MEDFORD VISION UPDATE

October 2010

Prepared for

The Town of Brookhaven

Prepared by

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MEDFORD VISION UPDATE

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October 2010

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1. Introduction

1.1. Background and Prior Work

Medford's identity comes from its residential neighborhoods, its history, its people, and its built environment. The built environment, largely dominated by the major roadway corridors of Route 112, Horseblock Road, North Ocean Avenue, Sills Road, Woodside Avenue and numerous others, has been compromised by age and haphazard development. Over 20 years ago, the Town of Brookhaven and the Medford Taxpayers and Civic Association started work on the Medford Hamlet Comprehensive Plan. A February 22, 1989 Newsday story suggested that this plan would answer the question, "Where is Medford?" The Plan, completed in 1994, set out the following goals:

- Create a "sense of place" in Medford through a designed center in the vicinity of the railroad station.
- Create strong economic activity to provide jobs and an adequate tax base.
- Develop appropriate zoning regulating to insure proper development. Bring zoning into compliance with the Hamlet Comprehensive Plan.
- Enforce existing, codes and ordinances for sand and gravel removal, trees, signs, commercial vehicles, noise and junk yards.
- Develop innovative land development techniques to insure maintenance of open space including clustering and transfer of development rights.
- Provide receiving sites for the transfer of development rights for the "core areas."
- Provide open space and recreational facilities connected with green belts for bike use and walkways.
- Concentrate activity whenever possible to encourage public transportation usage.
- Support appropriate roadway improvements to adequately serve adjacent land use. Insure that roadway improvements are aesthetically pleasing.
- Provide affordable housing for all segments of the population particularly senior citizens.
- Eliminate deterioration and obsolescence.

1.2. Updating the 1994 Medford Hamlet Comprehensive Plan

Although many, if not most, of the 1994 goals are still appropriate, community planning has evolved to include smart growth and transit-oriented development initiatives. These concepts, though present in the nineties, have evolved with the realization that many older suburban communities have lost their identities as residents relied almost exclusively on their vehicles to travel to shopping, recreation, and work. Those traditional downtown functions are now dispersed over larger areas and transit options are few and far between. The smart growth movement recognizes the need to create new downtowns and hamlet centers, and in some cases, such as Medford, to revitalize existing ones. As Long Island is home to a large commuting population, it makes sense to consider railroad stations as the places for new residential and commercial development. Such 'transit-oriented developments' are

consistent with the goals of smart growth as they allow residents to live within walking distance of rail-to-work, downtown shopping, and restaurants.

The need for a *"sense of place" in Medford through a designed center in the vicinity of the railroad station* remains one of the best ways to bring change to Medford. Community recommendations and opportunities for this 'Focus Area' – the proposed 'Hamlet Center' are discussed in Section 7.

All communities need *strong economic activity to provide jobs and an adequate tax base*. Medford is no different. It needs to retain existing businesses and attract new ones to ensure area residents have nearby employment, to offset residential property taxes, and to provide goods and services to the community. In addition to other businesses, Medford has a sizable number of industrial and heavy commercial businesses. These firms do contribute to the tax base and provide jobs, but in certain cases, can conflict with adjacent residential uses. Community concerns and possible solutions are discussed in Sections 5 and 6, which address the corridors where most of the industrial uses are located.

The 1994 Plan recommended *appropriate zoning…to insure proper development*. Zoning remains one of the most effective means of controlling future land use. Zoning modifications are discussed for each of the areas examined for this Vision Update.

The Vision Update includes a section on the *maintenance* [and potential use] *of open space* and includes discussion of *clustering and transfer of development rights* from potential sending areas (open space and rural areas) to *receiving sites* in *the "core areas,"* which in this case is the Focus Area or Hamlet Center. The Vision Update proposes to *concentrate activity* in the Hamlet Center *to encourage public transportation usage and walkability*.

Discussion is included on the provision of *open space and recreational facilities, connected with green belts to provide bike and walkways*. Specific areas are proposed for greenways and connections to recreational facilities.

Although the Vision Update recommends certain *appropriate roadway improvements to adequately serve adjacent land use*, it deviates slightly from the 1994 Plan in focusing more on roadway improvements designed to protect pedestrians and improve their mobility. It speaks to improvements to the streetscape to help ensure that *roadways are aesthetically attractive*.

The Vision Update does address efforts to *provide affordable housing for all segments of the population.* The Update focuses on the train station area where mixed land uses would include some forms of housing. Today, however, efforts must be made to provide housing for not only *senior citizens*, but young adults, nontraditional families, and others as well.

Enforcement of *existing codes and ordinances for sand and gravel removal, trees, signs, commercial vehicles, noise and junk yards* remains a key method of ensuring that commercial entities are good citizens and respect their residential neighbors.

The call to *eliminate deterioration and obsolescence* may be most appropriately directed at individual landowners, who are best equipped to retrofit their buildings and upgrade their properties. Façade improvement grants or tax abatements may be helpful. However, Town enforcement (see above) will be required in some cases.

1.3. Selection of the Opportunity Areas and Focus Area

This Vision Update focused on six areas in Medford. These areas were chosen because they are the most likely portions of Medford to experience change. Change will occur in these areas even if conditions remain the same and no plans are implemented. Thus it is these areas that have the most potential for improvement if the community and Town work together to plan for it. It was established early in the project that Medford's single-family residential areas are stable and help define the character of the community. Most stakeholders felt that these areas will and should remain unchanged. Medford's commercial corridors, however, will change. Stakeholders agreed that these areas could and should change and that Medford would benefit from their revitalization.

Five 'Opportunity Areas' and a 'Focus Area' were established in coordination with the Town and the Working Group (Figure 1-3). The Opportunity Areas are those parts of Medford that have the most potential for enhancement. The Focus Area is the area around the train station that the Town and Working Group (project advisory committee – see below) identified as a potential 'Hamlet Center.' Other Vision components included areas for preservation and recreation, and mobility (pedestrian and vehicular). The boundaries of the Opportunity Areas and Focus Area were refined over the course of the project based on Working Group and other stakeholder input.

1.4. Working Group Members and Role

The Town established a Working Group of Medford residents and business people to select a consultant, guide the project, review work products, and advise them throughout the project. The Working Group and the Town selected Cameron Engineering & Associates, LLP to

work with the community to create a "Vision Update." Working Group members included the individuals in Table 1-1.

The Working Group was tasked with the following: a) refine the project scope and goals, b) define the 'Opportunity Areas' and 'Focus Area,' c) construct a 'Vision Statement," d) assess the completeness and accuracy of the consultant's existing conditions assessment, e) help prepare for the public meetings, f) review draft recommendations, g) review final report. Working Group meeting minutes are included in Appendix A and their comments on the final draft report included in Appendix B.

Representative	Organization
John Horst	Medford Taxpayers & Civic Association
Don Seubert	Medford Taxpayers & Civic Association
Nerina Sperl	Medford Taxpayers & Civic Association
Ray Sperl	Medford Taxpayers & Civic Association
Joan Travan	Medford Taxpayers & Civic Association
John Williams	Medford Taxpayers & Civic Association
Rich Echan	Country Road Block Association
Sandy Echan	Country Road Block Association
Joseph Theman III	Medford Fire District
Mike Barry	Medford Fire Department
Michael Gorton Jr.	Medford Chamber of Commerce
Thomas Kelly	Medford Chamber of Commerce
Tom D'Onofio	Patchogue-Medford Union Free School District
Pat Seubert	Patchogue-Medford Library
Representative	Medford Historical Society Committee
Howard Flynn	Medford Horse Farmers/Owners

Table 1-1. Working Group Members

1.5. Outreach and Planning Process

The Working Group facilitated communication between the Town, consultant, and community. A website was developed to post all project documents and work products (www.cameronengineering.com/medfordvision). Two public meetings were held at the Medford firehouse. The consultants presented the Working Group's Vision Statement (see below) and the existing conditions assessment on January 13, 2010 (see website for presentation). Attendees reassembled in small groups following the presentation to review the assessment, adding and changing where necessary, so that each Opportunity Area and the Focus Area best characterized their wishes and concerns. The consultants presented draft recommendations (see website for presentation) for each Opportunity Area and the Focus

Area at the second public meeting, March 3, 2010. Again, stakeholders reassembled in small groups to review the draft recommendations.

1.6. Vision Statement

The Working Group prepared the following Vision Statement that establishes goals and objectives for the future of Medford's major corridors and the area around the train station.

- **Land Use and the Community**
  - Preserve parcels, structures, and areas that retain the character of historic Medford.
  - Provide a diversity of housing for all segments of the population.
  - Limit large format retail and industrial land uses to appropriately zoned areas.
  - Identify and acquire parcels for new active and passive parks.
  - Expand community facilities, services, and civic spaces.
- **The Hamlet Center**
  - Create a Hamlet Center near the railroad station with a distinctive identity that provides a 'sense of place' for the community.
  - Encourage neighborhood retail and professional offices in and adjacent to the Hamlet Center.
  - Provide roadway and streetscape improvements that encourage pedestrian use, calm traffic, and support an attractive and functional Hamlet Center.
- **Green Spaces**
  - Identify and acquire environmentally significant open space.
  - Create green space connections for pedestrians and bicyclists.
- **Mobility**
  - Provide transit service enhancements in the Hamlet Center.
  - Provide appropriate roadway improvements to serve existing large format retail and industrial areas.
  - Provide sidewalks and other roadway improvements that support safe routes to school.

Figure 1-1. 2010 Medford Vision Statement

1.7. Surveys

Surveys (Figure 1-2) were distributed at the first public meeting and at community venues by the Working Group, and posted on the project website. Over 150 completed surveys were tallied. The results are shown in Appendix C and discussed in the appropriate sections that follow.

MEDFORD RESIDENTS SURVEY	
Answer with 1-5 (1= strongly disagree to 5= strongly agree)	
Land Use	
Environmentally significant open space parcels should be identified and acquired	
Residential areas should be buffered from industrial land uses	
Parcels and structures that retain the character of historic Medford should be preserved	
Scattered industrial activity should be limited to industrial zoned areas	
Older neighborhoods should remain single family residential	
Commercial land uses are important to the tax base and school budget	
Large format retail and industrial land uses should be limited to appropriately zoned areas	
There is not enough neighborhood retail walking distance from residential areas	
There is little civic space in Medford	
Automobile dealers and repair shops should be concentrated in one area	
Some land uses along SR 112 are inappropriate for a major thoroughfare	
Aesthetics	
Corridor areas would benefit from architectural guidelines	
There are too many signs on corridor roads	
There should be a way to announce entry to Medford from the LIE onto 112	
Mobility	
I have to drive to almost all shopping and services in Medford	
Trucks should access the Peconic Avenue industrial area from the east only	
Truck access to the center of Medford should be limited	
Two lanes on SR 112 by the station makes pedestrian crossing easier	
The community is separated north/south by the railroad	
Sidewalks on the corridor roads are comfortable for pedestrians	
There are safe walk/bike routes to schools, playgrounds, and parks	
I would use a shuttle to the Ronkonkoma station from the Medford station	
I would use the railroad if there were more frequent trains	
Housing	
Apartments should be near shopping and transit	
Medford is primarily a single-family residential community	
A mix of housing types would allow the young, elderly, and families to live in the same neighborhood	
There is little housing available that is walking distance to shopping	
There is sufficient housing choice for all segments of population	
Recreation	
Access to new 'greenways' for passive recreation would be welcome	
I would welcome more neighborhood (pocket) parks in Medford	
There need to be more places to walk, hike, and bike	
Access to Medford parks by foot or bicycle is inadequate	
Medford Hamlet Center	
I would be in favor of roadway and streetscape improvements to encourage pedestrian use, calm traffic, and support an attractive and functional Hamlet Center	
The station area should connect to retail areas along SR 112 to the north and south	
The idea of a multipurpose public plaza or 'village green' is appealing	
A Hamlet Center should be created near the railroad station with a distinctive identity that provides a 'sense of place' for the community	
Retail and office activity in a Medford Center would be compatible with civic uses	
Neighborhood stores would be a welcome addition to a Hamlet Center	
I would support professional offices in a Hamlet Center	
I would like a central place for outdoor concerts, art shows, festivals	
I like the idea of a restaurant/café opening onto a public square	
I would be comfortable with some apartments over stores in the Hamlet Center	
A post office, library, and historic museum belong in a Hamlet Center	

Figure 1-2. Medford Vision Survey

STUDY AREA: Medford Vision Update & Community Corridor Revitalization Plan

FOCUS AREA

FA Medford Hamlet Center
Train Station & SR 112
South to Jamaica Ave. & North
to Hotel/Shopping Center Area

OPPORTUNITY AREAS

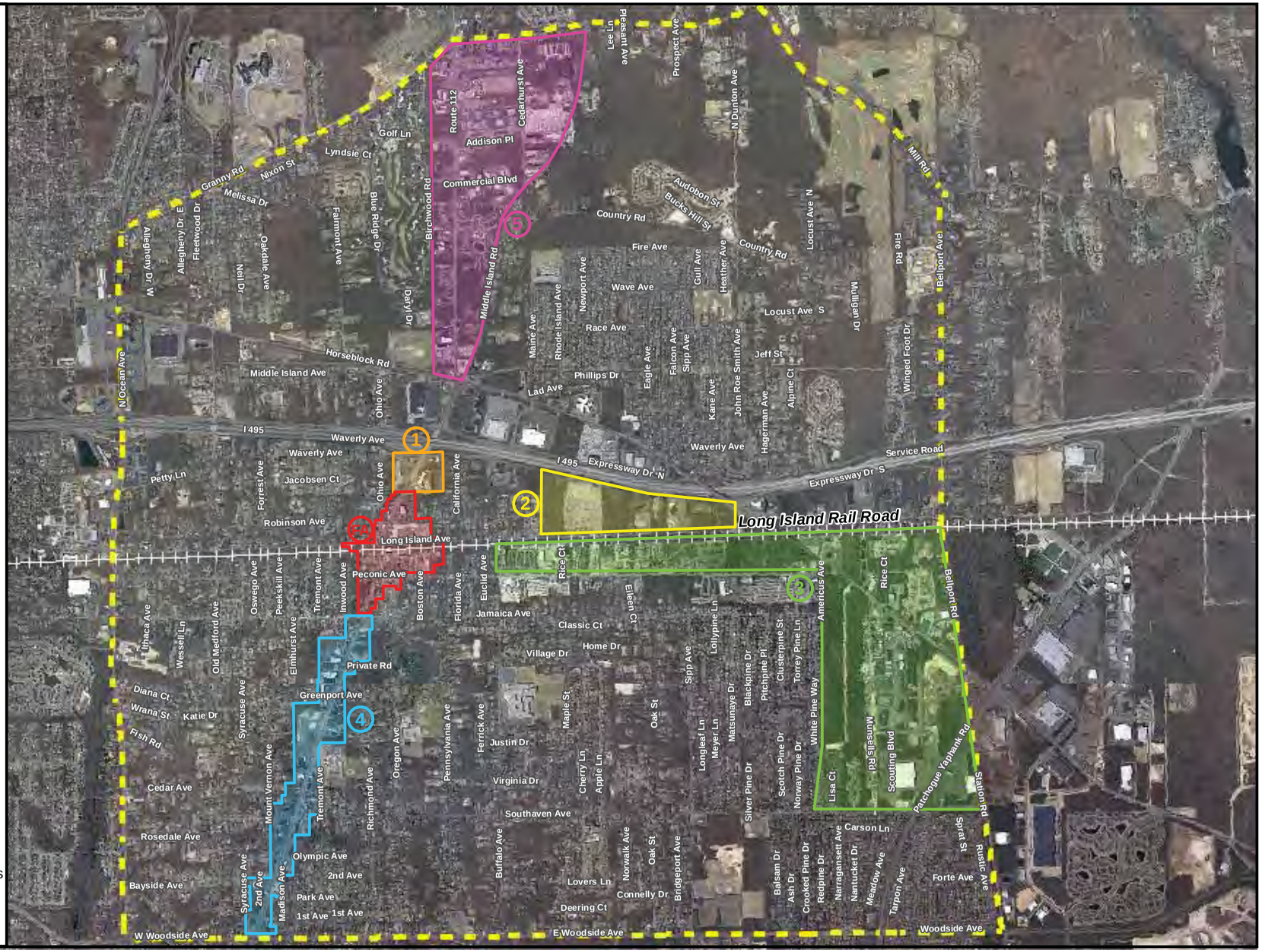
1 Opportunity Area 1
Rt. 112 - Hotel
Shopping Center Area

2 Opportunity Area 2
South Service Rd to Long
Island Ave. East of SR 112
to Horseblock Rd

3 Opportunity Area 3
Peconic Ave. - Munsells Rd
Industrial Area

4 Opportunity Area 4
SR 112 - Jamaica Ave. South to
East Woodside Ave.

5 Opportunity Area 5
SR 112 & Middle Island Rd
Horseblock Rd to Granny Rd



0 0.5 1 Miles

Source: Town of Brookhaven, GIS Department.

