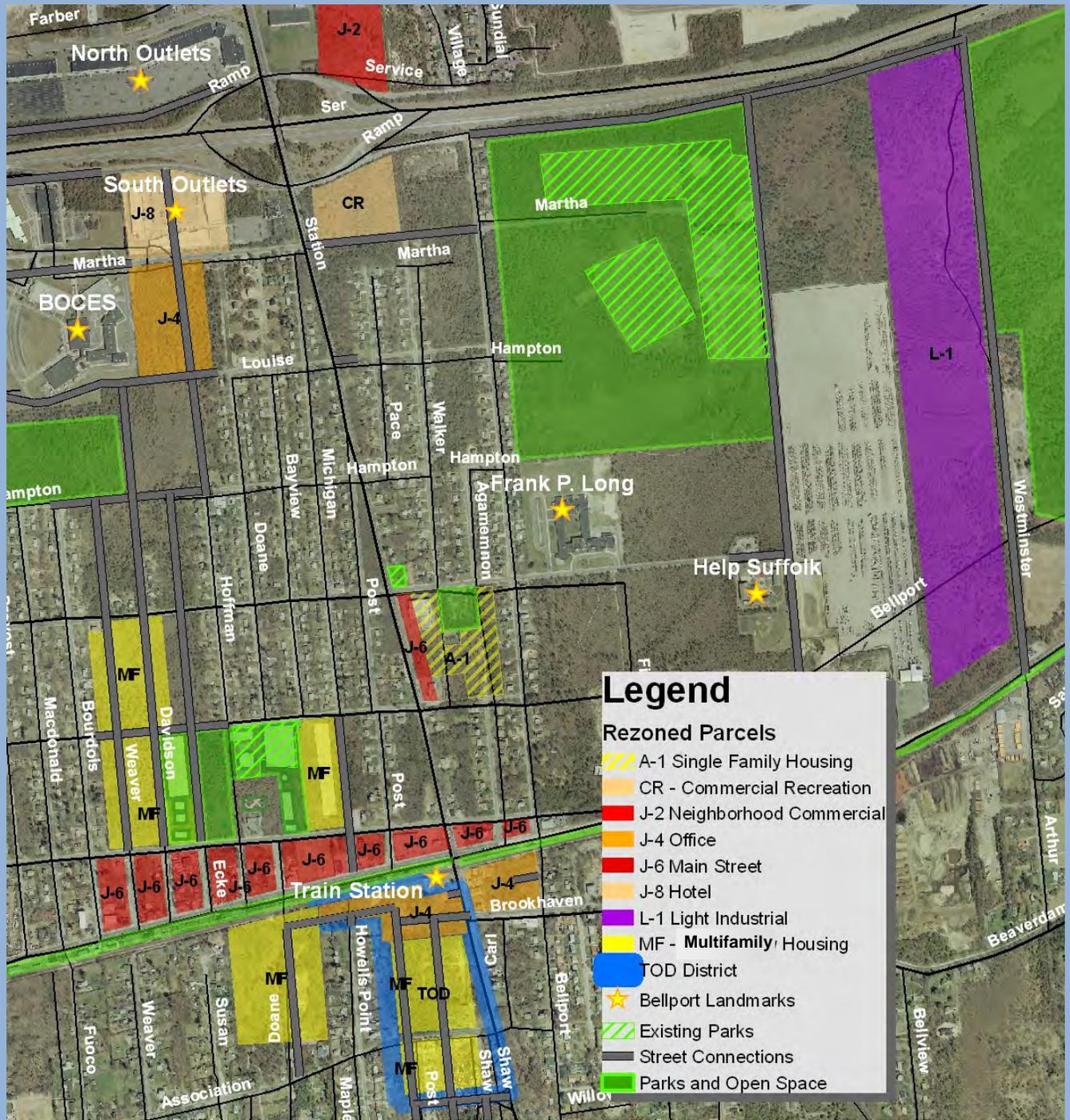


Table 6.2: Rezoning Summary

PG	ZONING CHANGE/LOCATION	CURRENT ZONING
	<b>J-2 Neighborhood Commercial</b>	
56	BDG Property; Northeast Corner of Station Road and Sunrise Highway (possible Planned Development District)	L-1 Light Ind.
	<b>J-4 Office</b>	
57	South East corner of Station Road and Montauk Highway	J-2 Neighborhood Com., A-1 Res.
	Martha Avenue east of BOCES	L-1 Light Ind.
55	<i>Unnecessary if TOD District Implemented</i> – TOD Southwest corner of Station Road and Montauk Highway and north of Beaver Dam Road	J-2 Neighborhood Com., A-1 Res.
	<b>J-6 Main Street Business District</b>	
53	Hamlet Center; North of Montauk Highway and South of Atlantic Avenue between Bellport Avenue and Bourdois Avenue	J-2 Neighborhood Com.
57	Polymag Property, Station Road between Brookhaven Avenue and Patchogue Avenue	L-1 Light Ind.
	<b>J-8 Hotel</b>	
56	South Outlet Center; between Sunrise Highway South Service Road and Martha Avenue	J-2 Neighborhood Com.
	<b>MF Multi-family Housing</b>	
65	BOCES Corridor between Atlantic Avenue and Brookhaven Avenue	A-1 Res.
65	Doane Avenue between Association Avenue and Railroad Tracks	A-1 Res.
55	<i>Unnecessary if TOD District Implemented</i> – TOD between Brookhaven Avenue and first Paper Street south of Association Avenue	A-1 Res., L-1 Light Ind.
	<b>L-1 Light Industrial</b>	
	East of Martha Avenue Park between Montauk Highway and Sunrise Highway Service Road	A-1 Res.
	<b>Commercial Recreation</b>	
	Southeast corner of Station Road and Sunrise Highway Service Road	A-1 Res.
	<b>TOD Transit Oriented District (or Planned Development District)</b>	
55	Southwest corner of Montauk Highway to Paper Street south of Association Avenue (will need to adapt to changing development conditions)	A-1 Res., L-1 Light Ind.
	<b>A-1 Residential</b>	
57	Polymag Property (possible inclusion of Commercial Recreation area)	L-1 Light Ind.

6.2.HOUSING

1) Develop a Range of Multi-family Housing Opportunities

A healthy and thriving community that entertains a strong local economy requires a solid mix of housing types and price ranges. Greater Bellport is well populated with single-family homes, especially affordable and owner-occupied homes, thanks to the tireless work of a number of local housing development organizations. Yet, the community also suffers from a paralyzing lack of rental units. This issue is becoming more apparent as the foreclosure rate continues to rise to one of the highest levels in New York State.

New multi-family housing complexes will feature a range of ownership and rental units built into the same buildings and integrated throughout the community. Each project will be required to incorporate at least 10% rental units in perpetuity and encouraged to increase that number based on market demands. All buildings will be at least 50% owner-occupied units. To limit the traffic impacts and promote economic development, these new units will be located near the Hamlet Center and required to meet the following guidelines:

- Walkability must be emphasized with ready and safe access to commercial/recreational areas and public transit.
- Projects will be built to fit within the existing street pattern, when possible, with limited interruption of the existing street grid only when absolutely necessary.
- Crime Prevention through Environmental Design (CPTED) principles will be incorporated throughout the projects (see section 6.3.4).
- Architectural character will be consistent with the surrounding neighborhood.

- Recreational space will be provided for residents and neighbors consistent with amenities offered in similar projects located in surrounding communities, such as a swimming pool.

Multi-family housing in Greater Bellport is currently limited to a few small complexes spread throughout the community and planned retirement communities located near Brookhaven Hospital. The Copper Beach project in the nearby Village of Patchogue will be used as an example of a model project. This very successful partnership between Pulte Homes and the Long Island Housing Partnership includes 80 units (half affordable) in multiple three-story buildings located on less than seven acres of land adjacent to the train station and Main Street corridor.

Contrary to common perception, various studies conducted around the country have found that multi-family housing units attract fewer students to school districts than

**Table 6.3: Multi-Family Housing Units**

Complex	Location	Approximate Acres	Proposed Units
<b>BOCES CORRIDOR</b>	<i>North of Atlantic Avenue to Brookhaven Avenue between Bourdois Avenue and Ecke Avenue</i>	16	120 to 140
<b>BELLPORT STATION TRANSIT VILLAGE</b>	<i>South of Montauk Highway between Howell's Point Road and Shaw.</i>	14.6	130 to 160
<b>DOANE AVENUE</b>	<i>The extension of Doane Avenue north of Association Avenue to the railroad tracks</i>	13	50 to 75

single-family housing. This is because such complexes typically attract a variety of people, including seniors, young professionals, college-age students, and those who either can't afford or don't want to care for a single-family unit. These groups traditionally have fewer school-age children, and therefore such complexes often become a net contributor, rather than drag, on the local school district.

The following areas will be rezoned for multi-family purposes:

**BOCES CORRIDOR:**

**Location:** *North of Atlantic Avenue to Brookhaven Avenue between Bourdois Avenue and Ecke Avenue.*

More than 50% of the properties in this currently undeveloped corridor are already owned by public entities. This complex will anchor the middle of the community, help to better integrate the BOCES facility into the community, and create "eyes on the streets," a concept that uses multi-family housing to increase safety on streets, parks, and public spaces.

At densities similar to Copper Beach, this corridor would accommodate nearly 180 units of housing. This many units would require a zoning variance. A complex of 120 to 140 units will stay within zoning restrictions<sup>96</sup>.

**BELLPORT STATION TRANSIT VILLAGE:**

**Location:** *South of Montauk Highway between Howell's Point Road and Shaw ROAD.*

The transit village will provide all amenities within walking distance of this new multi-family corridor,

<sup>96</sup> While meeting zoning restriction this density will require significant Transfer of Development Rights to satisfy health regulations

**Figure 6.5: Various Multi-family Housing Styles**



**Attached Mixed-Income Housing (Copper Beach, courtesy of LIHP)**



**Two-Family Attached (courtesy of LIHP)**

including ready access to Bellport Train Station and new office buildings surrounding the train station. Located on publicly and privately owned property, a portion of the site is a former brownfield property. The target area includes approximately 14.6 acres that should be developed at a relatively high density for this community. At nine to 11 units per acre, the transit village would accommodate between 130 and 160 units. By comparison, this is only two to two-and-a-half times the density of the average Greater Bellport block (built to a density of approximately four-and-a-half units per acre).