2. Medford Overview

The Medford hamlet comprises 6,702 acres (without roads) and 9,711 parcels (source: Planning Dept, Town of Brookhaven). Medford is located entirely in Hydrogeologic Zone III, requiring 40, 000 square foot lots. Most of Medford is in the Compatible Growth Area of the Central Pine Barrens.

Medford is defined by its residential neighborhoods, commercial and industrial corridors, parks, preserves, natural features, historic structures and monuments, and the presence or lack of a design character. Overall, Medford is described as a quiet suburban, semi-rural community. It has several unsightly, vehicle-dominated major corridors; a large format retail corridor; a central railroad station-park-municipal area; highly variable commercial architecture; large and scattered smaller vacant parcels; few parks and a lack of civic space. Existing conditions were documented in the Medford Opportunity and Focus Areas and then used to prepare a list of opportunities and challenges for each of the areas. After review by the Working Group, the findings were presented at the first Public Meeting. Opportunities for enhancement included: improving Medford's appearance, defining appropriate land uses, enhancing neighborhood character, improving mobility, and creating a hamlet center to foster a 'sense of place.'

2.1. Land Use

A land use map, prepared with GIS data from the Town is shown in Figure 2-1. The Long Island Index assembled information on land use, demographics, housing, and economics for most Long Island communities including Medford. Most of their information is from the US Census, Nassau, and Suffolk Counties. According to the Index, approximately half of Medford is occupied by residential uses. The next largest land use categories are vacant and recreation/open space lands, covering about 15 and 12 percent, respectively, of the area of Medford. Industrial uses (eight percent of total area) are mostly concentrated along the Long Island Rail Road, east of SR 112 on Peconic Avenue, along the west side of Bellport Avenue, and between SR 112 and Middle Island Road. Commercial uses (seven percent of total area) are situated mostly along SR 112, Horseblock Road, and at the intersection of North Ocean Avenue (CR 83) and Horseblock Road. The remaining land area of Medford, (less than eight percent of the total) comprises transportation, community services, utilities and other uses.

2.2. Zoning

A majority of Medford is zoned for single-family residential (A1) (see Figure 2-2). The SR 112 corridor is primarily zoned J2 Business. Portions of the corridor north of the Long Island Expressway (LIE) are zoned light industrial (L1), multifamily (MF), and planned

retirement community (PRC). Most Peconic Avenue industrial parcels are zoned L1. Properties between the LIE south service road and Long Island Avenue are zoned Commercial Recreation (CR) and Light Industrial (L1). Detailed zoning information is provided for each Opportunity Area and the Focus Area.

2.3. Mobility

The primary roadway corridors of Medford include: NYS Route 112 (SR 112), Long Island Avenue, Horseblock Road (CR 16), Sills Road (East Patchogue – Yaphank Road - CR 101), North Ocean Avenue (CR 83), Woodside Avenue (CR 99), Peconic Avenue, and the Long Island Expressway (Interstate 495, LIE).

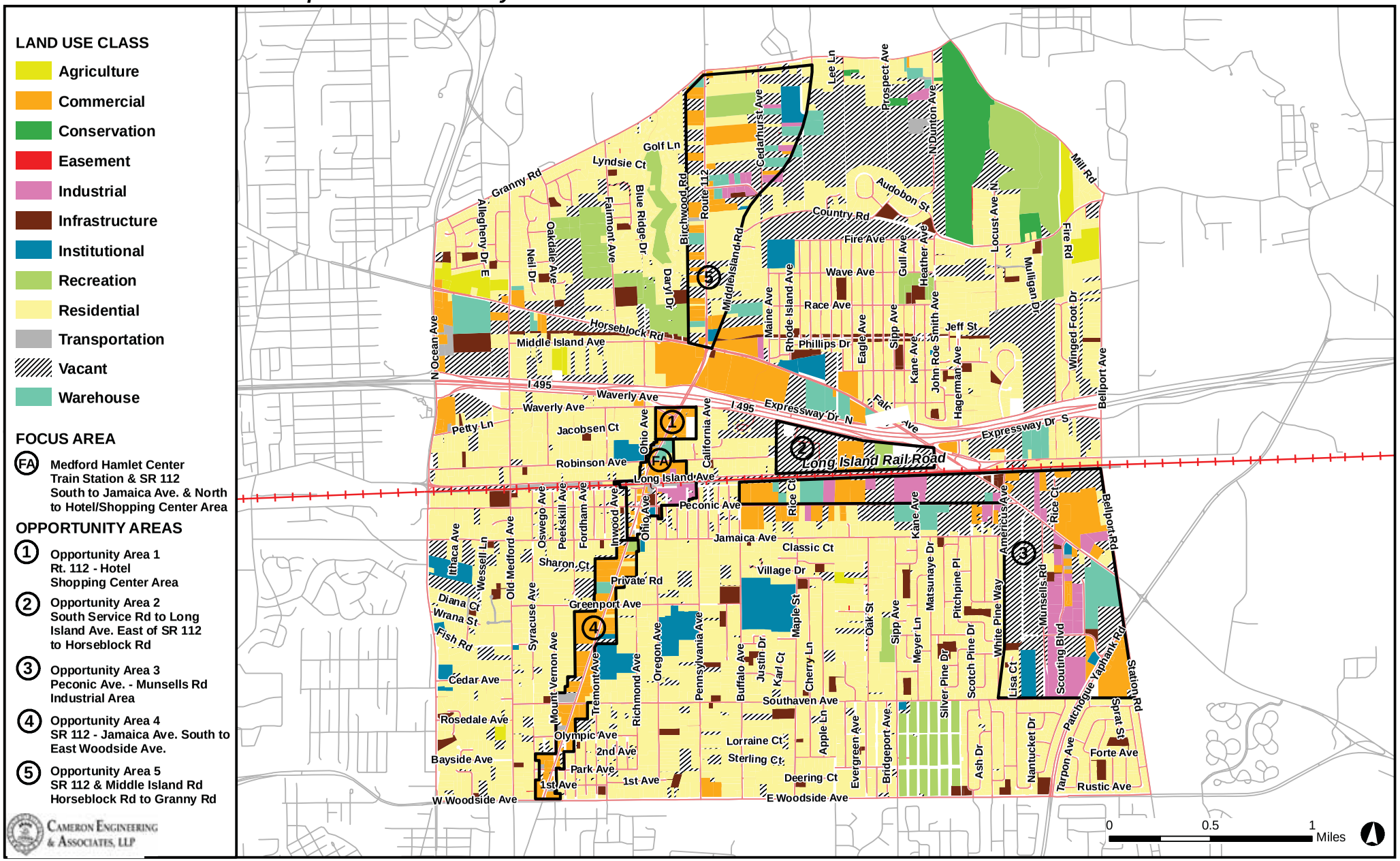
North-south traffic flows through central Medford along SR 112. There is substantial traffic congestion on this roadway during the morning and evening rush hours. The roadway is two lanes with a center turning lane through most of Medford with additional turning lanes at intersections. It is four lanes from the Hotel-Shopping Center Area north to Horseblock Road. The New York State Department of Transportation (DOT) plans to improve the Horseblock Road and SR 112 intersection and widen SR 112 from Horseblock Road to Granny Road.

Horseblock Road moves a substantial volume of traffic in a northwest – southeast direction. The community reports significant traffic congestion at the Horseblock Road intersection with the LIE and the railroad overpass where Horseblock Road narrows to two lanes (one in each direction). Some truck traffic moves from Horseblock Road to the Peconic Avenue – Horseblock Road industrial area, though other trucks use SR 112 to access the area.

Sills Road and North Ocean Avenue provide major north-south corridors with four lanes on each roadway allowing travel around the western and eastern portions of Medford and allowing traffic to bypass the congested center of the community. Woodside Avenue is also a four-lane roadway that provides for east-west travel along the southern edge of Medford.

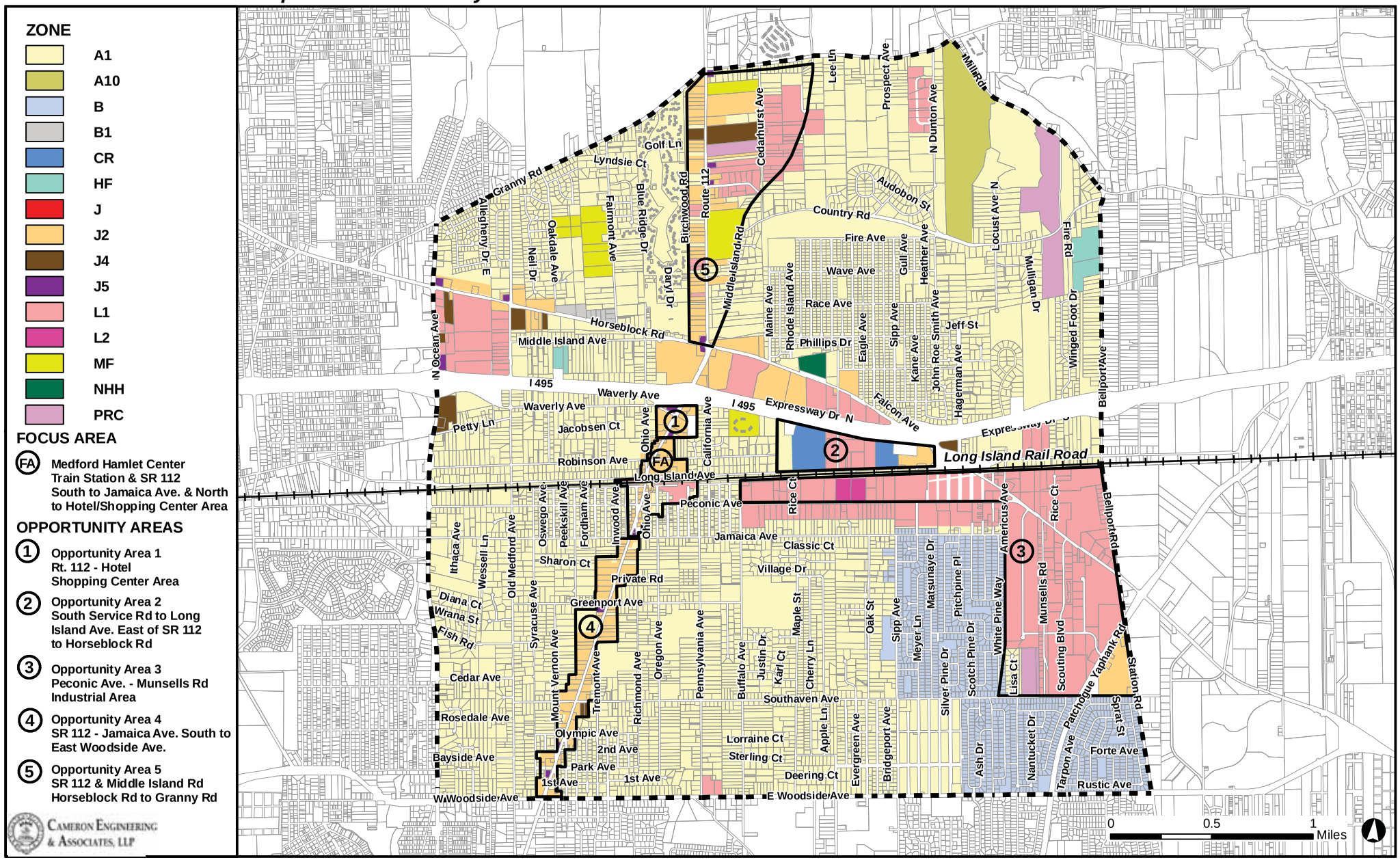
Vehicle and pedestrian mobility and safety issues are described in the appropriate sections for each Opportunity Area and the Focus Area.

LAND USE: Medford Vision Update & Community Corridor Revitalization Plan



Source: Town of Brookhaven, GIS Department.

ZONING: Medford Vision Update & Community Corridor Revitalization Plan



Source: Town of Brookhaven, GIS Department.

3. Opportunity Area 1 – Hotel and Shopping Center Area

The Hotel and Shopping Center Area centers on SR 112 and extends from the southerly edge of the Comfort Inn property approximately 630 feet north to the Long Island Expressway (LIE) South Service Road. It is immediately north of and walking distance to/from the Hamlet Center and its associated neighborhood retail and civic uses (see Figure 7-1).

East side of SR 112 south of the LIE

3.1. Architectural and Streetscape Character

3.1.1. Entry Announcement into Medford

EXISTING CONDITIONS

There is no acknowledgement of the Medford community as vehicles leave the LIE Service Road and turn south onto SR 112.

RECOMMENDATIONS

Landscape, streetscape, and signage improvements could announce visitors' arrival in Medford. This could take the form of median improvements on SR 112 at the intersection with the LIE South Service Road. The SR 112 raised median is approximately 20 wide and over 150 feet long and highlighted with red textured concrete. With permission from the DOT, the northern end of the median might be landscaped with drought-resistant ornamental grasses, succulents, or other appropriate and low maintenance vegetation in an attractive stone base and surrounding a 'Welcome to Medford' sign. A community organization, the Chamber of Commerce, or a Medford business might provide maintenance (in exchange for a discrete acknowledgement).

Example of welcome signage

Alternatively or in addition to the above, property owners at this intersection might dedicate a small portion of their property for a landscaped area where an attractive 'Welcome to Medford' sign might be posted. The gas station on the northwestern corner of the South Service Road and SR 112 already has an attractive and well-maintained landscaped corner.

3.1.2. Architecture and Streetscape

EXISTING CONDITIONS

View south on SR 112

The buildings have no architectural relationship to each other. However, there are two significant developments in this area – the hotel retail complex on the east side of SR 112 and the Aid Auto Store shopping center on the west side. The hotel retail complex on the east side has a contemporary style that carries through the entire complex. The shopping center on the west side has little distinctive character. The gas station and mini-mart has a wooden façade. There are some landscape improvements for the hotel complex and shopping center but none for the gas station.

RECOMMENDATIONS

Landscaping

Additional landscaping along SR 112 on both the hotel and shopping center properties would soften the otherwise hard landscape. The large expanse of wall unbroken by windows along the southern edge of the shopping center could be made more appealing with more landscaping or by a mural.

Streetscape example

Façade Improvements

Downtown Sayville

The Town, working with the Chamber of Commerce and the Medford Taxpayers and Civic Association, should develop architectural guidelines for this area and the remainder of the SR 112 corridor so that future improvements by property owners can be guided toward a more consistent 'look.'

The Town might consider a tax incentive program for small businesses that complete façade or landscape improvements along the corridor. In addition, there may be grant funding available through programs such as Restore New York and the New York Main Street Program.

3.2. Pedestrian Mobility

EXISTING CONDITIONS

There are few pedestrian amenities in the area. It is very much vehicle-dominated, as SR 112 opens from two lanes in the Station area to four in the Hotel-Shopping Center area. Municipal roadway signs clutter and obstruct portions of the five-foot wide sidewalks. There are no landscape buffers between the street and sidewalk.

SR 112 – Signs obstruct sidewalk

The streetscape has no consistent features, nor any particular character or appeal to pedestrians. Pedestrian roadway crossings are difficult and dangerous. There is no easy or safe way to cross SR 112 for hotel guests to walk to the Aid Auto Store shopping center across the street or for shopping center visitors to patronize Starbucks on the east side of the street.

RECOMMENDATIONS

Widen Sidewalks, add Landscape Buffering, Reduce Sidewalk Sign Clutter

Example sidewalk

Pedestrian enhancements and safety improvements should be provided across and along SR 112. As SR 112 is a state road, improvements would need to be approved by and likely constructed by the State Department of Transportation (DOT). The Right of Way (ROW) along this section of SR 112 may be wide enough to allow for the widening of the sidewalks and installation of a landscape buffer between the street and sidewalk. Typically, five-foot sidewalk widths are considered the minimum for pedestrian comfort. Wider sidewalks (six to ten feet) create greater pedestrian comfort, particularly adjacent to busy roadways. However, sidewalks on the narrower end of the spectrum can be made more comfortable with landscape buffers between the street and sidewalk.

Example sidewalk

An improved ROW and sidewalks will encourage hotel guests to walk into the Hamlet Center to patronize Medford neighborhood businesses and participate in whatever activities may ultimately take place in the Hamlet Center's civic space, community center, and cultural institutions.

Provide a Safe and Well-Marked Crosswalk

A marked crosswalk (*eg.* colored and textured) with a pedestrian activated signal should be considered for the intersection of SR 112 and the north side of Waverly Avenue. This would

allow pedestrians to connect from the hotel/retail complex to the shopping center. An additional crosswalk would be advisable from the northwestern corner of the intersection to the southwestern corner for access to the shopping center. The NYSDOT must approve the design and installation of crosswalks on SR 112.

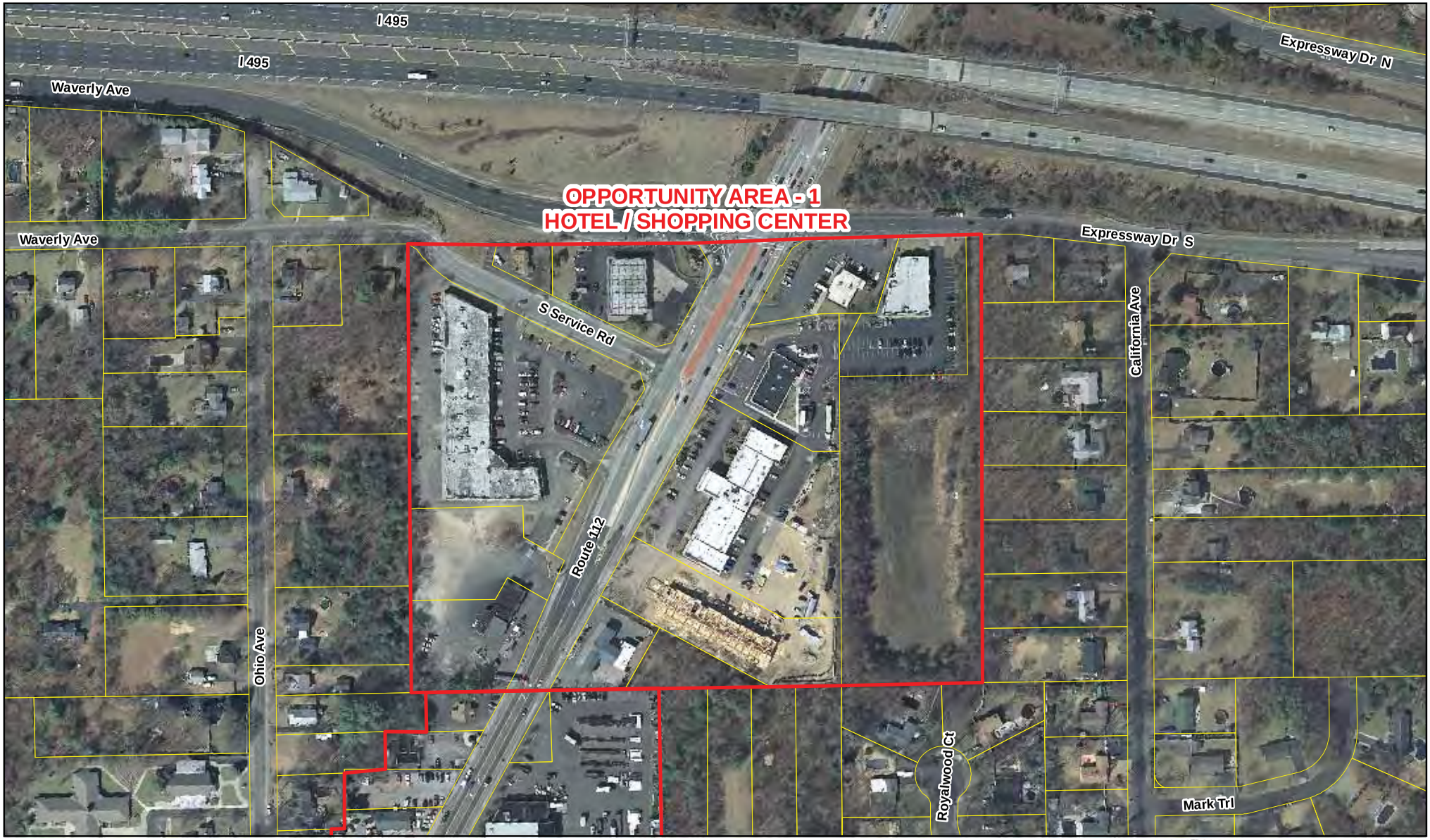
3.3. Land Use and Zoning

EXISTING CONDITIONS

The parcels on either side of SR 112 are zoned J2 Business (see **Error! Reference source not found.** for uses permitted in this zone). There are several undeveloped or underdeveloped parcels in this area. The hotel complex buildings reach three stories, though other buildings are predominantly only one story.

RECOMMENDATIONS

No changes in the zoning are recommended for this area.



OPPORTUNITY AREA - 1 HOTEL / SHOPPING CENTER
MEDFORD VISION UPDATE
FEBRUARY 2010

NOT TO SCALE

CAMERON ENGINEERING & ASSOCIATES, LLP

4. Opportunity Area 2 - South Service Road to Long Island Avenue

Opportunity Area 2 includes the area between the Long Island Expressway (LIE) South Service Road on the north and Long Island Avenue to the south. Opportunity Area 2 reaches from the residential area (that extends to the eastern end of Robinson Avenue) to the intersection of the LIE South Service Road and Long Island Avenue with Horseblock Road. It is immediately north of the LIRR (see Figure 4-1).

4.1. Neighborhood Character

4.1.1. Transition from Residential to Commercial Recreation

EXISTING CONDITIONS

Long Island Avenue transitions from single-family residential east of SR 112 to commercial recreation and light industrial uses toward Horseblock Road. Stakeholders expressed a desire to retain the western portion (A1 portion) of the 32-acre former movie theater property as open space or parkland. The former movie theater property is a single parcel that is split zoned 1/3 A1 and 2/3 CR.

RECOMMENDATIONS

Use of the residentially zoned portion of the parcel for a park is unlikely as it is isolated from the major residential areas of Medford and the cost to the Town to purchase it would be high. A more appropriate use, supported by some stakeholders, may be for multifamily housing. It may be possible for the Town to incentivize the redevelopment of this property in a clustered fashion with housing on the northern end and a portion of its southern end provided by the developer a public benefit for public use (parkland). However, the Town would need to rezone the entire property for such a redevelopment to occur. Because the property is split zoned more that 25% A-1 residential, the entire parcel assumes the A-1 designation under Town Code.

4.2. Pedestrian Mobility

4.2.1. Sidewalks

EXISTING CONDITIONS

There is very limited pedestrian connection from the residential community to the west of this Opportunity Area into the commercial area of the Hamlet Center (Figure 4-1 and Figure 4-2). There is a sidewalk along the north side of Long Island Avenue along the commercial district. No sidewalks are present along the residential area. A sidewalk

appears again on the north side of Long Island Avenue along the former movie theater property and the other two commercial properties further east.

RECOMMENDATIONS

The Town should install a sidewalk along the entire A1 Residential zoned north side of Long Island Avenue to connect to the existing sidewalk to the west. This will be particularly important if a neighborhood park or playground is constructed as part of the redevelopment of the former movie theater property (see discussion below). Alternatively, the Town should seek provision of this sidewalk as a community benefit as part of the redevelopment of former movie theater parcel.

4.3. Land Use and Zoning

4.3.1. Residential, Commercial and Industrial Zoning

EXISTING CONDITIONS

Opportunity Area 2 is bounded by a residential area to the west, by Long Island Avenue to the south and the LIE South Service Road to the north (Figure 4-1). The area is dominated by the former movie theater property, a vacant, but highly disturbed 32-acre parcel that is split-zoned 2/3 CR (Commercial Recreation) and 1/3 A1 Residential. There is also a building materials company and an active indoor/outdoor commercial family recreation facility zoned CR. A brain trauma center is scheduled to break ground in 2010 near the commercial recreation facility.

RECOMMENDATIONS

Example corporate campus

A majority of stakeholders suggested that the former movie theater parcel would be appropriate for office, high tech, or corporate use, with a substantial landscape buffer. The parcel's size and location off the LIE Service Road make it ideal for such a use, as it would provide substantial tax benefits to the school district without the costs associated with residential development

Example multifamily

Others suggested that a multifamily development would be appropriate. The property is approximately one half mile from SR 112 and the Hamlet Center, a location that is walking distance from the station and neighborhood retail. Incentives by the Town could generate a clustered commercial or residential development on this site. The developer would need a change

of zone, which would in turn require a thorough environmental review that would likely entail an Expanded Environmental Assessment and possibly generate a Positive Declaration of Significance.

4.4. Open Space and Recreation

4.4.1. Neighborhood Park or Playground Location

EXISTING CONDITIONS

Large portions of Medford have no access to a neighborhood playground or pocket park including the residential area to the west of this Opportunity Area.

RECOMMENDATIONS

A portion of the former movie theater parcel may be a good location for a neighborhood playground or pocket park. As discussed above, the Town might incentivize the developer of this split-zoned property to cluster development and set aside a portion of the property for dedication as a Town park or playground. Such a park could serve all the residents of the community between the LIE Service Road and Long Island Avenue east of SR 112.

4.4.2. Green Corridor and Bicycle Path

EXISTING CONDITIONS

The parcels north of the Long Island Railroad (LIRR) between the tracks and Long Island Avenue are largely vacant (there is one house east of SR 112, and three homes west of SR 112). All the parcels are privately owned and if they existed before 1981, the Health Department would issue sanitary permits. The parcel owners could then seek dimensional relief from the Board of Zoning Appeals (BZA).

Residential construction on these parcels would not be possible under current A1 zoning (Table 4-1) as the lots are too narrow (50 – 75 feet) and in many cases too small (less than one acre). However, they would likely be granted relief by the BZA as the parcels have a high degree of conformity with similar ones in the area.

RECOMMENDATIONS

Bicycle Path

This east-west corridor is ideal for the creation of a bicycle path along the south side of Long Island Avenue from SR 112 east at least to Horseblock Road (Figure 4-2). In fact, an informal bicycle path was designated here in the past as part of the Tallmadge Trail. Ultimately, this bicycle path could continue east along Long Island Avenue to the Suffolk County Park at the headwaters of the Carmans River. The path would follow Long Island Avenue to Bartlett Avenue, to Sills Road, back to Long Island Avenue, and north on Yaphank Avenue (County Road 21) to Lower Lake of the County Preserve. Alternatively, the path might go directly to the Carmans River headwaters from Long Island Avenue along the LIRR Right-of-Way east.

Use	A Residence One-Family	A Residence 1 One-Family
Maximum height (feet/stories)	35/2 1/2	35/2 1/2
Minimum area (square feet)	30,000	40,000
Maximum total building area (percentage of lot area)	15%	15%
Minimum road frontage (feet/at a point in feet back from street line)	150/40	175/50
Minimum front yard (depth in feet)	40	50
Minimum side yard (width in feet)	20	25
Minimum total side yards (feet)	60	75
Minimum rear yard (feet)	60	60
Accessory Structures		
Maximum height (feet)	18	18
Minimum setback from any lot line (feet)	10	10
Minimum setback from street (feet)	60	70
Maximum lot coverage (percentage of required rear yard area)	25	25

Table 4-1. Residential A1 Zoning Dimensional Table

The same kind of bicycle path could be constructed on the south side of Long Island Avenue west of SR 112 to North Ocean Avenue (Figure 4-2). From North Ocean Avenue, it could travel south into the Canaan Lake/ Patchogue Lake green corridor.

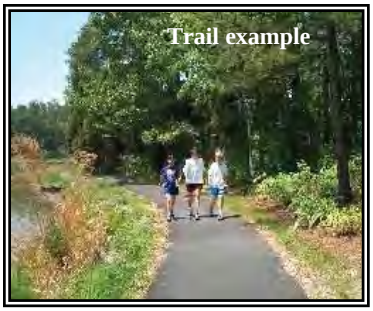
Ideally, a bicycle path should be physically separated from the roadway with a landscape buffer or curbing. This may be possible if there is sufficient ROW on Long Island Avenue. Alternatively, the Town could create a bikeway simply by restriping the roadway. The paved portion of the roadway is approximately 35 feet wide. With two 11-foot travel lanes and a seven-foot parking zone on the north side of the street, there

would be six feet available for a bikeway on the south side. This would be a foot wider than the minimum recommended five-foot bike lane width.

Green Corridor

The parcels along the railroad corridor are narrow and for the most part undeveloped. This corridor would be ideally suited to a hiking/running trail across Medford (Figure 4-2). There are available parcels from Horseblock Road on the east to North Ocean Avenue on the west. As described above, the hiking/running trail could connect to the Carmans River Corridor on the east and the Canaan Lake/ Patchogue Lake green corridor to the west.

The Town should investigate the feasibility of acquiring a recreational easement from the property owners (with a waiver of liability) for such a trail although the width of the parcels may be a hindrance. Alternatively, the Town could purchase the development rights for the properties. In either case, a referral to the Town's Open Space Committee would be a first step.



Still another alternative would be the use of a Town Transfer of Development Rights (TDR) program. If the Town were to implement the TDR program it already established in its zoning code, it could designate these properties as 'Sending Areas' for TDR credits. As these properties are within the same school district as the Hamlet Center, developers could purchase TDR credits from the property owners (of the area for the trail) to apply to development in the Hamlet Center (assuming that it was designated as a TDR credit receiving area).

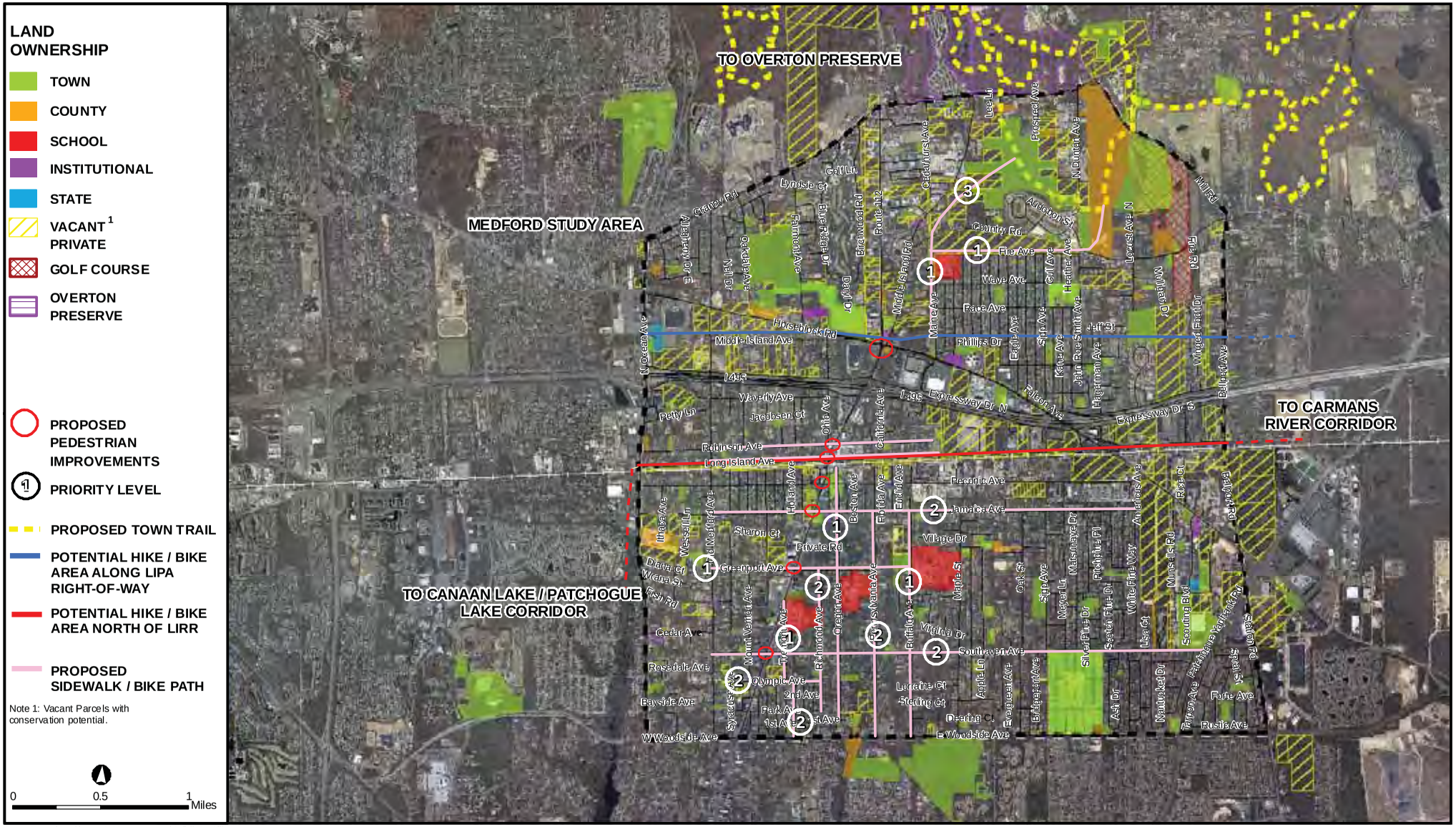
In the event of a future tax default, the Town should seek to acquire these parcels from the County through General Municipal Law (GML) 72-h (Acquisition of Surplus Municipal Property).