**DOANE AVENUE (SOUTH):**

**Location:** *The extension of Doane Avenue north of Association to the railroad tracks.*

Doane Avenue should be developed to minimize impact on surrounding single-family homes and at a lower density than other multi-family corridors due to restricted access. This area will be developed between four and six units to the acre, generating between 50 and 75 units, and leaving significant room to buffer the project from surrounding homes with open space.

2) **Require all Multi-family Housing to Incorporate 20% Affordable Units**

Greater Bellport has seen a recent infusion of affordable single-family homes, with more than 100 additional homes planned for construction or renovation as affordable units in the next three years. It is essential to balance affordability with market-rate units and rental housing with home ownership opportunities.

To create the appropriate balance of housing supply and ensure local residents have access to new housing opportunities, all new multi-family housing projects will be required to incorporate 20% of their units as affordable. Affordability shall be defined through the nationally accepted standards of 10% of new units priced at 50% of the area median income and an additional 10% of new units priced at 80% of the area median income. There will be no additional affordability restrictions on remaining units, but developers are encouraged to increase the share of affordable units to as much as 50% of the units in new projects. Developers will be required to sell at least 50% of new units at market rates to maintain appropriate balances.

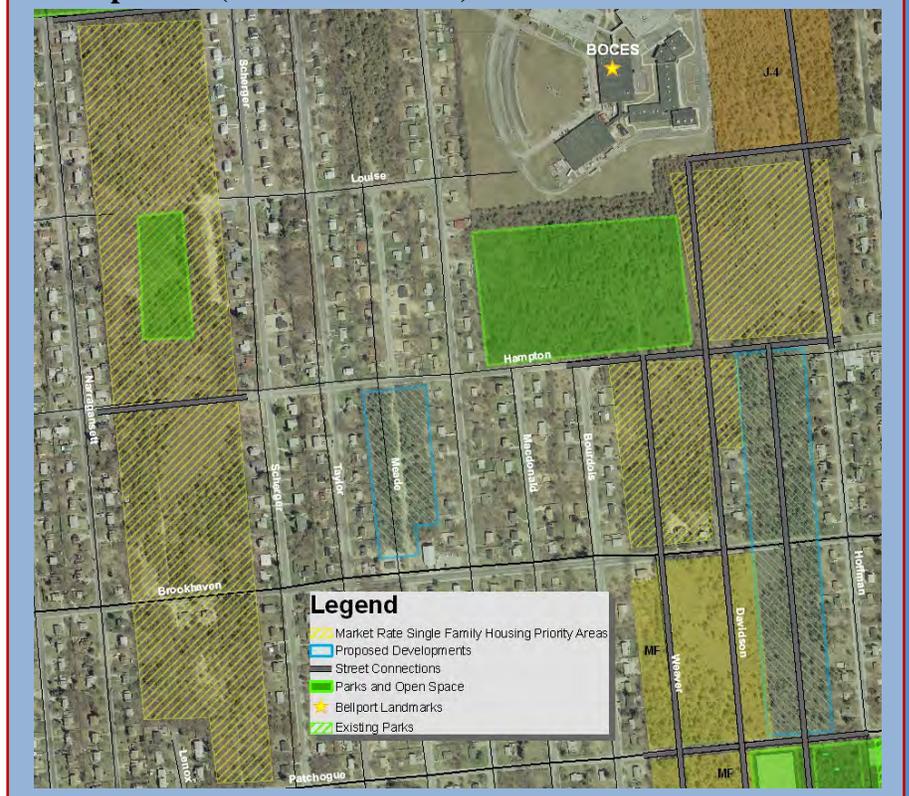
3) **Consolidate Parcels and Develop Market-Rate Single-family Housing with Accessory Units**

*Location: Single-family Housing throughout the community.*

The original development practices in the North Bellport, Hagerman, and East Patchogue communities are as much as four times the density of current zoning allowances. This has a significant impact on Suffolk County’s fragile environment, especially in an area that is surrounded by wetlands and creek watersheds that feed into the Great South Bay.

Although it is difficult to change existing land-use patterns, on all new development on vacant parcels, every effort possible should be made to consolidate adjacent parcels into singular parcels. The County and Town have already begun encouraging this process with the sale of government owned parcels.

**Figure 6.6: Targeted Areas for Market-Rate Single-Family Developments (not all are shown)**



Large tracts of vacant parcels located near the BOCES facility and north of Patchogue Avenue between Sherger and Narragansett to Martha Avenue (Town-owned parcels) will be developed as cohesive single-family projects on lots that are two or three times larger than traditional lots in the community, many with accessory apartments.

4) **Create Live/Work Spaces Targeting Local Artists**

*Location: Station Road South of Montauk Highway to the Indian Museum.*

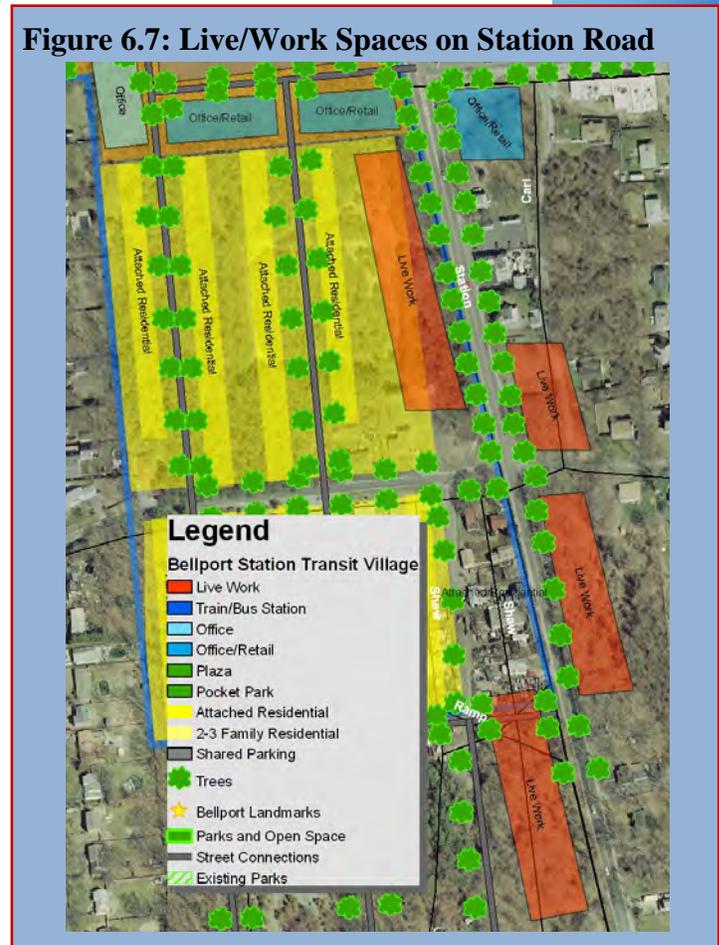
Artists have long served as a group that is willing to move into communities and initiate revitalization. Targeting artists to move to Greater Bellport through live/work space has the potential to attract development to the community faster than other kinds of housing. Live/work space can also create a strong base that will encourage additional investment in the community.

The Village of Patchogue recently announced a partnership with Artspace to develop live/work space for artists in the nearby downtown. The project was forced to turn away three times as many applicants as they have spaces.

Designating this small portion of Station Road for live/work space will help Greater Bellport attract these artists and encourage the development of galleries in the Hamlet Center. It will also encourage galleries to open on Station Road and create a small artist street bookended with the Hamlet Center to the north and the Shinnecock Swanaka Museum planned for the southern portion of Station Road.

Such a corridor will create activity on Station Road without overwhelming it with commercial uses, and will establish a connection between the Bellport Hamlet Center and Downtown Bellport Village, benefitting both communities.

Figure 6.7: Live/Work Spaces on Station Road



### 6.3.PUBLIC SAFETY

#### 1) Institute Community Policing Standards/Enhance COPE

In the 1990s the Federal Government provided a grant to the Suffolk County Police department to initiate a Community Oriented Police Enforcement Program (COPE). Police officers in each district that practice community policing spend more time patrolling on foot and in a smaller area, becoming more familiar with businesses, schools and residents.

The benefits of COPE include better ties between the community and its police force, more accessibility for both parties, and a greater respect for law enforcement, especially from youth, who develop a relationship with local officers.

Although COPE officers are based in Bellport, the community feels their presence must increase. At community meetings, residents said greater police attendance at local events and relationship development in past years greatly deterred criminal activity. Stronger funding opportunities could be explored through the Federal and County level.

Whether by continuing or expanding the COPE program, community policing efforts must be increased and include officers at all major local events, and foot or bike patrols when appropriate. These efforts will help address a perceived disconnect between the police department and community. This relationship must improve, focusing collective efforts on reducing criminal activity.

#### 2) Increase the Number of Police Officers in Greater Bellport

During the visioning process, both the community and police officials admitted that they have limited resources to patrol Bellport. The current patrol includes only four officers, and the times that these

officers are in the community are well known to the criminal element.

An officer must be present in the community at all times to deter criminal behavior and to make local residents feel confident that the police will respond immediately to all calls.

#### 3) Expand the Community Watch Program

Although similar programs exist in parts of the community, all of Greater Bellport should be covered by a network of community-watch programs that work closely together with police.

The Greater Bellport Coalition will organize this effort through its safety committee. Representatives from each watch-program should consist of Coalition committee members to ensure responsiveness to community needs and a support network.

The program will include the formalizing of block captains to coordinate efforts and maintain a vigilant watch to deter criminal activity. In addition, a successful program that was recently removed should be reconstituted. Specifically, this former program favored by local residents involved the use of a community patrol car, staffed by volunteers who drove through the area and created the perception of a police presence. Residents felt the program delivered a significant impact, and re-instated, would strongly enhance the community-watch program. The car should be returned to the community as soon as possible.