Lastly, insofar as these non-conforming parcels may someday come in for subdivision, it is recommended that the Board of Zoning Appeals (BZA) carefully consider the negative impacts of expanding residential uses in such close proximity to the LIRR ROW.

OPPORTUNITY AREA - 2 SOUTH SERVICE RD TO LONG ISLAND AVE. EAST OF SR 112 TO HORSEBLOCK RD
MEDFORD VISION UPDATE
FEBRUARY 2010

NOT TO SCALE

CAMERON ENGINEERING & ASSOCIATES, LLP



Source: Town of Brookhaven, GIS Department and Suffolk Tax Office.

OPEN SPACE OPPORTUNITIES AND MOBILITY IMPROVEMENTS
MEDFORD VISION UPDATE

FEBRUARY 2010

CAMERON ENGINEERING & ASSOCIATES, LLP

5. Opportunity Area 3 – Peconic Ave/Horseblock Rd Industrial Area

Opportunity Area 3 includes the industrial properties on both sides of Peconic Avenue east from Buffalo Avenue to Horseblock Road. It also includes the industrial and commercial properties south of the LIRR to Southaven Avenue from Station Road west to the residential area that begins at White Pine Way (see Figure 5-2). Stakeholders said that some of the industrial uses are incompatible with nearby residential and others in close proximity to residential uses had too little buffering. They noted the problem with truck traffic from SR 112 turning onto Peconic Avenue and felt that truck access to center of Medford should be limited. Potential development of the west side of Munsell's Road is a concern to residents of the adjacent residential area.

5.1. Residential Impacts

5.1.1. Noise, Dust, and Visual Impacts

EXISTING CONDITIONS

The Peconic Avenue area is occupied with numerous light and heavy industrial uses from auto wrecking yards, to construction and landscape material storage, to commercial recycling facilities. Some of these heavy industrial uses are located on the south side and adjacent to the LIRR tracks, but others are immediately adjacent to a residential area on the south side of Peconic Avenue east of Buffalo Ave.

Most residences on the north side of Jamaica Ave backup to existing industrial uses on Peconic Ave, and all residences on the east side of White Pine Way back up to the 62-acre Horseblock Industrial Park.

Residents expressed concerns over the proximity of some of these uses to homes and the associated noise, dust, and visual impacts. Without adequate controls, the operation and appearance of these businesses can have an adverse impact on the adjoining residential areas.

A number of the businesses along Peconic Avenue are well screened from the road by fences or large evergreens in addition to a fence. Some of the businesses have virtually no screening. Most are set back from the road at least 50 feet. It is clear from aerial maps of the area that many of the required buffers from residential areas have been removed by the industrial uses on the south side of Peconic Avenue.

RECOMMENDATIONS

Peconic Avenue Business

All Light Industrial uses should be buffered from the street by tall evergreens and fencing, as some already are. The Town should consider revising the LI and L2 zoning codes to require planting of evergreen vegetation (minimum eight feet planting height) in the landscape buffer that will reach a minimum height at maturity of 20 feet to screen land uses from adjacent residentially zoned properties. The existing L1 and L2 codes have only landscape buffer width requirements that depend on the use, with no further specifics and discretion allowed the Planning Board during site plan review (see Appendix D**Error! Reference source not found.**).

Evergreen screening example

The Town should further review the development codes specified in §85-50 to perhaps require additional landscaping and vegetative buffers, especially in areas adjacent to residential uses. For example, the Town might consider increasing vegetative buffers to 50 feet from the current 25 feet for parcels under five acres. Similar changes may be appropriate for parcels over five acres, but careful study is needed to ensure that changes are appropriate and will work on a Town-wide basis.

The Town should also require non-conforming or industrial land uses holding a Special Permit to meet the same landscape buffer requirements specified in the revised (for increased buffers – see above) L1 or L2 zoning codes when any Town permit tied to that parcel is up for renewal.

Landscape buffering will be particularly important for new L1 Industrial uses proposed between Munsell's Road and Americus Avenue in the proposed new industrial park, which adjoins a large residential area. In addition, the Town must carefully evaluate new uses proposed for this area for other adverse impacts such as noise, dust, and odor generation.

The Town should strictly enforce existing ordinances that regulate noise intensity and hours. It should also include language in its code to regulate activities on industrially zoned parcels that potentially generate dust.

5.2. Vehicle Mobility

5.2.1. Truck Traffic

EXISTING CONDITIONS

Many Medford stakeholders cited truck traffic between SR 112 and Peconic Avenue as a traffic congestion, noise, and safety issue, particularly when contemplating a Hamlet Center for the western end of Peconic Avenue.

Although the Town recently completed some traffic calming measures on Peconic Avenue, trucks from the industrial uses continue to use the roadway. The Town added moderate bump-outs to the Concord, Pennsylvania, and Euclid Avenue intersections of Peconic Avenue, which narrowed those portions of the road. However, the road widens again east of Buffalo Avenue after it enters the industrial area and trucks continue to enter from SR 112.

RECOMMENDATIONS

The Town should establish a route for industrial truck traffic over 10,000 lbs that permits access to Peconic Avenue *only* from the east through Horseblock. Toward that end, the Town should install a sign on SR 112 prohibiting trucks in excess of 10,000 lbs from turning onto Peconic Avenue. This is within the Town's authority per NYS VAT LAW, Article 41, Section 1660, #10. The Town should also consider installing a video camera on Peconic Avenue west of Buffalo Avenue to monitor compliance.

If signage is ineffective in restricting truck traffic, the Town should re-examine the roadway to determine if additional traffic calming measures are possible to discourage Peconic Avenue truck traffic west of Buffalo Avenue. Measures such as speed bumps, a median or pedestrian island at selected intersections such as Pennsylvania Avenue, or a small roundabout or island where the roadway widens past Buffalo Avenue could effectively narrow the roadway sufficiently to discourage passage of trucks. Slowing traffic sufficiently could discourage trucks from using this portion of the roadway and traveling east instead toward Horseblock Road and the LIE.

Source: www.pedbikeimages.org/Dan Burden

Source: www.pedbikeimages.org /Dan Burden

The proposed blinking light in front of the firehouse may also help slow traffic on Peconic Avenue and make it safer for fire trucks to exit onto the street.

Additional traffic calming measures proposed for the portion of SR 112 near the train station and proposed Hamlet Center would also discourage truck use of this portion of SR 112 and therefore from using the western portion of Peconic Avenue.

Ultimately, Horseblock Road improvements would improve traffic flow. According to the Town's transportation consultant, the County is planning to replace the Horseblock Road bridge over the LIRR. The consultant suggests that westbound back-ups at that bridge are currently due more to capacity problems at the LIE South Service Road intersection than conditions on the bridge itself. Delays crossing this bridge apparently encourage some trucks to use SR 112 to access Peconic Avenue.

5.3. Land Use and Zoning

5.3.1. Regulation of Existing Industrial Uses

EXISTING CONDITIONS

The Town's existing Light Industrial zone (L-1) provides fourteen permitted uses as-of-right and three additional uses and one accessory use by Town Board Special Permit (see Sec 85-308 – 311). Planning Board Special Permits regulate an additional fourteen uses and six accessory uses (see Sec 85-311.1, 2). However, several existing uses the Town's

Light Industrial zone (L1) does not permit (see Appendix D**Error! Reference source not found.**). For example, outdoor storage is not permitted in the L1 zone.

RECOMMENDATIONS

The Town should continue to carefully monitor L1 zoning requirements when any Town permit tied to a particular parcel is up for renewal. Some facilities may have Special Use permits with expiration dates. If an existing use is non-conforming and there are negative impacts associated with the operation of the use, options include the imposition of additional remediation steps, and ultimately renewal of the Special Permit could be denied if remediation is unsuccessful, thereby eliminating the use. As stated in the Town Code, "the Town Board may incorporate as a condition of issuance of any such permit any safeguards it deems necessary to protect the public health, safety and welfare. Said special permit shall be valid for a term not to exceed five years or such shorter term as the Town Board may deem proper."

5.3.2. New Industrial Uses

EXISTING CONDITIONS

There are large and vacant Light Industrial zoned properties west of Munsell's Road and at the east end of Peconic Avenue. The vacant L1 properties currently provide a natural buffer between the residential neighborhood of White Pine Way and the existing industrial land uses of Munsell Road. Stakeholders expressed concerns over the future industrial development of this property, the 62-acre Horseblock Industrial Park. As of this report, no site plan and subdivision applications had been submitted to the Town.

Under the Town's L-1 zoning, 14 uses are permitted as-of-right and three additional uses and one accessory use by Town Board Special Permit (§ 85-308 – 311). An additional 14 uses and six accessory uses are possible if the Planning Board grants a Special Permit (§85-311.1, 2).

RECOMMENDATIONS

Light industry creates jobs. Employment opportunities inside the community can reduce the need for its residents to travel great distances to their jobs. These businesses also contribute to the Medford tax base and thereby reduce the residential tax burden. However, industrial uses must be properly regulated, especially when they are in close proximity to residential areas.

If not properly developed and then operated, the proximity of industrial uses to residential areas can lead to problems involving noise, odors, visual impacts, and traffic. The same

landscape buffering recommendations made for the Peconic Avenue industrial properties should apply to the development of these properties. Future Light Industrial development along this now vacant corridor should be buffered from the adjacent residential area by tall evergreens and fencing. The Town should consider revising the LI and L2 zoning codes to require planting of evergreen vegetation (minimum eight feet planting height) in the landscape buffer that will reach a minimum height at maturity of 20 feet to screen land uses from adjacent residentially zoned properties. The existing L1 and L2 codes have only landscape buffer width requirements that depend on the use, with no further specifics and discretion allowed the Planning Board during site plan review. Furthermore, the current L1 zoning code requires a 50-foot front and rear yard set back (see Appendix D**Error! Reference source not found.**). The Town should consider expanding the rear yard setback from 50 to 75 feet for five-acre L-1 zoned lots that border residential areas.

The L1 code has very specific requirements for outdoor storage as an accessory use (see § 85-315 and below). In particular, the code states that outdoor storage is "*prohibited within 500 feet from any lot line bounding a residential use or zone*." Some of the properties on Peconic Avenue appear to be out of compliance with these requirements. Town Code Enforcement personnel should inspect these properties and require that they comply with the following code items:

- Outdoor storage as an accessory use to a permitted principal use.
- A minimum lot area of two acres shall be required for outdoor storage.
- All outdoor storage shall be located within the rear yard only. Outdoor storage within the primary or secondary front yard shall be prohibited. No outdoor storage shall be visible from any street frontage.
- All outdoor storage shall be screened from visibility from adjoining roadways with landscaping and/or decorative fencing in accordance with Town standards and require a site plan, which shall be subject to the review and approval of the Planning Board.
- All outdoor storage shall be set back a minimum distance of 50 feet from any roadway and 25 feet from any side or rear property line.
- Outdoor storage shall be limited to only those goods that are generated or manufactured by the principal use on the premises, and shall be located on the same lot as the principal use, and prohibited within 500 feet from any lot line bounding a residential use or zone.
- Outdoor storage shall have all activities associated with the outdoor storage area, such as loading, delivery, pick-up, traffic circulation, queuing, and parking, take place on site.
- No outdoor storage shall be permitted above legal fence height.

5.4. Environmental Contamination

5.4.1. Environmental Contamination

EXISTING CONDITIONS

Stakeholders expressed concerns over potential environmental hazards associated with industrial uses in the hamlet. Environmental hazards are more common in industrial than retail, office, or residential land uses. A check of public agency data by Toxics Targeting (www.toxicstargeting.com) revealed a number of storage facilities for hazardous materials, solid waste, and petroleum along the Peconic Avenue industrial area. These facilities must be registered with the NYS Department of Environmental Conservation (DEC) to store potentially hazardous materials (*eg.* gasoline, fuel oil, lubricants, and solid waste for recycling). There are also spills noted along the Peconic Avenue industrial area.

RECOMMENDATIONS

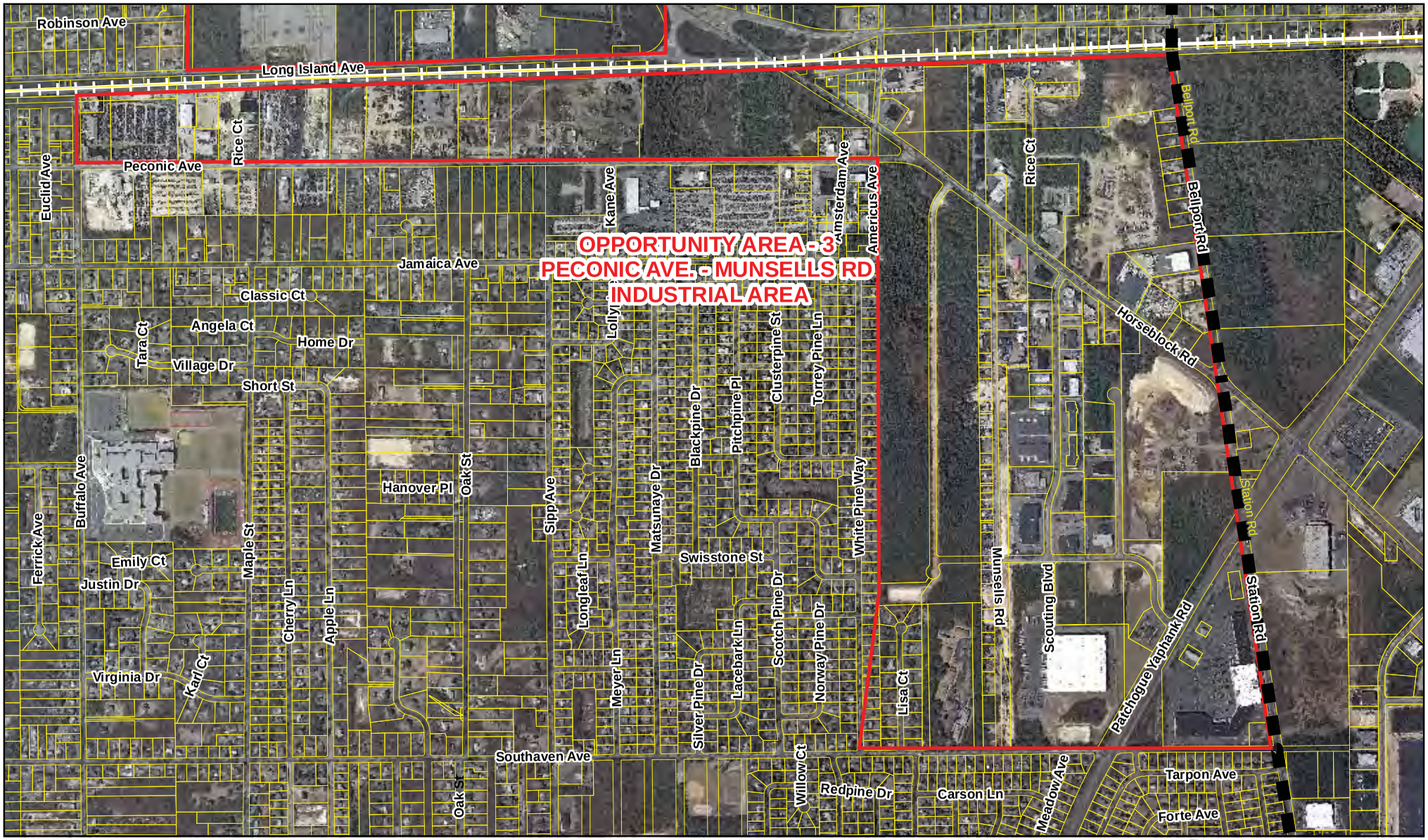
Many of the facilities in the Peconic Avenue – Horseblock Road area are registered with the DEC and must report storage of hazardous materials. They (and all property owners) are also obligated to report spills and other chemical releases to the DEC. Hazardous releases to the ground from Peconic Avenue facilities could affect the shallow groundwater table, which tends to flow south in this area. However, residential drinking water in Medford is supplied by the Suffolk County Water Authority from deep wells that are routinely tested and do not draw from the shallow groundwater table. The DEC maintains databases for chemical and petroleum spills, which are updated daily (www.dec.ny.gov/chemical/8437.html). The DEC Environmental Remediation Database Search is the main page from which the following search applications launch:

- Spill Incidents Database Search has records dating back to 1978 and is updated nightly. This database contains records of chemical and petroleum spill incidents.
- Remedial Site Database Search is updated nightly. This database contains records of the sites being addressed under one of DER's remedial programs - State Superfund, Brownfield Cleanup, Environmental Restoration, and Voluntary Cleanup. This database also includes the Registry of Inactive Hazardous Waste Disposal Sites and information on Institutional and Engineering Controls in New York State.
- Bulk Storage Database Search is updated nightly. This database contains records of facilities that are or have been regulated under one of the Bulk Storage Programs - Petroleum Bulk Storage, Chemical Bulk Storage, and Major Oil Storage Facility.

A thorough investigation of possible environmental contamination in this or other areas of Medford is outside the scope of the project. However, residents can track the storage and release of potentially hazardous materials from the Medford area by checking these sites.

Figure 5-1. Potential Environmental Hazards along the Peconic Avenue

Map by Toxics Targeting, Inc. based on information from local, state, and federal government agencies as well as historic data sources.



OPPORTUNITY AREA - 3 PECONIC AVE. - MUNSELLS RD INDUSTRIAL AREA
MEDFORD VISION UPDATE
FEBRUARY 2010

NOT TO SCALE

CAMERON ENGINEERING & ASSOCIATES, LLP

6. Opportunity Areas 4 & 5 - SR 112 North and South of Station

Opportunity Area 4 extends south along SR 112 from the southern end of the Focus Area – Hamlet Center (Jamaica Avenue) south to East Woodside Avenue (Figure 6-1). Opportunity Area 5 extends north along SR 112 from the northern end of the Hotel-Retail Area (LIE South Service Road) to Granny Road (Figure 6-2).

In discussing Opportunity Areas 4 and 5, stakeholders described the corridor as dominated by vehicles with few pedestrian accommodations and high traffic. Residents expressed concern that there are insufficient sidewalks to the schools, that auto dealers are scattered (rather than concentrated) throughout the corridor, and that commercial uses come right to the sidewalk. They found that there are too many signs on the road, that their placement appears random, and that many are unattractive. Stakeholders suggested that the corridor is cluttered and unattractive and has no consistent architecture. They suggested that some land uses are inappropriate for such a major thoroughfare. They felt that residential areas should be buffered from industrial land uses and scattered industrial activity should be limited to industrial zoned areas.

6.1. Land Use and Zoning

6.1.1. Appropriate Corridor Land Uses

EXISTING CONDITIONS

Opportunity Area 4 (south of the Focus Area – Hamlet Center) is almost exclusively J-2, with one auto dealership already converted to J-5. Opportunity Area 5 (north of the LIE) along SR 112 is predominantly zoned J2 with a couple J4 Business properties, a PRC (Planned Retirement Community), and two MF (Multifamily) parcels. The west side of Middle Island Road is primarily zoned L1 (Light Industrial), with a few residential parcels.

The SR 112 corridor, like many on Long Island and other suburban communities is characterized by suburban sprawl and Post WW II auto-centric linear commercial development. It is a random mix of retail and commercial land uses in their current locations in large part due to the lower rents here than in retail centers or traditional downtowns (Figure 6-1 and Figure 6-2). Unfortunately, this has resulted in an unattractive mix of businesses and strip retail development in a car-dominated corridor. Retail stores spread over many miles, which then require a multitude of curb cuts, parking for every store and the spread of asphalt. With no retail center, it is more difficult for a single entity like the Town, the Chamber of Commerce, or a Business Improvement District to manage the appearance and functionality of all the businesses.

The SR 112 corridor suffers from the same issues that many other area corridors: a cluttered and unattractive appearance with no consistent architecture; signage blight, inappropriate land uses for a major thoroughfare, and scattered industrial uses.

Sayville

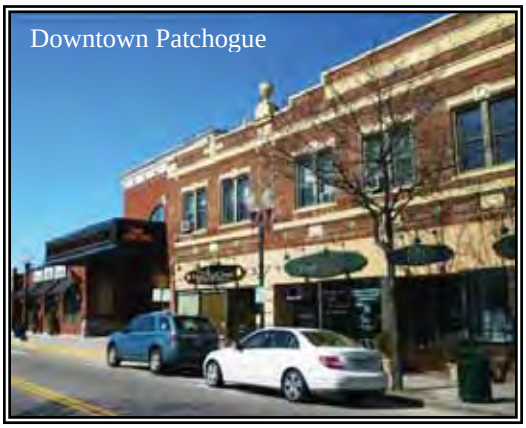
Malls and shopping centers were the answer to these problems in the 1970's and 1980's. Planners now recognized that malls and shopping centers perpetuate reliance upon the automobile, which adds to roadway congestion and contributes to air pollution and high obesity rates. With few exceptions, shopping centers have not replicated the ambiance and appeal of traditional downtowns. Downtowns (hamlet centers) have also traditionally incorporated municipal and civic uses and offered homes to religious institutions and other organizations. During the visioning process, stakeholders expressed concern that large format retail be limited to appropriately zoned districts. However, most of the parcels along this corridor are zoned J-2, which permits large format retail if sufficient land can be assembled.

RECOMMENDATIONS

Major retail outlets and 'big box' stores will continue to locate in large retail malls on the larger corridor roads. Substantive changes to Long Island's business corridors are possible only if new neighborhood retail development is directed to existing downtowns and new hamlet centers.

The Town should consider amending its zoning code to direct future large format retail uses to districts and locations that have appropriate infrastructure and access, and away from existing downtowns, hamlet centers, and neighborhood shopping centers. Such an amendment might include the institution of a maximum permitted square footage for retail uses in the J-2 District (*eg.* maximum of 90,000 square feet). Such a change would have the effect of excluding the largest of the retail big box stores from areas that lack the needed infrastructure. Another alternative would be for the Town to create a 'Big Box' zoning district or districts that would be devoted exclusively to this use, preferably along major east-west arteries exclusively, although this could present other

An Overlay District is a zoning tool that can be used to add additional requirements to an area while preserving the underlying zoning. This protects the rights of the property owners in the district provided by the existing zoning. It does, however, impose additional requirements on them when they apply for permits for major improvements or new construction.



The Town should consider designating the Medford portion of SR 112 south of the proposed Hamlet Center to Southaven Avenue and north of the Hotel/Retail Center area as a *Transitional Corridor Overlay District* on the Town of Brookhaven's Official Zoning Map. It should follow the recommendations set forth in proposed LL#47-2005 as of 11/01/05: Article XXXVC, Transitional Corridor Overlay District § 85-410 (see Appendix D).

Imposition of a Transitional Corridor Overlay District could provide solutions to some of the issues raised by stakeholders such as; architecture, setbacks, landscaping, parking (curb cuts and shared parking), and pedestrian amenities.

6.1.2. Scattered Auto Dealerships and Auto Service Facilities

EXISTING CONDITIONS

Stakeholders sited the auto dealerships and other auto-related businesses scattered throughout corridor as contributing to its cluttered and displeasing appearance. The issues included vehicles parked right to the sidewalk on top of required landscaped buffers and setbacks, excessive and distracting signage and flagging, and a lack of landscaping. In the rear of some current auto dealerships, the Town has issued violations for incursion by parked automobiles into the required buffers adjacent to residential uses. Other community members noted that some of the larger dealerships did however maintain their properties and responded to Civic Association recommendations. They also recognized that the auto dealerships provide high-paying jobs for community members, pay substantial property taxes, and are involved in many community-oriented endeavors.

In 2003, the Town recognized that auto dealerships and related auto repair uses were of a much more intensive nature that other uses in the District and created the J-5 District to address this issue. Up until this point, auto dealerships and related uses were a permitted use in J-2. The existing pattern of auto uses therefore is still primarily J-2 as nonconforming uses. Upon application for site plan changes, the Town is requiring auto dealerships and related auto uses to seek a zone change to J-5, which has increased dimensional, site improvement, buffers, and landscaping requirements to mitigate the intensity of these uses.

RECOMMENDATIONS

The Town's J2 Business zoning code does not include auto dealerships or auto service as an allowed use (see Appendix D**Error! Reference source not found.**). The dealerships and service facilities located in Opportunity Areas 4 and 5 are located on J2 zoned parcels. If these facilities make application for site plan changes, the Town will require them seek a zone change to J-5 (see above), which will require site changes.

The Town should consider disallowing new auto-related uses in the *Transitional Corridor* except in areas where they are already permitted by the underlying zoning (J Business 5 - see above and Appendix D). This will concentrate new auto-related uses outside the *Transitional Corridor*.

6.1.3. Industrial Zoned Properties Fronting on SR 112

EXISTING CONDITIONS

A number of parcels zoned L1 (Light Industrial) front on SR 112 between Horseblock Road and Granny Road.

RECOMMENDATIONS

The Town should encourage change of zone applications from currently zoned L-1 parcels fronting SR 112 that are in the recommended Transitional Corridor Overlay District. Preferred uses for these parcels along the corridor would be either J-2 Business or MF (Multifamily). This would help transform the corridor to more of a transitional area between hamlet centers and encourage business and multifamily housing instead of light industrial uses.

6.2. Architecture

EXISTING CONDITIONS

Stakeholders commented on the cluttered and unattractive appearance of many of the buildings, saying that the corridor lacks a consistent architectural theme.

RECOMMENDATIONS

The Town has drafted design guidelines for use in transitional corridors (see Appendix D**Error! Reference source not found.**). A Public Hearing has been scheduled for July 2010, with adoption by the Town Board expected sometime thereafter. Once accomplished, these guidelines should be implemented for Opportunity Areas 4 and 5 for new structures and for

existing structures undergoing rehabilitation of greater than 50 percent of its assessed value. It should require review of building design and materials selection by the Planning Board or the Commissioner of Planning, Environment, and Development.

Architectural guidelines would be most effective if the Town establishes an *Architectural Review Board* to provide detailed recommendations to the Planning Board for each application made to the Town in the *Transitional Corridors*.

6.3. Streetscape

Patchogue

EXISTING CONDITIONS

Stakeholders disapproved of the appearance of those properties whose commercial uses come right to sidewalk. Similarly, they found that 'excessive' parking in front of businesses was not attractive. Residents protested the appearance and sited safety concerns around the vacant and deteriorating buildings and unkempt yards on a number of parcels along the corridor.

RECOMMENDATIONS

The Town should consider amending the zoning code for J2 Business parcels located in designated *Transitional Corridors* to require a minimum depth of front yard landscape buffering for all uses. It should also offer incentives for additional front yard landscaping.

It should also consider amending the zoning code for J2 Business located in designated *Transitional Corridors* to provide incentives to property owners to move all parking to the rear of the building similar to the J Business zoning code (§85-213) to bring buildings closer to the street, improve pedestrian appeal, and reduce visual impact of front yard asphalt. Incentives might include additional FAR (Floor Area Ratio) or reduced parking requirement.

Example of front yard landscaping

Properties that are not maintained in a safe and legal manner according to Town Code (Chapters 45 [Sanitation], 73 [Unsafe Buildings & Excavated Lands], & 82 [Neighborhood Preservation], and the NY State Property Maintenance Code [Title 19, Part 1226], can be cited and the owners fined by the Towns' Building and Law Departments. If repeat

violations are ignored, the Town has the ability to make repairs and attach a lien to the property if there are public health and safety issues.

6.4. Signage

EXISTING CONDITIONS

Many randomly and unattractive signs clutter the corridor. It appears that some signs do not meet current code in terms of placement, size, and number of signs.

RECOMMENDATIONS

The Town should review the number, sizes, and locations of existing signs to determine if they conform to the code or have been granted the required variances by either the Planning Board or the Board of Zoning Appeals. It would also be helpful for the Town to develop consistent standards for consideration and granting of sign variances from the Code for both boards. This would ensure that in cases in which the Code is having a disparate impact upon a particular business, only the minimum relief is granted and that relief is granted on a consistent basis.

The Town should consider amending the sign ordinance to include such considerations as sign materials and colors. The sign ordinance can have different standards for *Transitional Corridors* and *Hamlet Centers*. Fines for violations should be sufficiently high to serve as a deterrent, should be escalated for repeat offenders, and should, pay for an inspector.

Currently, the Law and Building Departments are charged with enforcement of the Town's sign ordinance, with a substantial portion of referrals coming from the Town's Call Center. As an additional strategy, the Town may want to consider adding a section to its website permitting residents to make e-mail complaints about signs, and other code violations on a 24-hour/7-day basis from the privacy of their homes. A simple system could be devised to track the nature of complaints, and together with data from the Call Center, could further assist the Town in the deployment of resources.

6.5. Pedestrian and Vehicle Mobility

6.5.1. Pedestrian Access and Amenities

EXISTING CONDITIONS

There are few pedestrian amenities along this vehicle-dominated corridor. Municipal roadway signs clutter and obstruct portions of the five-foot wide sidewalks. There are no landscape buffers between the street and sidewalk. The streetscape has no consistent

features, nor any particular character or appeal to pedestrians. Pedestrian roadway crossings are difficult and dangerous. There are few easy or safe ways to cross SR 112.

The intersection at Horseblock Road and SR 112 is especially difficult now for pedestrians. The State Department of Transportation (DOT) plans improvements for this intersection that will add more lanes, making pedestrian crossing here that much more difficult. The DOT also plans to widen SR 112 from Horseblock Road to Granny Road, which will create changes to the Right-of-Way (ROW) including the sidewalk.

RECOMMENDATIONS

Crosswalks must be well marked with striping at a minimum, and ideally with different textured and colored material (*eg*. imprinted asphalt, textured and colored concrete). Countdown pedestrian timers would be especially useful at key intersections such as the Horseblock Road and SR 112 intersection and the intersections that lead to the schools (Figure 4-2).

The Medford Taxpayers and Civic Association, the Town, and local, State and County elected officials should work closely with the NYSDOT to insure that the improvements to SR 112 are pedestrian friendly. Crosswalks must be made safe and sidewalks appealing. The NYSDOT must approve the design and construction of any crosswalks on SR 112.

SR 112	Horseblock Road
SR 112	Robinson Avenue
SR 112	Long Island Avenue
SR 112	Peconic Avenue
SR 112	Jamaica Avenue
SR 112	Greenport Avenue
SR 112	Southaven Avenue

Table 6-1. Intersections Recommended for Pedestrian Improvements

All signage that obscures the sidewalk should be moved or eliminated. The Chamber of Commerce might consider establishing a tree-planting program for its members that grants discounts on tree purchases and installations along major thoroughfares through a contract with a local nursery. Grants may be available for streetscape improvements from the NYS Main Street and Suffolk County Downtown Revitalization programs.

The town should consider amending the zoning code for J2 Business located in designated *Transitional Corridors* to restrict front yard parking similar to the J Business zoning code (§ 85-213) to bring buildings closer to the street, improve pedestrian appeal, and reduce visual impact of front yard asphalt.

6.5.2. Sidewalks to Schools

EXISTING CONDITIONS

Medford currently has too few sidewalks to schools. Children should be able to walk to school from the surrounding residential areas. The distance varies with grades from one-quarter mile for young elementary school students to as much as a mile or more for high school students. Many national organizations have recognized the health benefits of walking to school if safe pedestrian street crossings are available.

Rocky Point

RECOMMENDATIONS

Medford is fortunate to have three of its eleven schools in close proximity on Tremont, Oregon and Buffalo Avenues so that provision of safe routes to these schools can be accomplished over many of the same sidewalks (Figure 4-2). Sidewalks should be provided on the major roadways that connect the adjacent residential areas to the east and west of the schools. Most recommended sidewalk locations were furnished by the Patchogue-Medford School District and then prioritized as shown in Figure 4-2. Other Medford schools should also work with the Town to similarly furnish safe routes to school.

In one case, a paper street exists along Greenport (Central) Avenue from Pennsylvania Avenue to Buffalo Avenue. In this case, a wide, attractive, and well-lit pedestrian-only promenade should be installed between Pennsylvania Avenue and Buffalo Avenue along the Greenport (Central) Avenue paper street. This promenade would replace the current narrow dirt path that transverses the area, leads directly to the High School, and is reportedly heavily used by students.

The Civic Association in conjunction with the School District should work together with the Town and DOT to make the walk to Medford's schools safer with sidewalks and marked bicycle paths. There are a number of organizations that can help with information and even, in some cases, funding. See the following websites for more information: www.nhtsa.dot.gov/people/injury/pedbimot/bike/Safe-Routes-2002/toc.html and www.saferoutesinfo.org/index.cfm)

6.5.3. Vehicle Congestion

EXISTING CONDITIONS

The DOT made improvements to the portion of SR 112 south of Jamaica Avenue some time ago. The agency has plans to improve the section of roadway from Horseblock Road north to Granny Road. A wider intersection with more turning lanes is planned for Horseblock Road and additional lanes for the roadway north of Horseblock Road. The roadway between Jamaica Avenue and the Hotel/Shopping Center Opportunity Area remains a two travel-lane road with a center turning lane.