#### 4) Institute CPTED Requirements Legislation Required

Crime Prevention through Environmental Design (CPTED) is a planning technique that discourages crime through intelligent environmental design.

The CPTED standards required of all public and private projects include:

- **Natural Surveillance** – Criminals do not like to be observed. Therefore, maximize visibility and heighten an active eyes-on-the-street awareness. Doors and windows should face out onto streets and parking areas. Incorporate adequate pedestrian-oriented and nighttime lighting, as well as pedestrian-friendly sidewalks, streets, front porches, and public spaces.

- **Natural Access Control** – Well-designed streets, sidewalks, building entrances and neighborhood gateways clearly indicate public routes and discourage access to private areas with structural elements. Defined spaces must not discourage use by people who belong in that space. Effective tools that discourage crime include attractive fencing, lighting, landscaping, signage, and paving.

- **Territorial Reinforcement** – People naturally protect a territory that they feel is their own, and have a certain respect for the territory of others. Therefore, public and private spaces should be clearly defined. Incorporate landscaping, pavement designs, gateway treatments, and fences.

- **Maintenance and Management** - The maintenance and image of an area can affect whether it will be targeted by criminals. Therefore, a strong sense of pride or communal identity can deter crime by locals and outsiders.

5) Maintain Street Lights in Good

Working Order

The Town of Brookhaven has made recent efforts to address lighting issues throughout the community by replacing burned-out bulbs. This strategy is key to discouraging criminal activity. The Town should ensure that residents can call 451-TOWN about burned-out or broken lights and get a response within 24 hours.

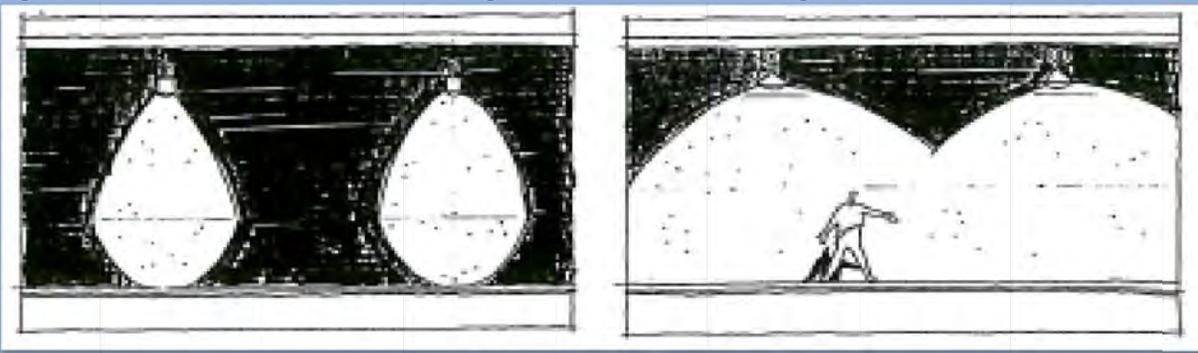
The Greater Bellport Coalition will coordinate efforts with local residents to ensure that street lights are monitored and outages reported in a timely fashion to prevent poorly lit areas. They will focus their attention around the Hamlet Center, parks, schools, and high crime locations.

6) Install Security Cameras in Prime Locations Throughout the Community

*Location: Robert Rowley Park, Hamlet Center, Bellport Station Transit Village, pocket parks, and high crime areas.*

Apply for federal assistance to install a series of security cameras in prime locations including the Hamlet Center, Bellport Transit Village, parks, and high crime areas. These cameras will discourage crime and must be monitored through a partnership with the Greater Bellport Coalition, Suffolk County Police, and Town of Brookhaven. Throughout the country similar systems have successfully deterred crime.

Figure 6.8: Crime Prevention Through Environmental Design



Consistent lighting (not necessarily bright) discourages criminal activity.

6.4.RECREATION

1) **Expand and Improve Robert Rowley Park**

**Location:** Directly south of the existing park (excluding the Boys and Girls Club), and the two blocks to the west of the park.

Robert Rowley Park is the only local active recreation park in Greater Bellport (Martha Avenue Park is a regional park on the outskirts of the community). Safety and access issues prevent it from being appropriately utilized by the local population, and this must be addressed.

At less than two acres the current amenities fail to meet local demand. This park is targeted for sorely needed improvements in 2009. However, the \$1 million for new fields dedicated by the Town will only begin to fulfill the goals of local residents.

Robert Rowley Park will be a family-oriented park, while also accommodating the entire community as appropriate. The park will be expanded west to Davidson Avenue

(paper street) and South to Atlantic Avenue (with the exception of the Boys and Girls Club property). This will increase the size of the park to approximately 16 acres. Nearly four of these acres are currently sterilized, that is, preserved as open space with development rights transferred to other locations for increased densities; these properties can never be built on, and their use is limited to passive activities. A long-term goal is to remove the sterilized designation and expand the active-use amenities in the park.

Amenities that will be included in Robert Rowley Park include:

- An enlarged playground and tot lot
- A community plaza at the southeast corner opening to the Hamlet Center
- A spray park
- Terraced amphitheater space for performances that can be used as a sitting area when there are no performances
- Multipurpose fields
- An existing baseball diamond

Figure 6.9: Robert Rowley Park Improvements



- Full-size basketball courts
- Picnic areas
- Cultural facilities (such as a permanent home for the local youth boxing club)

The community is working closely with the Town’s Parks Department on changes and design and will hire a private consultant to also assist with design.

2) **Expand and Improve Martha Avenue Park**

Martha Avenue Park is an active-use regional park that serves people from throughout the Town with multipurpose fields, baseball fields, and basketball courts. It is currently undergoing a three year, \$3 million capital improvement project. These improvements will upgrade current facilities and have already reestablished the spot as a regional park serving teenagers and adults.

Park boundaries will be officially expanded west to Bellport Avenue and South to Hampton Avenue (currently a paper street).

This area is already owned by the Town and will be used as a passive extension of the park. A clearly defined and maintained passive walking-trail system will be established in this area, linking the greenway system (described in sections 6.4.4 and 6.4.5). The trail system will require appropriate lighting and should officially close at dusk. The trails could eventually incorporate a fitness circuit or informal arboretum as well.

The park’s model airplane airport is a rare asset that should be revitalized in the future with picnic areas linked to the walking trails.

3) **Designate Environmental Protection Districts and Sterilize Land (Transferring Development Rights)**

*Location: Mud Creek and Beaver Dam Creek Watersheds.*

Beaver Dam Creek, on Greater Bellport’s eastern boundary, and Mud Creek, on its Western boundary are home to environmentally sensitive lands that are important to the ecological stability of the

**Figure 6.10: Open Space and New Parks** (parcels in yellow should be considered for Transfer of Development Rights sending parcels)



entire region. Their preservation will benefit the local community; sterilized development credits will be transferred to properties in the Hamlet Center as well as all areas designated for multi-family housing (including the Bellport Station Transit Village and BOCES Corridor) to increase density and incentivize development opportunities.

When appropriate, the area will incorporate passive walking-trails into these preservation areas, forming the basis for the greenway system. A new passive park could also be created north of Mud Creek.

#### 4) **Create the Bellport Greenway**

*Location: Throughout (especially parcels between Montauk Highway and the Railroad tracks).*

This corridor of preserved land will accommodate active and passive trails for walkers and bikers to traverse the community and safely link the significant open space on either side of the community.

The Greenway will connect mostly undeveloped properties south of Sunrise Highway. Agreements will need to be made with private property owners to allow for enhanced trails with access onto their properties on the northern side of Martha Avenue. See Figure 6.10 for more detail.

Although a few private properties will need to be acquired to facilitate the greenway, most are currently vacant and remaining properties are currently under public ownership. This path system will require maintenance and appropriate lighting.

#### 5) **New Parks: Create the Bellport Promenade Linear Park**

*Location: narrow strip of land between Montauk Highway and Long Island Railroad tracks and crossing over to the south side.*

Create a landscaped promenade with biking and walking trails as well as benches and

appropriate street lighting. Vegetation should be pleasant but not impede views of the street or railroad tracks. A decorative fence should be placed along the tracks to prevent unauthorized crossing. The promenade will provide safe pedestrian linkage between the Bellport Hamlet Center and other portions of the community. It will also provide an opportunity to link open space with recreational facilities such as Robert Rowley Park.

The park will connect the greenway on its east and west ends. All existing building owners should be encouraged to utilize vegetative screening from the railroad tracks as well as shared parking when appropriate.

To facilitate the creation of this park, Suffolk County should transfer to the Town all properties taken over in tax foreclosures along this corridor. Similar rail-side uses are common in Nassau County, including Valley Stream, Rockville Centre, and Baldwin, specifically Sunrise Highway (between North Ocean and Chestnut Street).

#### 6) **New Parks: Pocket Parks**

*Location: Various vacant parcels throughout the community.*

Town- and County-owned vacant parcels that are acquired through condemnation or foreclosure will become specialized pocket parks throughout the community. Many of these parks can be maintained through a memorandum of understanding signed by willing local organizations committed to maintaining these areas for the Town.

The Greater Bellport Coalition and member organizations will assist in identifying appropriate properties and will submit proposed locations to the Town of Brookhaven. The pocket parks should be similar to Sunshine Park, which was created in the same fashion, incorporating landscaping, seating, open space and, when possible, a leisure activity.

Parks to be developed include:

- A Horseshoe Park.
- A Memorial Garden to serve as a public tribute to victims of violence
- A Veterans Memorial Park.
- A park honoring student achievement in academics or athletics.
- Community Gardens in the tradition of New York City neighborhoods.

7) **New Parks: Brookhaven Avenue Park**  
*Location: Brookhaven Avenue east of*

Figure 6.11: A Promenade



*Walker Avenue (paper street). Parcels: (973.90-2-26.2).*

This parcel is currently a fenced Town-owned property used as a sump. The fence should be removed and minor landscaping undertaken to convert the property into a working public park. The park will still meet the standards necessary for flood control as a sump but will become a community asset rather than a blight. The sump will also be integrated into the development design on the former Polymag property that surrounds it.

8) **Boys and Girls Club Public Agreement**

The Boys and Girls Club has verbally agreed to open its facility to the community when it is not in use by the organization’s own programming. This agreement should be formalized in a memorandum of understanding and a schedule negotiated with the Greater Bellport Coalition, who will represent the community when programming changes.

9) **Develop a Multipurpose Multigenerational Center**

*Location: Adjacent to Robert Rowley Park  
Parcels: (Approximately 973.8-8-19.1).*

Figure 6.12: Bellport Village Marina



A multipurpose, multigenerational center should be developed adjacent to Robert Rowley Park. This facility would offer a location for seniors, students, and adults to meet, hold activities, and organize. Locating near recreational uses in Robert Rowley Park or in the Hamlet Center allows for coordinated family activities.

Greater Bellport residents to the Village marina. This may start as a trial period where certain days are made open to non-village residents.

**10) Create Access to the Waterfront from Greater Bellport**

*Location: Beaver Dam Road, and other locations*

Although Greater Bellport is located within walking distance of the Great South Bay, residents are unable to access the waterfront. Access should be improved at the end of Beaver Dam Road where a floating dock, or similar amenity, would enable improved access and increased use of the facility. Also important is to ensure that some form of public transportation makes stops at this location.

In addition to access to the Great South Bay, there are a number of lakes that are located in Greater Bellport and surrounding communities. These locations should incorporate recreational facilities whenever possible without creating negative environmental consequences.

**11) Form an Agreement with the Village of Bellport to Provide Greater Bellport Residents Access to the Marina and Beaches**

Residents from surrounding communities once enjoyed access to the village waterfront. This access was removed when new restrictions were placed on the use of the Village marina, as well as no-parking signs on numerous streets that limit the ability of residents to benefit from the waterfront which is central to the Village's culture.

The Town of Brookhaven and Greater Bellport Coalition will work with the Village of Bellport to gain access for

## 6.5. TRANSPORTATION

### 1) Improve Train Service

The Bellport Train Station is considered the heart of the community, and residents have expressed significant interest in improved service. Improvements will become equally important as redevelopment brings more people to the Bellport Transit Village and Hamlet Center.

Trains that stop just east of the Patchogue Station before a return trip west may be able to add one more stop to Bellport, where there is room to the east to accommodate waiting trains. This is the simplest option to increase train service. Additional barriers must be addressed to effectively increase ridership at this station.

Bellport lies just outside the Patchogue fare zone. Although a complicated process, extending the fare zone one station out would encourage riders to use the Bellport station and significantly reduce the fare required for the short distance between stations. Please see the following section on bus service improvements for additional support of the Bellport Train Station.

Safety concerns will largely be addressed through redevelopment activities alongside the train station. Placing multi-family developments near the Bellport station will naturally encourage ridership while also decreasing the crime rate. Additional safety measures include improved lighting surrounding the station and the presence of an MTA Police officer at the station.

### 2) Improve Bus Service and Routes

*Location: Throughout the Community, linking to major sites.*

Quality bus service requires that service be no less than once per hour and ideally every 10 to 30 minutes. The service must also be no more than a half-mile distance from start and end points, ideally within a quarter mile. Current service essentially meets the half-

**Figure 6.13: Bellport Train Station**



mile standard but is too infrequent to be readily used. New development should help support more frequent service and residents have previously relayed their willingness to pay slight fare increases for more frequent, convenient, and reliable service. Many people in the community do not have reliable access to an automobile and must depend on bus service.

The train station will become a transit hub linking bus service with the train, and all routes should be coordinated with train service, including increased buses during peak hours to accommodate commuters.

An express bus will connect the Bellport Station to Patchogue Station (approximately 4 miles and 10 minutes) and Ronkonkoma Station (approximately an additional 8 miles and 20 minutes). This service will help justify increased train service. In the long term, third-rail improvements would dramatically improve service and increase ridership. Other efforts should also be identified to enhance north-south transportation that can be very difficult throughout Long Island.

Bus shelters will be located at all major stops, and a new Greater Bellport bus will begin service on an improved schedule and route. This bus will be colorfully painted and match the branding of the Hamlet Center. The improved service will connect major attractions in the community with the same destinations outside the community,

including the train station, BOCES, Martha Avenue Park, Robert Rowley Park and the cultural district, the library and the Hamlet Center. Suffolk Transit and the Town should work together to achieve these improvements.

Recommendations as part of the South Country School District Hamlet Study completed in 2003 should be seriously considered for service improvements along each of the three existing bus lines.

### 3) **Connect the Street Grid**

*Location: Throughout the community.*

One of the keys to a safe Greater Bellport community is eliminating the vast areas of wooded, crime-ridden vacant areas. By connecting the street grid in key areas, crime would be greatly reduced and there would be more “eyes on the street.” A strong and connected street grid is a proven component of successful communities. Although street connections should continue to be required of new developments, a few choice locations will be targeted for improvements by the Town to address lingering safety issues. We have identified key streets where connections should be prioritized both by public officials and through private developers; these recommendations do not preclude connections of additional streets).

#### **Priority for Public Investment:**

- **Patchogue** Avenue from Bourdois Avenue to Hoffman Avenue
- Improved **off ramp** at Sunrise Highway east and Highway 101 to culminate in a intersection with Martha Avenue or Dunton Avenue
- **North and South Service Roads** of Sunrise Highway (providing complete east to west access)
- **Arthur Avenue/Cemetery Road/Westminster Avenue** from Montauk Highway to the Sunrise Highway South Service Road extension (these roads and intersections should be expressly designed to accommodate

truck and industrial traffic, thus restricting it from using Station Road)

- **A new road** should be built north of Montauk Highway, winding around developed properties connecting to Brookhaven Avenue at the HELP Suffolk facility and continuing north to the Sunrise Highway South Service Road. The location of the road should be in area of Stiriz Road, located south of the LIRR tracks.

#### **Required of Private Investment:**

- Hampton Avenue from Bourdois Avenue to Hoffman Avenue
- Louise Avenue from Provost Avenue to Doane Avenue (around BOCESS Facility)
- Michigan Avenue from Patchogue Avenue to Atlantic Avenue
- Davidson Avenue from Atlantic Avenue to Louise Avenue
- Hampton Avenue and Louise Avenue between Sherger and Narragansett Avenue
- Martha Avenue in multiple locations (including through the BOCES facility) from Highway 101 (intersection with Sunrise Highway off ramp) to Martha Avenue Park
- Beaver Dam Road west into the Bellport Station Transit Village

These street connections will connect major community assets, such as BOCES, with the Hamlet Center.

### 4) **Institute On-street Parking and Municipal Lots in Targeted Locations**

*Location: Bellport Station Transit Village and in the Hamlet Center.*

Angled street parking will be created along the south side of Atlantic Avenue. This public parking will decrease spaces required of developments in the Hamlet Center.

The Long Island Railroad will assist in providing public parking, serving both the train station and surrounding office

businesses. Municipal parking will be free of charge (at least until the Hamlet Center is established) but will have time limitations, with some spots available for one hour, some for two, and some up to 12 hours. No parking spaces should accommodate 24-hour parking in municipal lots.

Another municipal lot should be developed in the Hamlet Center to relieve parking requirements on new developments. This lot may be paid for by developers for reduced parking requirements. This lot should be located on a parcel near Robert Rowley Park and be accessed from side streets only with private commercial buildings on Montauk Highway and Atlantic Avenue.

**6.6. WALKABILITY**

**1) Install Sidewalks and Traffic Calming Elements at Targeted Locations**

Increased pedestrian opportunities are a huge concern for Bellport residents. Sidewalks, crosswalks, and other traffic calming techniques placed in appropriate areas will increase safety and allow for residents to get around without using their vehicles. These improvements will include limiting the number of curb cuts (driveways) allowed on commercial and through streets to no more than one per parcel. Property owners will also be encouraged to locate access to their property on side streets, removing significant danger points on major roads and commercial streets.

Priority areas include the Hamlet Center and surrounding residential neighborhoods, roads connecting schools, parks, the Boys and Girls Club, BOCES, and other youth-oriented locations such as retail and entertainment.

Crosswalks will be textured and a different color than roads at significant pedestrian crossings, with pedestrian warning signs at

**Figure 6.14: Traffic-Calming and Pedestrian-Enhancements Elements**



**Textured Crosswalk**



**Raised Intersection**



**Bulb outs**

mid-block and at crosswalks where there are no traffic lights.

Streets will be narrowed using bulb outs at major intersections and mid-block crossing locations. Raised intersections will significantly slow traffic at major intersections that do not include commercial traffic.

Some target locations for traffic calming include:

**Sidewalks (only priority areas listed)**

- All routes to schools (including the full length of Brookhaven Avenue)
- Martha Avenue

**Textured Crosswalks and Bulb outs (space permitting)**

- Every intersection along Montauk Highway and Atlantic Avenue in the Hamlet Center
- Station Road at Martha Avenue, Brookhaven Avenue, Beaver Dam, and Association Avenue.
- Montauk Highway at Dunton

**Raised Intersections**

- Dunton Avenue at Patchogue Avenue
- Patchogue Avenue at Davidson Avenue (long-term goal)
- Brookhaven Avenue and Bellport Avenue
- Martha Avenue at Walker Avenue
- Atlantic Avenue at Bayview Avenue (long-term goal)

2) **Require Sidewalks and Curbs with all New Development and Initiate Construction in Developed Areas**

Sidewalks and curbs will be required of all new development, **without exception**. This current Town requirement is frequently forgiven by the Town and has created a dangerous situation in a community where people walk frequently.

The lack of curbs and sidewalks contributes to crime and pride issues in the community because it creates undefined territory

between public and private space. It also creates a dangerous environment for pedestrians who are forced to walk in the street and attempt to avoid cars. Curbs and sidewalks will be installed throughout the community with special attention given to the area in North Bellport between Martha Avenue and Montauk Highway.