Although stakeholders noted the traffic congestion on SR 112 in the train station area during rush hours, that portion of the roadway is well suited to a Hamlet Center (See Hamlet Center discussion below) as the constriction tends to slow vehicle speeds making it safer for pedestrians. However, the presence of cross streets between Peconic Avenue and the LIRR (Railroad Avenue east and west of SR 112) adds to congestion and decreases pedestrian safety. Vehicles waiting to turn into these streets slow traffic. The curb cuts create possible conflicts between pedestrians and vehicles.

RECOMMENDATIONS

The roadway improvements planned by the DOT should improve traffic congestion north of Horseblock Road. When road improvements occur at the Route 112/Horseblock Road intersection, there may be an opportunity for the DOT to include a small area suitable for a landscape treatment on the northeastern corner. If this can be arranged, the community has indicated its desire to have one or more community organizations volunteer to maintain the corner as a Medford beautification project.

The train station area must be less vehicle-dominated and more pedestrian friendly if it is to succeed as a Hamlet Center. Wider and less congested roadways are located both east (Sills Road) and west of SR 112 (North Ocean Avenue) as options for north-south travelers. However, traffic flow through here and pedestrian safety would improve if Railroad Avenue east and west of SR 112 were closed. The eastern portion could be converted to additional park and/or pedestrian access and the retail operations on SR 112 accessed from the rear. Closure of the eastern portion of Railroad Avenue would be appropriate if and when there is development of a Hamlet Center by the railroad station. Access to the western portion of Railroad Avenue from SR 112 should be closed. Ultimately, if public parking is constructed off Railroad Avenue west of SR 112, then pedestrian access to and from the lot(s) will be required. Furthermore, if a community

center were constructed near Richmond Avenue, then both parking and pedestrian access will be required.

Closing of Railroad Avenue east and west of SR 112 would also permit the construction of a center median on SR 112 from Peconic Avenue to the railroad, if approved by the NYSDOT. The median would be constructed in what is currently the center turn lane. With the median, a prohibition on left turns from the southbound lane of SR 112 would be instituted. Such a prohibition would not only improve traffic flow, but would eliminate the passage of trucks down Peconic Avenue from the west. The median would not interfere with the passage of fire department vehicles.

6.6. Open Space and Recreation

EXISTING CONDITIONS

The Town's Peppermint Park is the one park along SR 112 north and south of the Hamlet Center and Hotel/Retail Center -. There is a triangular vacant parcel on the southwest corner of SR 112 and Peconic Avenue and another by Tremont Elementary School and another green space just north of the school and south of the Post Office. There are several other vacant parcels along the east side of SR 112 between Jamaica Avenue and Greenport Avenue. There are also vacant parcels on both sides of SR 112 north of Horseblock Road.

RECOMMENDATIONS

Parks and active recreational facilities are best located away from the noise and congestion of large vehicle corridors such as SR 112. However, the 2.5-acre triangular parcel by Tremont Elementary School (Tax ID # 02-00-83800-300-1000) and the 1.5-acre vacant property south of and owned by the Post Office (Tax ID # 02-00-83800-300-24000) are exceptions due to their location adjacent to the school.

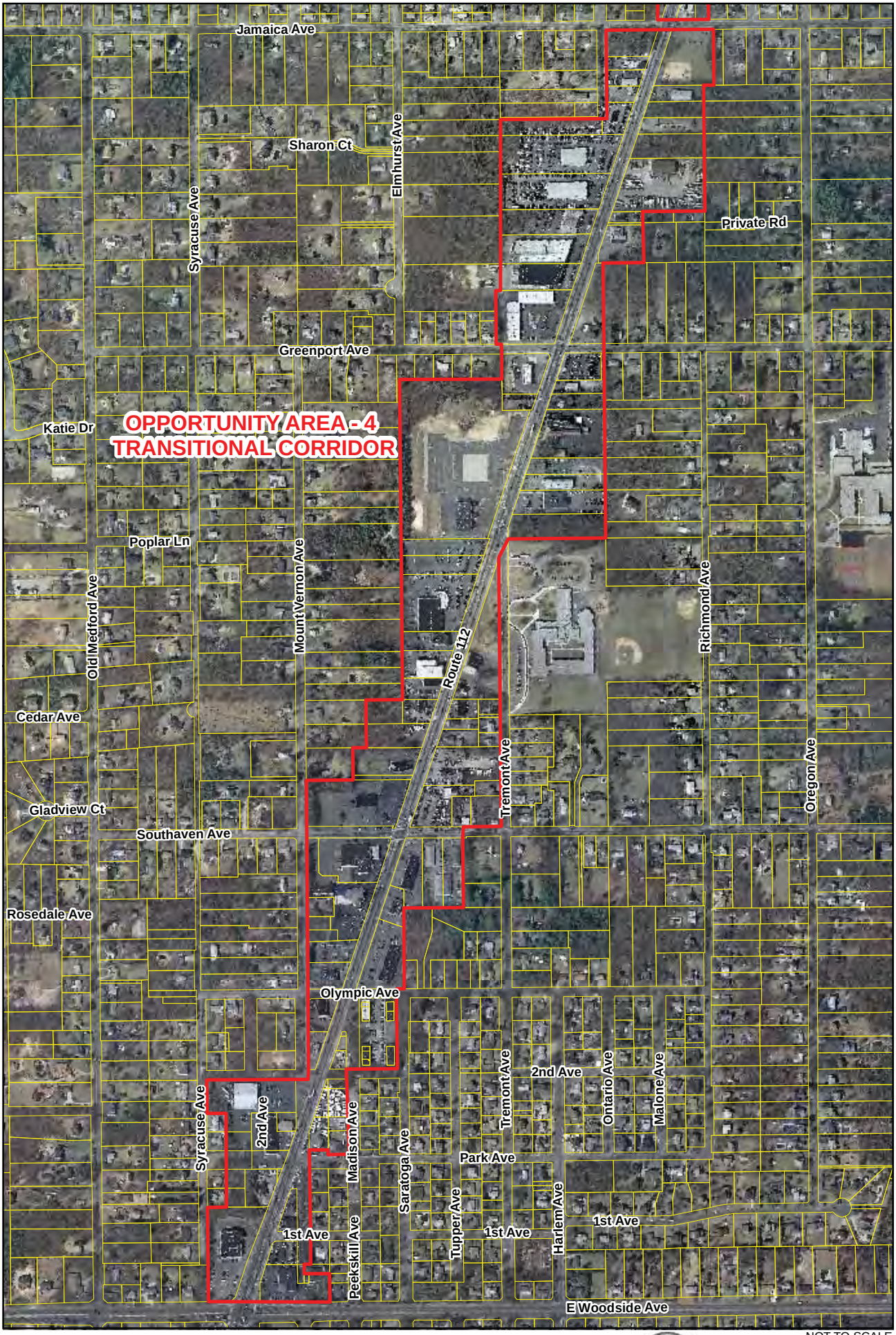
The Post Office parcel should be acquired by the School District or Town to add green space and recreational opportunities for the school and community. The Town or School District might offer to purchase the 2.5-acre triangular parcel from the private owner for use as a ceremonial plaza, for a small playground, as a sitting area for community residents, or as a landscaped entry area to the schools.

Other vacant parcels that front on SR 112 should be commercially developed for mixed uses including neighborhood retail with apartments over stores, or neighborhood offices. The triangular-shaped vacant parcel on SR 112 on the southwest corner of SR 112 and Peconic Avenue is a paper street extension of Richmond Avenue and owned by the Town. It should

be abandoned and converted into a public plaza. New retail development on the three vacant lots adjacent to it would benefit from the public space.

The retail portion of the Post Office would be better located in the Hamlet Center as part of a greater civic and municipal center (see discussion in that section below). The existing facility could be retained and even expanded (if the retail portion moves) for mail sorting and distribution or might be relocated to a larger regional facility. Discussions with the US Postal Service would be appropriate as part of a larger Hamlet Center planning effort.

The School District and Town might negotiate a pedestrian easement along the southerly property line of the residential property across Richmond Avenue from the elementary school (Tax ID # 02-00-83900-100-3000). Such an easement could facilitate a pedestrian corridor between the elementary and middle schools for better and safer access to both schools and their recreational facilities. The Town and community should approach the School District to determine if they are interested in this linkage.



OPPORTUNITY AREA - 4 TRANSITIONAL CORRIDOR
MEDFORD VISION UPDATE
FEBRUARY 2010

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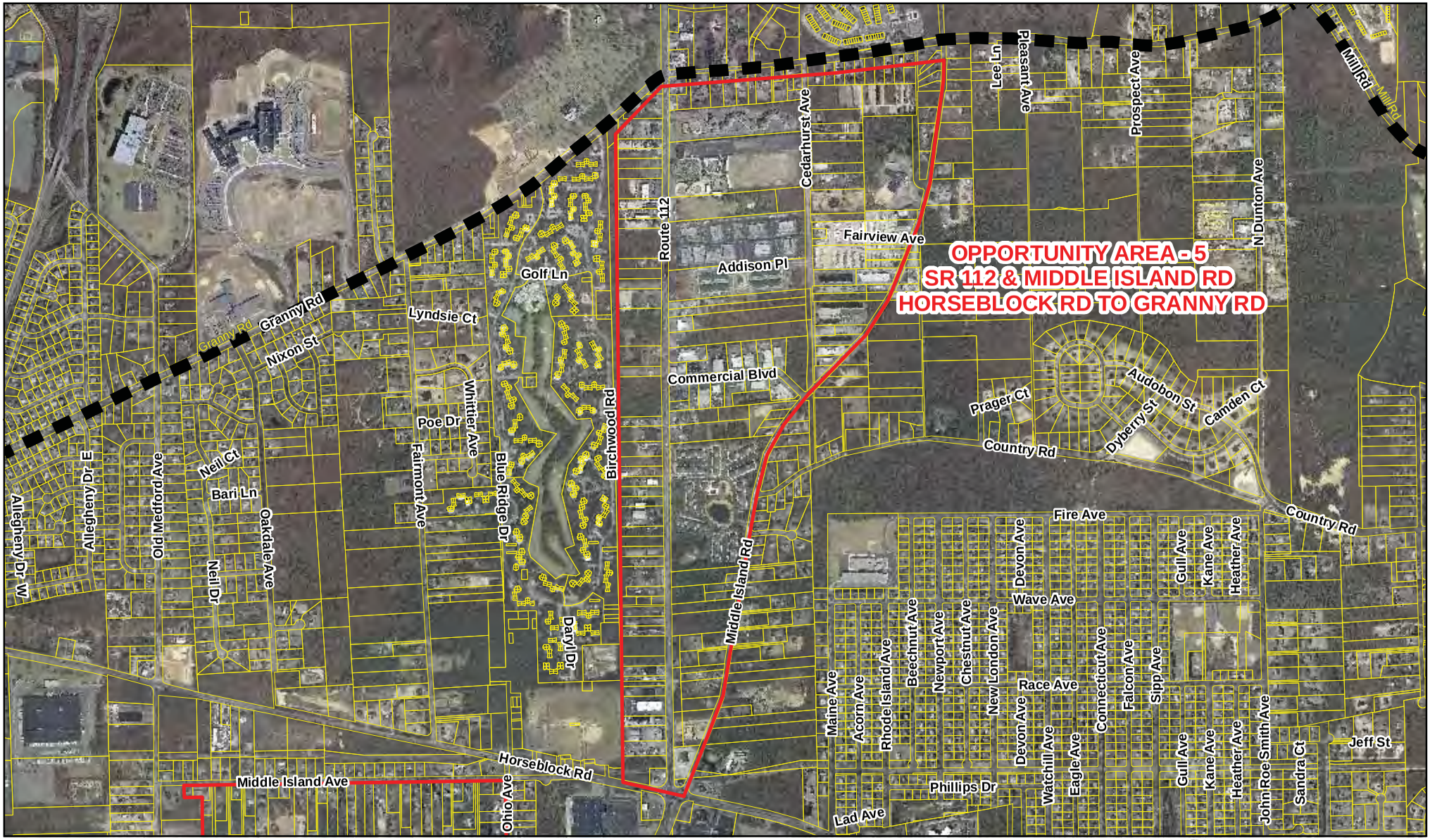

OPPORTUNITY AREA - 5 SR 112 & MIDDLE ISLAND RD HORSEBLOCK RD TO GRANNY RD
MEDFORD VISION UPDATE
FEBRUARY 2010

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7. Focus Area - Medford Hamlet Center

Medford's existing commercial/industrial centers do not lend themselves to the development of pedestrian-friendly 'downtown' areas where residential and commercial uses coexist. These areas do not provide a sense of place, are not pedestrian friendly, and would require major transformations to create the kind of traditional downtown that gives a place an identity.

The 1994 Comprehensive Plan said of the area around the railroad station: "[It] represents the last opportunity to create a center in Medford around the fire station, Memorial Park, and the railroad station."

The Focus Area centers on the train station and does indeed offer a unique opportunity to create a Hamlet Center for Medford. The Focus Area includes the railroad station and areas on the east and west sides of SR 112, south along SR 112 to Jamaica Avenue and north to the Hotel/Retail Center Area (Figure 7-1).

7.1. A New 'Downtown' or 'Hamlet Center' for Medford

EXISTING CONDITIONS

The train station is the geographic center of the community. However, there is little current activity in the station or in the parks. There is no facility for large format events, few restaurants, and no theater. There are land uses there today that are inappropriate for a hamlet center (*eg.* landscaping and construction materials and equipment, lumberyard, car dealership). There are also businesses there that *are* typical of a downtown (*eg.* florist, restaurant, deli, meat market, smoke shop). There is a difficult connection to the limited neighborhood retail north of railroad tracks and few apartments close to the station.

Medford has the physical attributes needed for the creation of a vibrant hamlet center including existing buildings and structures facing the major north-south roadway in the community, a bus stop, the LIRR train station, and a large and attractive civic building – the Medford Firehouse and the adjacent Fireman's Memorial Park, both major focal points in the community. The Medford Civic is currently seeking a location in the hamlet center for a future Community Center with funds derived from the nearby Caithness power generating facility.

There is the potential for redevelopment with little adverse impact on adjacent residential areas. The survey that well over 150 residents responded to contained a number of questions about a Hamlet Center, its function, and the activities that might occur there. The following sections reference the results of the survey as well as the majority opinions expressed at the public participation planning events.

RECOMMENDATIONS

Sayville

Survey respondents indicated that a Hamlet Center should be created near the railroad station with a distinctive identity that provides a 'sense of place' for the community. They indicated that as driving is required to almost all shopping and services in Medford, a connection to the neighborhood retail north and south of the station would be welcome as would new neighborhood retail and professional offices within walking distance of the residential areas surrounding the station.

Survey respondents felt that retail and office activity in the Medford Hamlet Center would be compatible with civic uses. They agreed that civic uses such as a post office, library, and historic museum belong in a Hamlet Center. They liked the idea of a multipurpose public plaza or 'village green' and a central place for outdoor concerts, art shows, holiday celebrations, and festivals that could work in conjunction with the existing Town park and Fireman's Memorial Park. The idea of a restaurant/café opening onto a public square was well received.

Sayville

Respondents acknowledged that there is little housing available within walking distance to shopping and few apartments near shopping and transit. Most would be comfortable with some apartments over stores in the Hamlet Center, but preferred ownership multi-family units such as condominiums or co-ops. They agreed that a mix of housing types would allow the young, elderly, and families to live in the same neighborhood. Stakeholders recognized the existing difficult and unsightly connections to residential areas from the station area and the need to make roadway and streetscape improvements to encourage pedestrian use, calm traffic, and support an attractive and functional Hamlet Center (see Section 7.4 below).

7.2. Land Use and Zoning

7.2.1. Zoning for Appropriate Land Uses

EXISTING CONDITIONS

Properties in the Focus Area (Figure 7-1) are zoned J2 Business, A1 Residential, and L1 Light Industrial. Land uses include some neighborhood retail, restaurant, and service businesses, and light industrial uses including an 8 ½-acre lumberyard, and a 7.9-acre construction and landscaping materials yard. There are three parks: a memorial garden adjacent to the train station, the Town's Medford Memorial Park, and the privately owned (Medford Fire Department) Fireman's Memorial Park.