**6.7 BEAUTIFICATION****1) Adopt and Enforce Architectural Design Guidelines, Commission a Study**

*Location: All commercial areas including Montauk Highway, Station Road, the Hamlet Center, Bellport Station Transit Village and multi-family housing developments.*

A top architectural firm will complete a commissioned study to complete and adopt design guidelines for all commercial areas and multi-family housing projects. These guidelines will create a unique character for Greater Bellport and be modeled after the brand that is identified for the Hamlet Center.

In addition to a clear architectural character, the guidelines will include sign and landscaping standards that clearly outline building and site design boundaries.

Because of the high concentration of auto-related uses, the guidelines should specifically address standards that will require these properties, many of which have only fences on commercial corridors, to fit within the general character of the corridor.

**2) Create Entry Boulevards with Streetscape Enhancements**

*Location: Montauk Highway and Station Road*

These two roads are the main entry into the community for both local residents and visitors. They will receive significant streetscape improvements to draw people into the community and encourage pedestrians to walk through the Hamlet Center and shop at local businesses. All improvements must be designed to manage traffic barriers and must accommodate emergency vehicles. While some funding

**Figure 6.15: Streetscape Improvements****Landscaping, street trees and street furniture****Sidewalk seating****Entry Boulevard**

has already been identified for these types of improvements, full implementation will require a number of additional funding sources to be identified, including public (all levels), private grants, and developer requirements or donations near projects.

Improvements to these streets will include:

- Landscaped medians using low growing native plants (Montauk Highway and space permitting on portions of Station Road)
- Enhanced, larger sidewalks with coloration or texture variations in the Hamlet Center
- Decorative pedestrian lighting in the Hamlet Center and nearby portions of Station Road
- Promotional banners hung on street light poles
- Street trees
- Outdoor seating on larger sidewalks
- Decorative trash receptacles
- Street furniture
- Landscaping

### 3) Create Gateway Entrances to Greater Bellport

*Location: Station Road and Sunrise Highway.*

Gateways can create a sense of place and develop community pride. They also bring a certain consciousness to commuters that can help the local business community attract dollars from people passing through. The gateway can feature any number of landscaping elements that signify to pedestrians and motorists that they are entering Greater Bellport.

The focal point for a community gateway should be the intersection of Station Road and Sunrise Highway. Landscaping and signage would create a clear symbol of Greater Bellport building on the Hamlet Center brand and directing motorists toward the commercial area. This gateway could be a joint effort with the Village of Bellport to jointly market the two communities.

Other gateways to be added include the intersection of Station Road and Association Avenue, and on Montauk Highway near Walker Avenue in Hagerman.

### 4) Create a Special Beautification District Honoring Downtown Hagerman

*Location: Montauk Highway from Hagerman Avenue to Narragansett.*

Many local residents still identify with what was traditionally a small community of Hagerman on the western side of Greater Bellport. Sandwiched between East Patchogue and North Bellport, the community once boasted its own stop on the Long Island Railroad. The area that was initially downtown Hagerman now includes a new fire station, South Country Ambulance Company, Victory church and a few commercial businesses.

While there are few opportunities to recreate the Hamlet Center due to limited commercial space, the portion of Montauk Highway between Hagerman Avenue and Narragansett Avenue will receive special beautification treatments similar to those in the Greater Bellport Hamlet Center. Treatments will include decorative light posts, seating, enhanced landscaping elements (potentially a style unique to this portion of the corridor), and permanent flags on street light poles identifying the area as historic Downtown Hagerman.

### 5) Preserve and Develop the Urban Forest

Greater Bellport is fortunate to include large tracts of open space and significant tree cover. Recent developments have clear-cut these forests, significantly altering the character of the community. A number of new developments will take advantage of existing forest. These projects will be required to make every effort to minimize the number of trees that are removed through construction. Only those trees that inhibit placement of buildings should be

removed. This will allow redevelopment to take place while maintaining much of the tree character of Bellport.

In addition, developers as well as the Town and County will work together to preserve as much of the existing open space in the community as possible. Developers will be encouraged to incorporate as much maintained open space as reasonable in their projects by setting parcels aside as natural and undeveloped to create neighborhood buffers and amenities. These parcels may be appropriate for passive-use parks, incorporating trails that connect streets. Government officials will work to expand preserved areas and maintain open space in appropriate locations.

6) **Create Keep Bellport Clean by Expanding Existing Community Cleanup Efforts**

When community members work together to help improve their community, it boosts a sense of pride as well as increased safety. With a community cleanup program, the responsibility falls on the community members instead of solely on business and property owners or the local government.

This program should mirror Keep Islip Clean, which is a branch of Keep America Beautiful and is a great example of a local group's impact. The Town of Brookhaven organizes an annual program called "The Great Brookhaven Cleanup" that encourages local groups to clean up areas through collaboration with the Department of Waste Management.

Although the Town's version occurs once a year, it will bring resources into the community and serve as a platform to attract volunteers who will be responsible for cleaning and overseeing specific areas, such as all along Montauk Highway or vacant lots on designated blocks.

7) **Create an Anti-graffiti Youth Corps**

A number of programs across the country ward off the negative perception created by graffiti in a community. These range from plans in which community groups simply paint over graffiti as soon as possible, to extensive mural programs. All successful programs seemingly have three things in common: they remove the markings immediately after they are created, they replace graffiti with some form of enhanced art, and they engage youth at some level.

A program will be created in collaboration with an organization already serving youth – such as the school district, the Boys and Girls Club, or BOCES – to engage youth in cleaning up their community. The program may be an expansion of Keep Bellport Clean for youth. Its main focus will be to teach youth pride in their community by removing graffiti immediately after it is placed. The program will identify graffiti when it is created and under supervision of adults, and law enforcement if necessary, the graffiti will be removed within two days.

When possible and agreeable to the property owner, the youth group will attempt to replace the graffiti with a public art mural that evokes the pride they have in the community. This will require the participation of a local artist to assist and guide youth.

## 6.8 COMMUNITY

### 1) Enhance Local Job Training Efforts

The Greater Bellport Coalition will work with BOCES and the school district to enhance job training programs. A partnership with the Town's Economic Development Department will ensure that training is linked to jobs both within and outside the community and assist with connections to union jobs.

This process is already underway as the Coalition has supported or participated in a number of job fairs sponsored by local employers and the Town. The Coalition will also continue collaboration with labor union representatives to ensure local residents have access to apprenticeship programs.

A scholarship program should also be developed to give local low-income residents access to existing and future programs provided at BOCES. To support such scholarships, creative measures must be identified, including fundraising efforts and approaching local businesses and developers for support.

### 2) Create a Nonprofit Youth Development Business

Youth development was a focus of both youth and adults throughout the community process. Advocates in Los Angeles created an intriguing model to engage youth in a way that pays them financial benefits while teaching them life skills and keeping them off the streets. This model may pay significant dividends in Greater Bellport. It includes a nonprofit organization, Homeboy Industries, which functions as a working business that teaches youth and former gang members life skills. The workers learn about responsibility and running a business. The business makes T-shirts for local organizations, promotions, and events. A clergy member has successfully taken on management of the business and expanded it to include a café.

The Greater Bellport version could engage the local clergy, a retired businessperson living in the community, or both, who can lend expertise and management skills to the venture.<sup>97</sup>

### 3) Enhance After-school Programs

The Boys and Girls Club provides an important service to the youth of Greater Bellport. More youth must be encouraged to participate in these programs. Strong relationships with the school district should ensure youth have constructive activities to occupy them after school as well as a safe environment to study and do school work.

### 4) Offer Counseling to School Children

For many years the school district and Boys and Girls Club partnered to provide counseling in schools for vulnerable youth. Although this partnership recently ended, the school district and Boys and Girls Club should work together to identify and secure outside funding to relaunch this valuable program.

### 5) Support Clergy Meetings and Increase Their Impact

In the focus group sessions, local clergy outlined efforts to address the needs of the community through a program they call "a community of character." This program will help local residents and increase community pride. Local organizations and the Greater Bellport Coalition should make every effort to engage and support this initiative.

### 6) Enhance Community Pride

Many events and activities can help create pride and ownership in a community. A few potential projects that can be coordinated by local groups and supported by the Town include:

<sup>97</sup> "Small Businesses Offer Alternatives to Gang Life," James Flanigan, *The New York Times*, March 20, 2008

- Greater Bellport Day and a festival with a children's fair at Robert Rowley Park.
- Parades on Montauk Highway and Atlantic Avenue.
- Holiday Tree Lighting at Robert Rowley Park or Transit Village.

#### 7) Community Arts Program with Schools

The Coalition and appropriate members should partner with the Town, the South Country Central School District, the Boys and Girls Club and the newly expanded cleanup effort, Keep Bellport Clean, to develop a public art program. The program will provide art classes to people of all ages in the community, especially youth, and will be located in the Hamlet Center. Professional artists will be asked to volunteer or work with residents for minimal pay to demonstrate different art techniques.

The Coalition will then promote this art as part of the Art in Public Places Program. Art will be displayed from both the professional artists and residents who take the classes in selected public locations. If deemed feasible and necessary, the business community can be asked to pay fees to display art pieces in their business. The fees will pay for program costs and the business can receive free advertising as a supporter of the program.

Locations where public art may be incorporated include: active-use parks (especially Robert Rowley), community places and plazas, areas near schools, and areas with other institutional uses. Public art can also be placed on trash cans (as was done before in Bellport) or other infrastructure items, and murals on building walls and vacant storefronts will discourage graffiti or vandalism. In Philadelphia, community members and schools adopt vacant lots and fill them with sculptures and other art work.

#### 8) Adult Education

The BOCES facility is extremely underutilized by the local population. Discounts should be offered to low-income individuals in Greater Bellport, and new training programs should be developed that are tailored to local needs and employment opportunities.

#### 9) The Greater Bellport Coalition will Develop a Community Newsletter

Working with member organizations, the Greater Bellport Coalition will create a community newsletter to be distributed both digitally and in hard copy format. The newsletter will inform residents of activities taking place in the community, identify volunteer and other opportunities to get involved, and update activities of member organizations including meeting times and locations.

The newsletter will feature implementation efforts achieved through the visioning and sustainable community planning process.

## 6.9. GOVERNMENT

### 1) Improve Code Enforcement Efforts

The Town of Brookhaven will work with community members and utilize 451-TOWN to respond to complaints of deteriorating and neglected properties. Quick and efficient cleanup efforts are essential to improving community investment. The Town will coordinate with Keep Bellport Clean to identify parcels and facilitate immediate cleaning.

Without the ability to hire a code enforcement officer to specifically work in the Greater Bellport Community, the Town will educate and empower Keep Bellport Clean members to contact the Town directly to report violations on a scheduled bi-weekly basis and will respond to necessary violations within a 48-hour period. This partnership and level of communication will ensure the trend toward dumping and code violations is discouraged in Greater Bellport.

### 2) Increase Prescreening of Property Auction Participants

#### *Legislation required*

A history of absentee property owners has been emphasized for years in Greater Bellport by absentee landlords buying property at auction and continuing a circle of negative development. Auction participants should be required to demonstrate that their intended end use of the property is consistent with the Sustainable Community Plan. Bidders that have a history of property violations or absentee ownership should not be allowed to participate in future auctions.

### 3) Extend the Bellport Property Auction Ownership Law

#### *Legislation required*

In response to the high number of absentee land owners and ongoing maintenance difficulties, Legislator Kate Browning addressed the community concerns

expressed through this vision process and passed a law requiring that all residential properties bought at Suffolk County property auctions be owner occupied. This law has had an important impact on preserving the community against a cycle of ongoing degradation.

This important legislation must be extended indefinitely by the Suffolk County Legislature.

### 4) Develop a Sterilized Property Policy and Database

In the past there has been no strategic decision process to justify the location of sterilized properties. Sterilization in the middle of a community can debilitate redevelopment efforts by increasing regulatory barriers. While this process has taken place in Greater Bellport, there is no central database to ensure that these properties are tracked.

The Town and County will maintain a list and map of all sterilized properties throughout the Town and will produce the list for the general public upon request – just as a similar inquiry would be handled for other land-use requests.

All future considerations for property sterilization in Greater Bellport will follow the guidance of this plan for locations for preservation (sending parcels) and locations for increased densities (receiving parcels).

### 5) Regular Property Clearing

Brush in the Greater Bellport area grows quickly. Due to the substantial amount of undeveloped land, this leads to significant safety issues within the community. A regular property-clearing program that targets different community-oriented and high-crime areas inundated by brush, trash, and debris will decrease the likelihood of criminal activities.



## **7) ACTION PLAN**

# *7. Action Plan*

Table 7.1 below lists action items to complete the Implementation Strategies described in Chapter 6. For additional details on a particular strategy please refer to the corresponding page number in this plan.

**Table 7.1**

	<b>PRIORITY</b>	<b>STRATEGIES</b>	<b>Pg.</b>	<b>STEPS</b>	
<b>6.1</b>	<b>Commercial Center</b>				
	Create a mixed-use hamlet center	6.1.1	Develop a Greater Bellport Hamlet Center	59	<ul style="list-style-type: none"> <li>• Confirm that the Town completes a land use plan.</li> <li>• Engage potential developers in discussions.</li> <li>• Secure rezoning based on land-use plan.</li> <li>• Work with developers to complete development.</li> </ul>
		6.1.2	Brand the Town Center to Attract Regional Consumers	59	<ul style="list-style-type: none"> <li>• Hire a firm to develop a Hamlet Center brand that conforms to the Architectural Guidelines.</li> <li>• Utilize marketing materials and advertising to attract new consumers.</li> </ul>
		6.1.3	Commission an Infrastructure Study to Explore Sanitary Treatment and Resolutions	60	<ul style="list-style-type: none"> <li>• Apply for funding/secure from a local developer.</li> <li>• Hire an appropriate firm to complete study.</li> <li>• Follow through with steps outlined in the study's conclusions.</li> </ul>
	Develop vacant lots into commercial buildings	6.1.4	Create The Bellport Station Transit Village, a TOD District	61	<ul style="list-style-type: none"> <li>• Explore property assemblage.</li> <li>• Engage interested developers and explore partnership with local housing groups.</li> <li>• Apply for rezoning for TOD or appropriate use.</li> </ul>
		6.1.5	Partner the Town and Greater Bellport Coalition to Apply for a Brownfield Opportunity Area Grant	62	<ul style="list-style-type: none"> <li>• Complete an application for a BOA grant.</li> <li>• Complete elements outlined in grant.</li> </ul>
		6.1.6	Assemble Land Targeted for Redevelopment and Release Request For Proposals for Private Development	62	<ul style="list-style-type: none"> <li>• Consider completing an urban renewal plan.</li> <li>• Complete a study of property condition.</li> <li>• Acquire properties that are underperforming and in poor condition and package for resale.</li> <li>• Release an RFP with specific criteria for private development.</li> </ul>
		6.1.7	Issue General Property Recommendations	62	<ul style="list-style-type: none"> <li>• Negotiate with developers/property owners of each property.</li> </ul>
		6.1.8	Create a Low Intensity Commercial Gateway Along Station Road	65	<ul style="list-style-type: none"> <li>• Develop an outreach program to encourage opening of office space in residential buildings.</li> <li>• Identify small business loans targeted toward this corridor and the Hamlet Center.</li> </ul>
	Attract new businesses to Greater Bellport	6.1.9	Target New Business Growth Consistent with Market Analysis	65	<ul style="list-style-type: none"> <li>• Utilize marketing materials to reach out to targeted businesses.</li> <li>• Engage business lenders to target businesses identified for the Hamlet Center.</li> </ul>
6.1.10		Expand the Empire Zone to Include Properties South of Sunrise Highway	65	<ul style="list-style-type: none"> <li>• Establish a working group of State/local officials and GBC members.</li> <li>• Complete necessary legislation.</li> </ul>	

**7. Action Plan**

6.1. Attract commercial businesses to a Hamlet Center

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		6.1.11	Implement the Industrial/Commercial Incentives Plan in the Hamlet Center	66	<ul style="list-style-type: none"> <li>Meet with local officials to implement necessary legislation.</li> <li>Outreach to businesses.</li> </ul>
		6.1.12	Apply to the State to Designate Greater Bellport a Banking Development District	66	<ul style="list-style-type: none"> <li>Hold meetings with local and State officials.</li> <li>Engage a banking institution and assist with application completion.</li> <li>Identify appropriate services for Greater Bellport.</li> </ul>
		6.1.13	Partner with the Bellport Chamber of Commerce to Expand within Greater Bellport	66	<ul style="list-style-type: none"> <li>Complete a mutually beneficial agreement.</li> <li>Implement business support and development programs.</li> </ul>
		6.1.14	Create the Bellport Resident Local Business Savings Program	67	<ul style="list-style-type: none"> <li>Research similar programs (Ithaca).</li> <li>Work with the chamber to institute and secure funding.</li> <li>Enlist local businesses, install infrastructure, and market program.</li> </ul>
		6.1.15	Establish a Bellport Farmers Market	67	<ul style="list-style-type: none"> <li>Meet with Ethel Terry of the Long Island Growers Market (631-323-3653).</li> <li>Secure an MOU (memorandum of understanding) to use a property in the target area; create marketing program.</li> </ul>
6.2	• Housing				
6.2. Develop a range of housing options in undeveloped parts of the community	Develop a range of housing types and income levels	6.2.1	Develop a Range of Multi-family Housing Opportunities	70	<ul style="list-style-type: none"> <li>Outreach/negotiate with property owners, developers, and municipal officials.</li> <li>Secure rezoning based on land-use plan.</li> </ul>
		6.2.2	Require all Multi-family Housing to Incorporate 20% Affordable Units	72	<ul style="list-style-type: none"> <li>Work with elected officials to achieve necessary legislation.</li> </ul>
	Develop vacant single-family lots	6.2.3	Consolidate Parcels and Develop Market-Rate Single-family Homes with Accessory Units	72	<ul style="list-style-type: none"> <li>Ensure County consolidates auctioned properties.</li> <li>Identify substandard-sized properties.</li> <li>Meet with developers to encourage market-rate homes with rental accessory units.</li> </ul>
	Develop mixed-use buildings with housing above retail	6.2.4	Create Live/Work Spaces Targeting Local Artists	73	<ul style="list-style-type: none"> <li>Meet with Patchogue officials about similar project.</li> <li>Contact "Artspace" about partnering to develop units and attract artists.</li> </ul>
6.3	• Public Safety				
6.3. Address the crime issue and create a safe community	Increase the number of police patrol cars in the community as well as bike and foot patrols	6.3.1	Institute Community Policing Standards/Enhance COPE	74	<ul style="list-style-type: none"> <li>Work with police to revise efforts in Bellport.</li> <li>Engage community to be more involved with policing efforts.</li> </ul>