RECOMMENDATIONS

The Town should consider creating a *Hamlet Center Overlay District* to facilitate the implementation of the community's desire to create a hamlet center in the Focus Area. The Overlay District would include all the properties in the Focus Area and would provide incentives for property owners to redevelop the area. The Overlay District could take the form of LL#47-225 as of 11/01/05: Article XXXVB, *Hamlet Center Overlay District* § 85-409. Such a designation would allow a larger mix of uses and more flexibility than a single zoning category. The Town could determine if the Overlay District would be mandatory (imposing new regulations) or optional (offering incentives). In either case, it would be protective of the underlying zoning of individual properties, so that there would be no adverse impact on property values. An Overlay District would make possible mixed-use (residential, retail, office) apartments. The *Hamlet Center Overlay District* was drafted to:

1. *Encourage and promote the construction of pedestrian oriented facilities in both the public and private structure;*
2. *Provide a strong emphasis on aesthetics and architectural design to establish hamlet center identity, scale, architecture, diversity and focus;*
3. *Encourage the appropriate mix of residential, commercial, office and civic development and building density in close proximity to transit stops to promote pedestrian activity and minimize auto dependency;*
4. *Enhance the economic stability of the Town by promoting the attractiveness, convenience and accessibility of the commercial areas;*
5. *Encourage the development of attractive, convenient, and pedestrian-friendly off street parking facilities;*
6. *Encourage the installation of enhanced landscaping and architectural features.*
7. *Provide for and promote orderly development of concentrated infrastructure and encourage maximize transportation options along commercial corridors.*
8. *Regulate new development and redevelopment in order to eliminate the advance of strip commercial development.*

FOCUS AREA - MEDFORD HAMLET CENTER
MEDFORD VISION UPDATE
FEBRUARY 2010

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However, in the long term, the zoning for portions of this area (particularly along SR 112) should be J6 - Main Street Business District, which supports the uses typical of a downtown or Hamlet Center. Other characteristics of a downtown are also best reflected in the J6 zone, such as density, floor area ratio, parking requirements, and setbacks. As properties are redeveloped, the Town should encourage property owners to apply for a change of zone to J6. Uses permitted in J6 zoned areas are listed in Table 7-1.

Uses permitted as-of-right in J-6:	Uses permitted by special permit in J-6:
• Retail sales and/or personal service stores • Restaurant • Offices • Bank with or without drive-through facility • Bar/tavern/night club • Live performance community theatre • Museum or nonprofit cultural center • Artist studio • Billiard hall • Indoor recreation • Health club • Non-degree granting or recreational schools • Churches or similar places of worship, libraries, or municipal buildings or municipal uses • Second story of building restricted to residential or office use • Community movie theater	• Third story restricted to residential • Hotel • Assembly and social recreation hall • Private or public auto parking field or garage • Funeral home • Day care (in accordance with §85-396) • Veterinarians • Drive through facility as accessory to bank, pharmacy or fast food restaurant

Table 7-1. Uses Permitted in the J6 Zone

7.2.2. Brownfield Opportunity Area

EXISTING CONDITIONS

Some of the locations of potential contamination shown in Figure 5-1 may be inside the Focus Area. In particular, the parcels around the train station and those just east of the station between the tracks and Peconic Avenue may have a history of industrial or heavy commercial uses. Those uses create the perception of the presence of environmental hazards, which by definition (US EPA), is a brownfield:

> *The term "brownfield site" means 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.*

RECOMMENDATIONS

Because of the presence or perceived presence of contamination in parts of the Focus Area, some of the parcels may qualify as brownfields. That designation may make them eligible for the NYS Department of Environmental Conservation's Brownfield Opportunity Area (BOA). The BOA program allows a municipality to plan for the redevelopment of an area that might otherwise be unattractive to developers because of the perceived or actual presence of contaminants. According to the DEC, "the goal of the BCP is to enhance private-sector cleanups of brownfields and to reduce development pressure on greenfields." The Town should consider applying to the program to advance the planning effort and investigate further the involved properties.

7.3. Housing Opportunities

EXISTING CONDITIONS

Although 85 percent of Long Islanders live in single-family homes, more than one-third of them would prefer an alternative such as a condominium, townhouse, or apartment (according to the Long Island Index, www.longislandindex.org). Most seniors and a large number of 'empty-nesters' favor housing that is close to a downtown or a neighborhood where one can walk to stores and neighbors live close together (from Long Island Index data). The 18-34 year-old demographic wants a vibrant downtown close to transit.

Many older Long Island downtowns have seen new life as this age group selects them as preferred places to live, shop, recreate, and often work. Townhouse, condominium, and apartment living can be more affordable and desirable for this age group than single family housing and can be more easily developed in downtown settings.

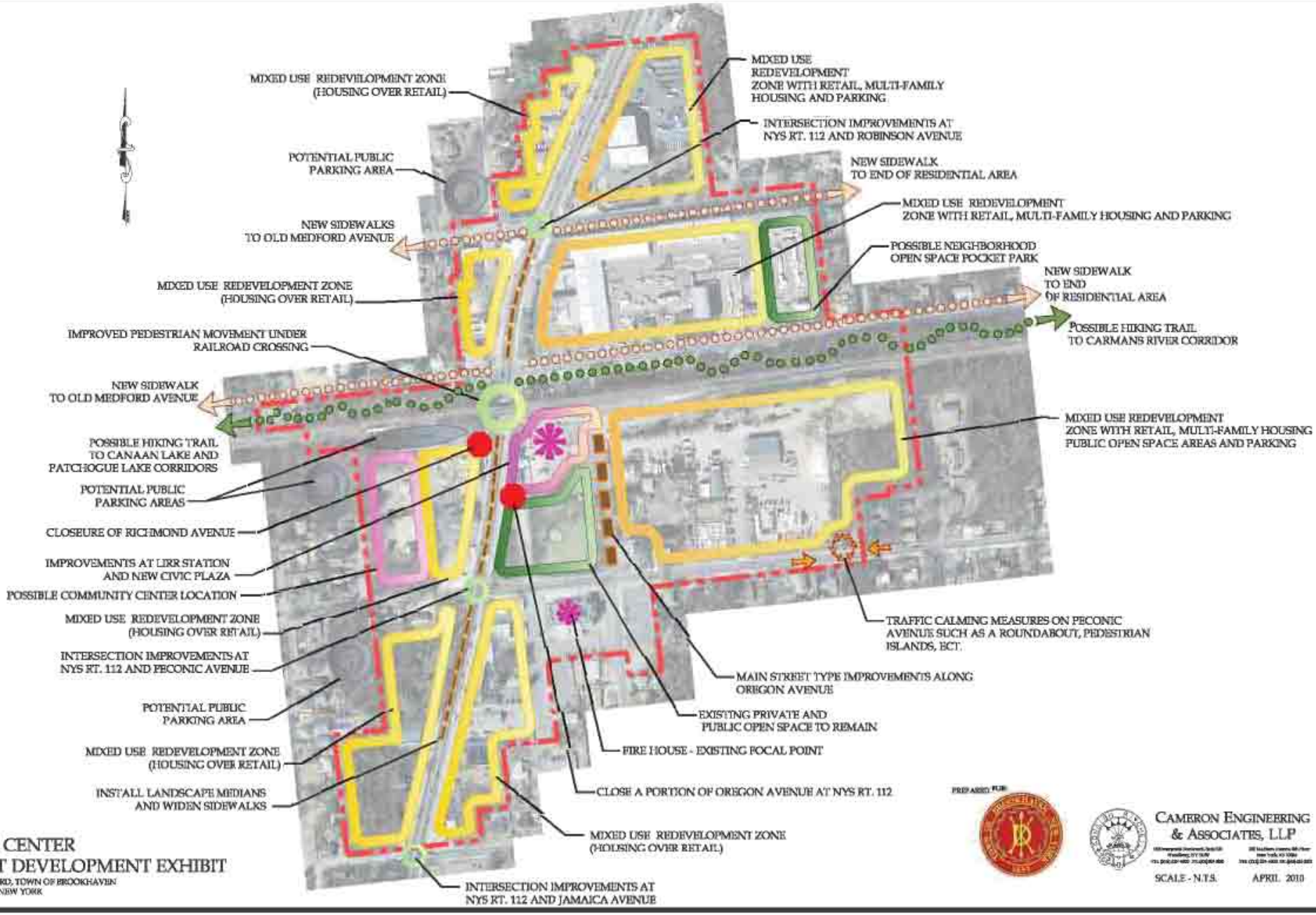
Vibrant downtowns require people and the demand they create for shops, recreation, and entertainment. However, until recently, support has been limited for the higher residential densities necessary to support these kinds of communities. The Long Island Index reports that, "Solid majorities support inclusionary housing, as well as increased density and more rental apartments in downtown areas." Medford community survey respondents felt the same way. They rated the statement "apartments should be near shopping and transit" a 4.2 out of 5.0. Similarly, they rated the statement "a mix of housing types would allow the young, elderly, and families to live in the same neighborhood" a 3.9 out of 5.0. Visioning participants indicated a strong preference for ownership types of multiple dwellings such as condominiums or co-ops.

RECOMMENDATIONS

The *Overlay District* designation should make possible the development of mixed-use (office, retail, residential) structures in the Hamlet Center (Figure 7-2). Two properties in particular would be appropriate for such development; the property currently occupied by the lumberyard north of the LIRR and the materials storage yard property south of the LIRR. These properties are sufficiently large to support a mix of uses as well as public space in the form of a plaza or a 'village green.'

The Town should encourage redevelopment of one or both of these properties by offering substantive density, parking, or other incentives associated with the Hamlet Center Overlay District designation in exchange for substantial and dedicated public spaces and projects that create the kind of mix-use development needed to create a vibrant hamlet center. The recommendations of this Vision Update are just that – recommendations. The recommendations and the *Overlay District* designation are designed to incentivize property owners and would not require them to sell or re-develop unless they choose to.

The Town should prepare a detailed Land Use Plan for the Medford Hamlet to further develop these concepts and move toward an implementation plan. Such a Land Use Plan would have the benefit of adoption by the Town Board, which gives its recommendations the force of law and developers clear guidance.



HAMLET CENTER CONCEPT DEVELOPMENT EXHIBIT

HAMLET OF MEDFORD, TOWN OF BROOKHAVEN
SUFFOLK COUNTY, NEW YORK
C25766A

PREPARED FOR:

CAMERON ENGINEERING & ASSOCIATES, LLP

SCALE - N.T.S.

APRIL 2010

7.4. Pedestrian and Vehicle Mobility

7.4.1. Pedestrian Mobility

EXISTING CONDITIONS

There are no pedestrian connections to the residential areas to the east and west of the Focus Area. The sidewalks in the center of the Focus Area are narrow and lack amenities. Pedestrian crossings over SR 112 are difficult and potentially dangerous. Pedestrian access under the railroad trestle is narrow, uncomfortable, and possibly dangerous.

RECOMMENDATIONS

Provide Sidewalks on Robinson and Long Island Avenues

The Town should install sidewalks along the length of Robinson and Long Island Avenues from Old Medford Avenue east across SR 112 and to the end of the residential area. Sidewalks will make it safe for pedestrians from these residential areas to walk to the Hamlet Center. The Town could proceed to make plans for the sidewalks immediately, or it could await the completion of the recommended Medford Land Use Plan.

Engage the LIRR on Improvements to the Pedestrian Walkway beneath the Trestle

A major impediment to an easy connection to the northern and southern portions of the Hamlet Center is the narrow and dangerous walkway under the train trestle. Discussions with the Long Island Railroad and the NYSDOT should be pursued to determine how this could be remedied. One area stakeholder suggested a pedestrian tunnel beneath the trestle from the station area to the undeveloped area on the north side of the tracks.

Install Median in SR 112 between Peconic Avenue and the LIRR; Broaden Sidewalks

The Town should engage the NYSDOT in discussions regarding the installation of a raised and landscaped median along SR 112 between Peconic Avenue and the LIRR trestle and north of the trestle to Robinson Avenue. Such a median would replace the shared turning lane and add a pedestrian refuge in the center of SR 112 to make crossings safer. It would also add an attractive streetscape feature that would help calm traffic and add a distinctive aesthetic to the Hamlet Center streetscape. Broadening and landscaping of the sidewalks in this area should also be discussed with the NYSDOT to encourage

greater pedestrian traffic (Figure 7-3 and Figure 7-4). Furthermore, speed limits in the Hamlet Center should be 30mph, typical for downtowns and village centers.

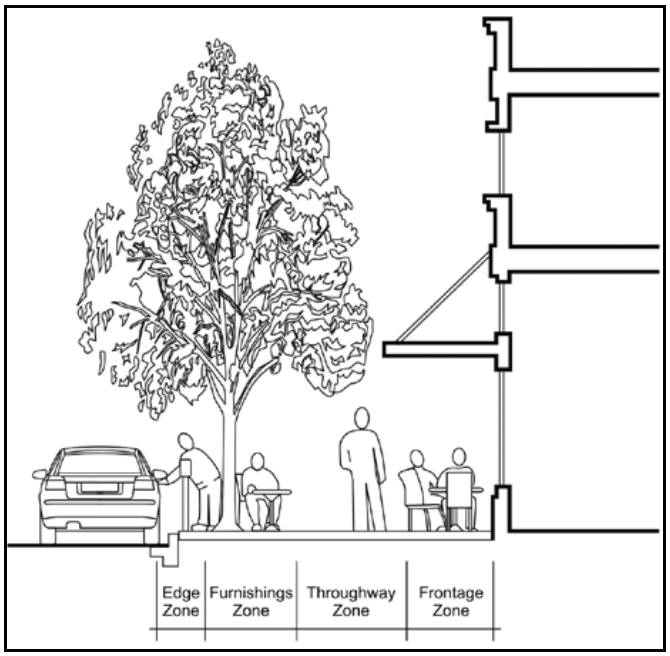


Figure 7-3. Typical street side zones.

Source: Concept by Community, Design + Architecture, illustration by Digital Media Productions.
In *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach* ITE Manual RP-036A

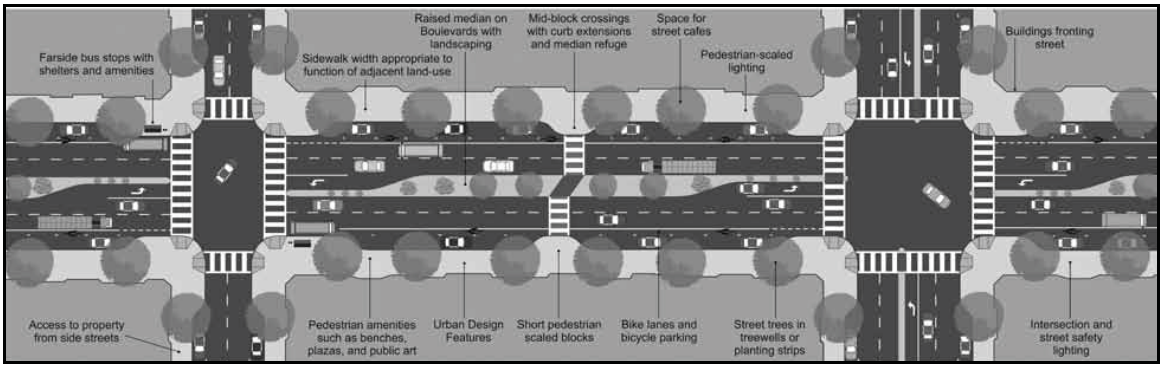


Figure 7-4. Example of context-sensitive thoroughfare.

Source: Concept by Community, Design + Architecture, illustration by Digital Media Productions.
In *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach* ITE Manual RP-036A

7.4.2. Vehicle Mobility

Railroad Avenue east of SR 112 should be eliminated and all train station traffic and access for train station businesses directed to Oregon Avenue when development proceeds in the Hamlet Center. Station access at that time, may be best along a revitalized Oregon Avenue or via a new roadway adjacent to the south side of the tracks

and off an extension of Pennsylvania Avenue. Such an arrangement could make possible a 'superblock' with space for rear yard parking and a large public plaza. The fate of Oregon Avenue and the paper street extensions of Concord, Boston, Illinois, and Pennsylvania Avenues from Peconic Avenue to the LIRR right-of-way should be determined as part of a larger development plan and should be addressed in the recommended Land Use Plan.

The Town should consider eliminating SR 112 access to the portion of Railroad Avenue west of SR 112 (Figure 7-2). The houses on the Railroad Avenue would continue to have access to Richmond Avenue, though in the long term, the property they occupy may be better suited for public parking. The closed portion Railroad Avenue could be converted into a pedestrian walkway to SR 112 from a Medford Community Center that may be located off Richmond Avenue.

Eliminating access from SR 112 to the eastern and western portions of Railroad Avenue would improve vehicle mobility through this section of SR 112. It would also facilitate the installation of a median through this stretch of roadway.

7.4.3. Transit

EXISTING CONDITIONS

Current rail service from Medford is very limited. The LIRR has only four trains scheduled each way on weekdays and two on weekends,

Suffolk County Transit operates the S61 bus line along SR 112 and has three stops on SR 112 in Medford: Woodside Avenue, Jamaica Avenue, and Horse Block Road. It also stops at the Blue Ridge Condominiums off Granny Road. The schedule is approximately every half hour during the morning and evening rush hours and hourly in between.