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		6.3.2	Increase the Number of Police Officers in Greater Bellport	74	<ul style="list-style-type: none"> <li>• Help identify additional funding for officers targeted in Bellport.</li> <li>• Meet with federal elected officials.</li> </ul>
	Institute a community watch program	6.3.3	Expand the Community-Watch Program	74	<ul style="list-style-type: none"> <li>• Perform outreach to involve additional community members.</li> <li>• Work with police to enhance effectiveness.</li> </ul>
		6.3.4	Institute CPTED Requirements	74	<ul style="list-style-type: none"> <li>• Work with elected officials to achieve necessary legislation/code, ensuring that projects meet safe standards.</li> <li>• Collaborate on enforcement.</li> </ul>
	Improve lighting on streets and at public locations	6.3.5	Maintain Street Lights in Good Working Order	75	<ul style="list-style-type: none"> <li>• Create regularly scheduled inventory of lights (quarterly) and inform Town of status.</li> </ul>
	Install security cameras at specific points in the community	6.3.6	Install Security Cameras in Prime Locations Throughout the Community	75	<ul style="list-style-type: none"> <li>• Secure additional funding.</li> <li>• Identify locations and collaborate with police.</li> <li>• Purchase system.</li> <li>• Identify community members to maintain cameras.</li> </ul>
6.4	• Recreation				
6.4. Create a range of recreational opportunities in the community	Expand and renovate existing parks	6.4.1	Expand and Improve Robert Rowley Park	76	<ul style="list-style-type: none"> <li>• Hire a landscape architect to create a design.</li> <li>• Work with Town to implement changes.</li> <li>• Secure necessary agreements with surrounding property owners.</li> <li>• Identify additional funding to support additional improvements.</li> <li>• Secure a maintenance agreement by a local group.</li> </ul>
		6.4.2	Expand and Improve Martha Avenue Park	77	<ul style="list-style-type: none"> <li>• Work with Town to ensure improvements meet community goals and are accessible.</li> </ul>
	Develop a greenway system throughout the community and between Montauk Highway and the railroad tracks	6.4.3	Designate Environmental Protection Districts and Sterilize Land (Transferring Development Rights)	77	<ul style="list-style-type: none"> <li>• Purchase properties in these corridors.</li> <li>• Transfer development rights to properties in the Hamlet Center.</li> </ul>
		6.4.4	Create the Bellport Greenway	78	<ul style="list-style-type: none"> <li>• Purchase properties as necessary.</li> <li>• Install pathways and other passive improvements.</li> </ul>
		6.4.5	<i>New Parks:</i> Create the Bellport Promenade Linear Park	78	<ul style="list-style-type: none"> <li>• Acquire land.</li> <li>• Implement improvements and beautification elements.</li> </ul>
	Develop pocket parks and other new parks throughout the community	6.4.6	<i>New Parks:</i> Pocket Parks	78	<ul style="list-style-type: none"> <li>• Identify locations for each park.</li> <li>• Consider substandard-sized properties for inclusion.</li> <li>• Identify funding for minor improvements.</li> <li>• Secure local group agreement for maintenance.</li> </ul>
		6.4.7	<i>New Parks:</i> Brookhaven Avenue Park	79	<ul style="list-style-type: none"> <li>• Work with Suffolk County DPW to identify reasonable uses that won't conflict with current function.</li> <li>• Secure an MOU for use.</li> <li>• Identify funding for minor improvements.</li> <li>• Secure local group agreement for maintenance.</li> </ul>

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	Develop a community recreation center in addition to the Boys and Girls Club	6.4.8	Boys and Girls Club Public Agreement	79	<ul style="list-style-type: none"> <li>• Work with Boys and Girls Club to sign an MOU for community use of new multipurpose room, gym, and computer facilities.</li> </ul>
		6.4.9	Develop a Multipurpose/Multi-generational Center	79	<ul style="list-style-type: none"> <li>• Identify funding possibilities.</li> <li>• Identify locations.</li> </ul>
	Create recreational access to the waterfront	6.4.10	Create Access to the Waterfront from Greater Bellport	79	<ul style="list-style-type: none"> <li>• Work with the Town to improve Beaver Dam Road access.</li> <li>• Identify other locations/lakes appropriate for recreational use and negotiate to install appropriate equipment.</li> </ul>
		6.4.11	Form an Agreement with the Village of Bellport to Provide Greater Bellport Residents Access to the Marina and Beaches	80	<ul style="list-style-type: none"> <li>• Meet with Village officials.</li> <li>• Secure a "trial period" for access.</li> <li>• Develop programming to encourage use.</li> <li>• Secure permanent agreement.</li> </ul>
<b>6.5</b>	<b>• Transportation</b>				
6.5. Enhance public transit options, safety, and street connections	Increase and enhance public transit service	6.5.1	Improve Train Service	81	<ul style="list-style-type: none"> <li>• Work with LIRR to make potential improvements and offer reduced fares for local residents (Patchogue rates).</li> <li>• Continue to address safety issues around the station.</li> </ul>
		6.5.2	Improve Bus Service and Routes	81	<ul style="list-style-type: none"> <li>• Meet with Suffolk Transit and Town officials to secure more frequent routes, change priority stops, and secure a new shuttle.</li> <li>• Meet with Federal officials to gain support for funding.</li> </ul>
	Connect the defined street grid to eliminate large tracts of open space	6.5.3	Connect the Street Grid	82	<ul style="list-style-type: none"> <li>• Apply for funding through State and Federal officials and other grant programs.</li> <li>• Ensure implementation through new developments.</li> </ul>
	Develop municipal parking lots near the Hamlet Center	6.5.4	Institute On-street Parking and Municipal Lots in Targeted Locations	82	<ul style="list-style-type: none"> <li>• Secure necessary legislation and Town action.</li> </ul>
<b>6.6</b>	<b>• Walkability</b>				
6.6. Enhance the ability to walk everywhere within the community	Install sidewalks (and curbs) on all developed streets	6.6.1	Install Sidewalks and Traffic Calming Elements at Targeted Locations	83	<ul style="list-style-type: none"> <li>• Apply for funding through State and Federal officials and other grant programs.</li> <li>• Ensure implementation through new developments.</li> </ul>
	Enhance general walkability within the community	6.6.2	Require Sidewalks and Curbs with all new Development and Initiate Construction in Developed Areas	84	<ul style="list-style-type: none"> <li>• Work with Town to ensure enforcement.</li> </ul>

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6.7. Create a beautiful community that is well maintained	<b>6.7 • Beautification</b>				
	Establish design standards for architecture and landscaping	<b>6.7.1</b>	Adopt and Enforce Architectural Design Guidelines, Commission a Study	85	<ul style="list-style-type: none"> <li>• Hire an architect to create guidelines (incorporating community meetings).</li> <li>• Work with Town to incorporate into development reviews.</li> </ul>
	Generally beautify the community	<b>6.7.2</b>	Create Entry Boulevards with Streetscape Enhancements	85	<ul style="list-style-type: none"> <li>• Identify funding for improvements and preferred elements (see guidelines).</li> </ul>
		<b>6.7.3</b>	Create Gateway Entrances to Greater Bellport	86	<ul style="list-style-type: none"> <li>• Identify funding for improvements and preferred elements (see guidelines).</li> <li>• Get developer contributions to incorporate improvements.</li> </ul>
		<b>6.7.4</b>	Create a Special Beautification District Honoring Downtown Hagerman	86	<ul style="list-style-type: none"> <li>• Identify funding for improvements and preferred elements (see guidelines).</li> </ul>
		<b>6.7.5</b>	Preserve and Develop the Urban Forest	86	<ul style="list-style-type: none"> <li>• Work with elected officials to implement legislation.</li> <li>• Coordinate with Town planning to identify additional locations.</li> </ul>
	Create a community cleanup program	<b>6.7.6</b>	Create Keep Bellport Clean by Expanding Existing Community Cleanup Efforts	87	<ul style="list-style-type: none"> <li>• Contact Keep America Clean and Keep Islip Clean.</li> <li>• Engage local residents involved in cleanup to expand program.</li> </ul>
<b>6.7.7</b>		Create an Anti-graffiti Youth Corps	87	<ul style="list-style-type: none"> <li>• Work with youth organizations to develop program.</li> <li>• Identify local artists to provide training and guidance.</li> <li>• Identify sources of funding.</li> </ul>	
<b>6.8 • Community</b>					
6.8. Develop pride in Greater Bellport and provide supportive programs	Create job training programs in partnership with the schools and BOCES	<b>6.8.1</b>	Enhance Local Job Training Efforts	88	<ul style="list-style-type: none"> <li>• Partner with the Town, unions, and BOCES to offer training specifically for local residents tailored to Empire Zone businesses.</li> <li>• Identify funding to support a scholarship program for local residents.</li> </ul>
	Create new youth programs to give youth something to do after school	<b>6.8.2</b>	Create a Nonprofit Youth Development Business	88	<ul style="list-style-type: none"> <li>• Contact Homeboy Industries for details of L.A. program.</li> <li>• Engage clergy and local youth organizations for support.</li> <li>• Identify funding sources.</li> </ul>
		<b>6.8.3</b>	Enhance After-school Programs	88	<ul style="list-style-type: none"> <li>• Facilitate meetings between youth organizations to discuss additional after school programs.</li> </ul>
		<b>6.8.4</b>	Offer Counseling to School Children	88	<ul style="list-style-type: none"> <li>• Facilitate partnerships between youth organizations to ensure multiple opportunities for youth to get necessary counseling.</li> </ul>
	Create a community of character	<b>6.8.5</b>	Support Clergy Meetings and Increase Their Impact	88	<ul style="list-style-type: none"> <li>• Engage local clergy to participate in regular Coalition meetings and support clergy. Meetings.</li> <li>• Assist in identifying resources to implement clergy efforts.</li> </ul>

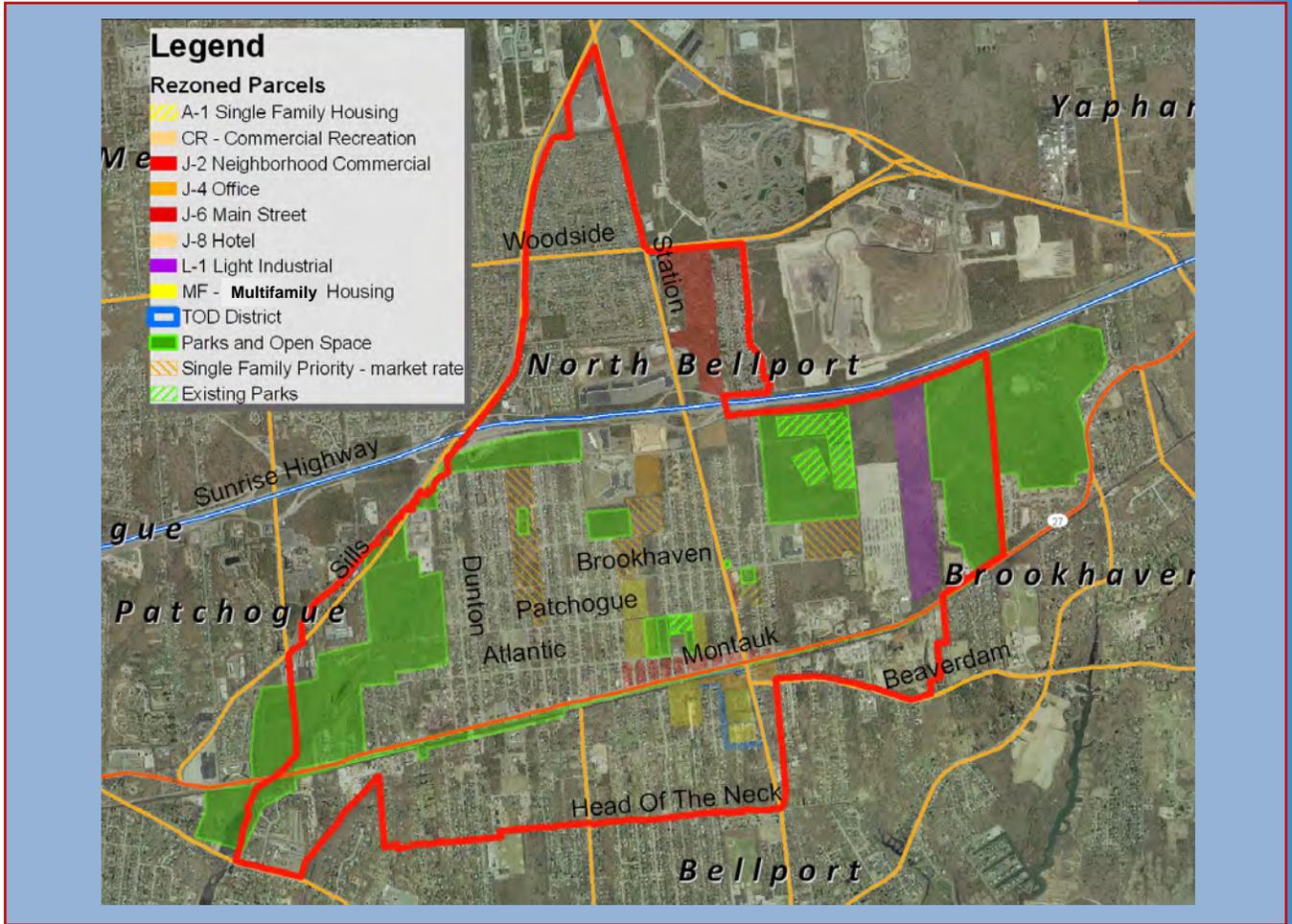
7. Action Plan

		6.8.6	Enhance Community Pride	88	<ul style="list-style-type: none"> <li>Identify a date to host the Greater Bellport Day and coordinate with vendors.</li> <li>Organize a local parade to coincide with the celebration.</li> <li>Host a tree lighting ceremony at either the train station or Robert Rowley Park.</li> <li>Encourage increased involvement at local school functions such as football games.</li> </ul>
	Create other community enhancement programs	6.8.7	Create Community Arts Program with Schools	89	<ul style="list-style-type: none"> <li>Engage the school district and other organizations including BOCES to support art program.</li> <li>Engage a local artist to provide support and direction.</li> <li>Identify locations to place public art, especially in public spaces such as plazas and parks.</li> <li>Receive commitment from property owners.</li> <li>Request donations of materials from local hardware stores.</li> </ul>
		6.8.8	Offer Adult Education Programs	89	<ul style="list-style-type: none"> <li>Identify skills and programs that would be most beneficial.</li> <li>Facilitate discussions with BOCES regarding expanding programming and increasing availability to local residents.</li> </ul>
	Create a community newsletter	6.8.9	Develop a Community Newsletter Through Greater Bellport Coalition	89	<ul style="list-style-type: none"> <li>Identify news and updates.</li> <li>Request funding from elected officials.</li> <li>Prepare a hard copy and email version.</li> </ul>
6.9	• Government				
6.9. Improve government responsiveness to issues in the community	Increase enforcement of properties not meeting code and hire a code enforcement officer specifically for Bellport	6.9.1	Improve Code Enforcement Efforts	90	<ul style="list-style-type: none"> <li>Work with Town and County to identify locations and improve response.</li> </ul>
		6.9.2	Increase Prescreening of Property Auction Participants	90	<ul style="list-style-type: none"> <li>Meet with County officials to discuss enhancing auction rules and legislation that will prevent future absentee landlords.</li> </ul>
		6.9.3	Extend the Bellport Property Auction Ownership Law	90	<ul style="list-style-type: none"> <li>Meet with Legislator Browning about revising text of law to eliminate loopholes and apply to all future auctions.</li> </ul>
		6.9.4	Develop a Sterilized Property Policy and Database	90	<ul style="list-style-type: none"> <li>Facilitate a meeting with Town and County officials to systematically identify the status of all properties in the community and maintain a joint list available to the Town, County, community, and developers.</li> </ul>
	Improve the maintenance of Town/County-owned properties	6.9.5	Institute Regular Property Clearing	90	<ul style="list-style-type: none"> <li>Develop a joint agreement between the County and Town to clean properties identified by the community on a quarterly basis.</li> </ul>
	Improve maintenance of infrastructure	6.9.6	Form Partnership between the Coalition and Town to Track Enforcement and Safety Issues	91	<ul style="list-style-type: none"> <li>Establish a Greater Bellport Area on the SeeClickFix.com website.</li> <li>Establish an agreement with Town officials to utilize and respond to the website in a reasonable timeframe.</li> <li>Outreach to community members to utilize and monitor the site.</li> </ul>
	Community/Government Partnership	6.9.7	Take Role in Development Review and Local Determination	91	<ul style="list-style-type: none"> <li>Sign an MOU between GBC and the Town to include community input in all significant development applications within the study area (see Unified New Cassel Community Revitalization Corporation and the Town of North Hempstead).</li> </ul>

## 8) Appendices

# 8. Appendices

8.1. APPENDIX A: Land-Use Map



## 8.2. APPENDIX B: County Property Auction Ownership Law

### RESOLUTION NO. 468 -2008, ESTABLISHING OWNER OCCUPANCY REQUIREMENTS FOR NORTH BELLPORT PROPERTIES

**WHEREAS**, efforts are now underway to revitalize North Bellport, with members of the community strongly involved in a visioning process for this area; and

**WHEREAS**, the proliferation of substandard rental housing operated by real estate speculators is one of the key obstacles to revitalization in North Bellport; and

**WHEREAS**, the County of Suffolk has taken ownership of many parcels in North Bellport through tax foreclosures; and

**WHEREAS**, many of these tax foreclosed properties are likely to be offered at the next County land auction; and

**WHEREAS**, the County of Suffolk wishes to promote the revitalization of North Bellport by discouraging speculation and encouraging owner occupancy of these properties; and

**WHEREAS**, pursuant to Section A42-4 of the SUFFOLK COUNTY ADMINISTRATIVE CODE, habitable parcels sold at auction are subject to a restrictive covenant requiring the bidder, or his or her parents or children, to occupy said premises for a period of at least five (5) years; and

**WHEREAS**, an owner occupancy requirement should be extended to all North Bellport parcels, which are zoned residential at the next County auction; now, therefore be it

**1st RESOLVED**, that pursuant to Section C42-2(C)(3)(d) of the SUFFOLK COUNTY CHARTER; the Department of Environment and Energy, acting through its Division of Real Property Acquisition and Management, shall make the auction sale of all non-habitable improved parcels and vacant parcels zoned for residential use, located in the community of North Bellport, subject to a restrictive covenant requiring upon the construction of a residential dwelling upon the parcel, that the owner of the parcel, or his or her natural children or natural parents, occupy the premises; and be it further

**2<sup>nd</sup> RESOLVED**, that said restriction will run for a period of ten (10) years subsequent to the issuance of a Certificate of Occupancy for the subject parcel; and be it further

**3rd RESOLVED**, that for the purposes of this resolution, North Bellport shall be defined by following boundaries: on the north, by the intersection of County Road 101 and Station Road (Medford); on the east, by Beaverdam Creek County Preservation Area; on the south, by the Head-of-the-Neck Road (Bellport); and on the west, by Sills Road/Mud Creek County Preservation Area (East Patchogue); and be it further

**4th RESOLVED**, that the sale of habitable parcels in North Bellport shall continue to be governed by Section A42-4 of the SUFFOLK COUNTY ADMINISTRATIVE CODE; and be it further

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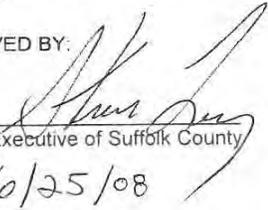
5th **RESOLVED**, that this resolution shall be in effect and shall apply only to the first Suffolk County real estate auction conducted after the effective date of this resolution; and be it further

6th **RESOLVED**, that the Division of Real Property Acquisition and Management is hereby authorized and directed to amend its auction rules to reflect the terms of this resolution; and be it further

7th **RESOLVED**, that this Legislature, being the State Environmental Quality Review Act (SEQRA) lead agency, hereby finds and determines that this resolution constitutes a Type II action pursuant to Section 617.5(c)(20), (21) and (27) of Title 6 of the NEW YORK CODE OF RULES AND REGULATIONS (6 NYCRR) and within the meaning of Section 8-0109(2) of the NEW YORK ENVIRONMENTAL CONSERVATION LAW as a promulgation of regulations, rules, policies, procedures, and legislative decisions in connection with continuing agency administration, management and information collection, and the Suffolk County Council on Environmental Quality (CEQ) is hereby directed to circulate any appropriate SEQRA notices of determination of non-applicability or non-significance in accordance with this resolution.

DATED: June 10, 2008

APPROVED BY:

  
County Executive of Suffolk County

Date: 6/25/08

8.3. APPENDIX C: Publicly Owned Properties and Auctioned Properties