RECOMMENDATIONS

The LIRR recently announced that it was purchasing smaller, "scoot" diesel multiple-unit trains, which could provide more frequent shuttle-type service east of Ronkonkoma. This could have a positive effect on transit-oriented development in the area around the station.

An S61 bus stop in the Hamlet Center would be appropriate when the area is redeveloped for mixed retail and residential uses. The S61 line goes as far north as Port Jefferson and as far south as Patchogue.

7.4.4. Parking

EXISTING CONDITIONS

The limited parking in the Medford train station area will not be sufficient for the kind of development that might occur there without using much of the space for parking. There are no public parking lots other than the one for the LIRR. The Medford Fire District has two large parking fields for Fire Dept use adjacent to the firehouse and across the street from the firehouse.

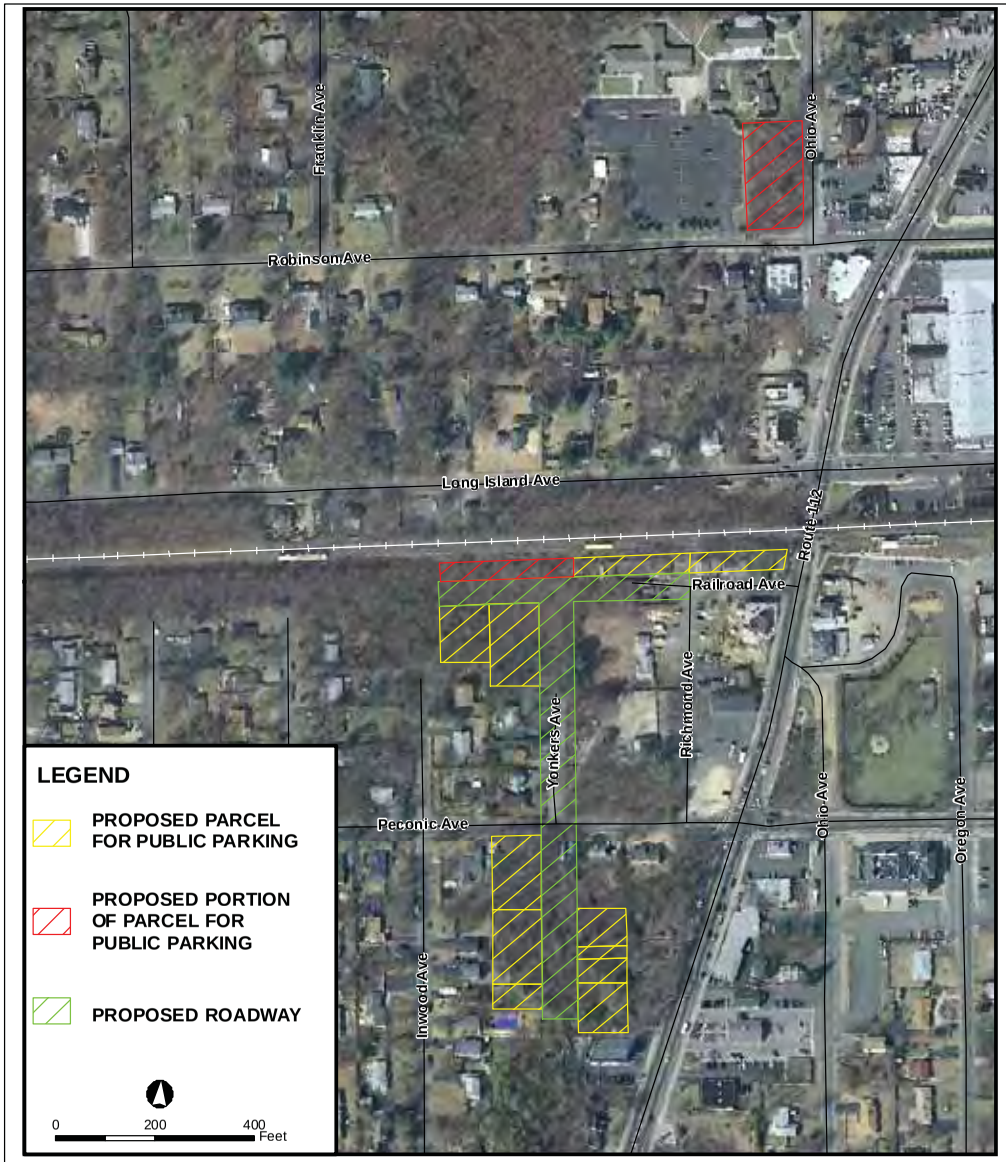
RECOMMENDATIONS

Purchase Properties for Public Parking

The success of a Hamlet Center depends in part on the ability of visitors to park easily so they can walk to shops and entertainment. There are no public parking facilities near the train station other than those provided by the LIRR. There are a number of vacant parcels (on the west side of SR 112 by the tracks and behind the restaurant – see below) which are within walking distance of the Hamlet Center and train station (Figure 7-5). The Town should consider acquiring these over time for public parking (Figure 7-2).

One way to help fund the acquisition of parking parcels may be through a Payments in Lieu of Parking (PILOP) program. On-site parking requirements by developers might be reduced in exchange for PILOP, which would be made into a dedicated Medford public parking fund. Such a PILOP program could be used to encourage greater dedication of public space by developers by reducing required on-site parking. The PILOP funds could then be used to purchase properties for public parking.

For example, there are vacant lots off the paper street extensions of Inwood and Yonkers Avenues (Figure 7-5) by the LIRR (Tax ID# 73400-600-23000 and 73400-600-12000, respectively). The lots along the south side of the LIRR would also be suitable for public parking (Tax ID# 73400-600-10002, 73400-600-10001, and 73400-600-9000). All would offer parking a short distance from the Hamlet Center core.



Source: Town of Brookhaven, GIS Department and Suffolk Tax Office.

PROPOSED PARCELS FOR ACQUISITION AND NEW ROADWAYS
MEDFORD VISION UPDATE

FEBRUARY 2010

CAMERON ENGINEERING & ASSOCIATES, LLP

The community and the Town should contact St. Sylvester's Roman Catholic Church to determine if there may be opportunities in the future to develop shared parking arrangements at days and times when unused Church parking might be utilized to accommodate a portion of the parking needs of a revitalized Medford Hamlet Center. The Town could enter into an agreement with the Church to provide for liability insurance and perhaps some maintenance resulting from such shared use. A shared parking arrangement of this nature would be extremely cost effective insofar as it would utilize an existing resource and free up resources that could then be devoted to streetscape and other infrastructure improvements needed in the Hamlet Center.

Similarly, several vacant lots off the paper street extension of Yonkers Avenue south of Peconic Avenue might be suitable for public parking lots (Figure 7-5). There are three lots on the west side of the Yonkers Avenue paper street (Tax ID# 77100-600-54000, 77100-600-26000, and 77100-600-25002). There are four lots that are perhaps even better located, relative to the SR 112 corridor and future neighborhood retail: Tax ID# 77100-600-46001, Tax ID# 77100-600-47000, Tax ID# 77100-600-48000, and 77100-600-49000.

Create New Roadways to Support Proposed Parking

Pennsylvania Avenue should be extended north from Peconic Avenue to the LIRR Right of Way to create access for development and for possible parking by the LIRR.

A new roadway should be considered for the Yonkers Avenue paper street from the LIRR and proposed parking to the proposed parking south of Peconic Avenue (Figure 7-5). An extension of Railroad Avenue from Richmond to Inwood Avenues should also be considered to serve these parking lots and to provide a sidewalk for pedestrian access from the parking lots to the core of the Hamlet Center. Such streets could also serve a future Medford Community Center if it were located in this area (Figure 7-2).

7.5. Architectural and Streetscape Character

7.5.1. A Special Architectural Character for the Medford Hamlet Center

EXISTING CONDITIONS

SR 112 – west side

The buildings of the Focus Area reflect dramatically different construction styles, yet some are architecturally and historically significant. The firehouse is arguably the most imposing and classic of the buildings and could set the stage for a Hamlet Center architectural style. However, there are

also historic early twentieth and late nineteenth century buildings on SR 112. One is occupied by a florist north of the station and the other by a restaurant to the south, respectively, both on the west side of SR 112. Several historic residential buildings are also found on Long Island Avenue west of SR 112. An inventory of historic structures is found in Appendix E.

SR 112 – east side

Yet, there are other very contemporary structures, such as the stylish millwork company building on the southeast corner of Long Island Avenue and SR 112 and the somewhat conspicuous auto company structure just north of it.

SR 112 – west side

There is an older one story strip center just north of the attractively detailed florist's building on the west side of SR 112 north of the train. This older commercial center is built to the street and of modest mass. A similar strip center structure is found just north on the northwestern corner of Robinson Avenue and SR 112. It too is built to the street.

SR 112 – east side

The architecture further north of these buildings on the west side of SR 112 decays into nondescript structures set back from the street and fronting asphalt parking on SR 112.

A portion of the LIRR parking area has been improved through the efforts of local volunteers, who created and maintain attractive gardens and walkways. However, the yard on the east side of the parking area is in a poor state of repair, has no landscaping, and is subject to dumping.

There are a variety of building types south of Peconic Avenue along the east side of SR 112. The Carvel property and the square block building to its south have little architectural significance and sit just west of the grand structure that is the firehouse. The contrast is startling. Further south is an older single story commercial strip center built to the street with rear parking. Further south still are newer buildings set far back from the road with front loaded parking and minimal front yard landscaping with the exception of the insurance building, which has a landscaped front yard and the bank with small landscaped islands.

New period street lighting was recently installed through a portion of SR 112 between the LIE and Tremont Avenue.

RECOMMENDATIONS

The older strip commercial buildings that are built to the street with rear parking have potential for improvement. These buildings have a zero front yard setback and thus lend themselves to neighborhood shopping by pedestrians. Their facades could be enhanced in a style that makes sense to the businesses and residents of Medford.

Other buildings that are set back from the street with front yard parking could be made far more attractive with landscaping buffers installed between the street and their parking lots.

The west side of SR 112 between Peconic Avenue and Jamaica Avenue is only sparsely developed. The adoption of architectural guidelines for the Hamlet Center soon would set the stage for the development or redevelopment of these parcels. Designation of the Focus Area as a Hamlet Center Overlay District would allow the Town to encourage new or substantial redevelopment projects that conform to design and architectural standards such as those adopted for J-6 Business Districts, most of which would be suitable for the Hamlet Center.

An upgrade of the LIRR parking area and yard such as repaving and striping, additional landscaping in and around the parking lot, fencing or landscaping to buffer adjacent commercial uses, and pedestrian amenities, would be a welcome change to the station area. However, any change there should be coordinated with detailed plans for station area re-development.

7.6. Public Space

EXISTING CONDITIONS

There are four green spaces in the Focus Area, Medford Memorial Park, a memorial garden, Fireman's Park, and a small green area adjacent to the florist on SR 112 known as William Toth Square. The Fireman's Park is a private park owned by the Medford Fire Department. .

There is currently no large public space in the center of

Medford for community gatherings. For that reason, survey respondents found the idea of a multipurpose public plaza or 'village green' in the Hamlet Center appealing. They supported use of such a central place for outdoor concerts, art shows, festivals, and holiday celebrations. Though generally supportive of the concept, many stakeholders questioned the availability of space for such a public place in the Focus Area.

RECOMMENDATIONS

Great Neck Plaza

A public space to support the kinds of activities envisioned by the community might be relatively small – perhaps three-quarters to one acre. Its size would depend on its interaction with the existing public parks in the Focus Area. Would those parks remain as configured today?

Ideally, a public space should be set back from busy thoroughfares such as SR 112. The space should be designed to serve multiple functions during the day, evening, and throughout the year. It should have easy pedestrian access and would be flexible. A combination of hardscape and landscape would allow for a variety of functions while providing aesthetically pleasing amenities.

Long Island plaza

The paper street extension of Richmond Avenue that forms the southwest triangular corner of Peconic Avenue and SR 112 should be developed by the Town into a public plaza (Figure 7-5). It should be diagonally opposite Medford Memorial Park.

The creation and design of a public space or plaza is likely to occur in either of two ways. A developer may propose to acquire a large property or group of properties and then deed back a portion to the Town for public use (in exchange for development bonuses). Alternatively, the developer might integrate public space into the design of a private project and retain it under their ownership. In the later case, there would be a clear understanding of the extent and duration of public access and use of the space, which could be codified in a covenant at the time of site plan and Planning Board approval.

Source: www.pedbikeimages.org/Dan Burden

Source: www.pedbikeimages.org/Dan Burden

8. Additional Vision Components

8.1. Green Space and Corridors, Rural and Recreational Areas

EXISTING CONDITIONS

The Medford hamlet is home to a number of parcels that are either vacant or classified as 'recreation and open space' (Figure 4-2). Medford has a number of large undeveloped parcels, particularly in northern Medford, south of Granny and Mill Roads. Other large undeveloped parcels are found west of Munsell's Road and north of Long Island Avenue.

Two river corridors surround the community (Figure 4-2). The Carmans River corridor to the east is a large and environmentally and recreationally significant area largely owned by the County and State. The Canaan Lake – Patchogue Lake corridor to the west is a narrow open space corridor just west of North Ocean Avenue. It, like the Carmans River corridor discharges ultimately to the Great South Bay.

Table 8-1 lists the parks, preserves, and recreation areas in Medford. The community is fortunate to have three large active recreation areas (Twelve Pines Park, Medford Athletic Complex, and Eagle Estates Park). It has only one playground, Peppermint Park.

Recreation Area Name	Location	Type
Twelve Pines Park	East Woodside and Sipp Avenue	Active recreation
Peppermint Park	SR 112 and Jamaica Avenue	Playground
Fish Thicket Nature Preserve	East Woodside and Hospital Road	Passive preserve
Eagle Estates Park	Wave and John Roe Smith Avenues	Active recreation
Medford Memorial Park	SR 112 and Peconic Avenue	Passive Recreation
Fireman's Memorial Park	Oregon Avenue and Peconic Avenue	Private Park
Medford Athletic Complex	Horseblock Road and Maple Avenue	Active recreation
Mill Farm Road Golf Course	Mill Road	Active recreation

Table 8-1. Recreational Areas in or adjacent to Medford

The Medford community is also known for its horse farms. There are many residential properties where horses are kept and other properties where horses are maintained for others. Some of the properties are relatively small where others are five or more acres (Figure 8-1). Many of the stakeholders that responded to the survey indicated a desire to preserve some of the areas where clusters of horse farms are present, where a particularly large horse farm is present, or where the area retains the rural and/or equestrian character of Medford.

Medford Vision Update & Community Corridor Revitalization Plan

Source: Town of Brookhaven, GIS Department.

RECOMMENDATIONS

Create Green Corridors

It may be possible to create two separate green corridors which transverse the Medford community (Figure 4-2). One along the south side of Long Island Avenue could incorporate most of the parcels along the north side of the LIRR tracks. It could ultimately connect to the Carmans River corridor on the east and the Canaan Lake/Patchogue Lake corridor on the west. It is discussed in section 4.4.2 (Green Corridor and Bicycle Path).

Another green corridor may be possible along the LIPA transmission line right-of-way. The utility has granted recreational access easements through some of its other transmission line corridors in the Town (Route 25A Rails to Trails) and elsewhere. The corridor in Medford crosses in an east-west direction through Horseblock Road just west of SR 112. It too ultimately connects to the Carmans River corridor to the east. Such a corridor could be utilized for hiking, biking, and possibly horseback riding. Discussions with the utility are recommended to explore this option.

Connect Parks, Schools, and other Recreational Areas

There are a number of cases where better connections between the schools and recreational areas and between parks and residential areas could be improved. One, specifically mentioned by the community, is the connection between the Wave Avenue school and Eagle Estates Park. Although there is a sidewalk that connects the two areas, the community has indicated that better lighting is needed. In addition, a bike lane on Wave Avenue might make the connection between the school and park safer.

Similarly, the three schools east of SR 112 and south of the station should be better connected by sidewalks and bike lanes to the surrounding residential areas and to the hamlet center. Section 6.5.2 discusses Sidewalks to Schools in more detail.

Consider Rural Overlay Districts and Prepare Open Space Inventory

The Town should examine the feasibility of creating a special preservation designation for areas where horse farms are clustered and areas that retain the historic rural or equestrian character of Medford. Such a designation might be in the form of a 'Rural Overlay District' that sets strict development guidelines that help retain the areas' character. Additionally, the Town should prepare an inventory and prioritization of existing open space and environmentally sensitive areas in Medford.

The Town might also consider designating some of these areas as 'Sending Areas' for Transfer of Development (TDR) credits, once the Town has implemented its TDR program.

Such a designation would help establish a market-based system to transfer development rights from areas that should be preserved as rural or as open space to the Hamlet Center. Such a system would protect the larger horse farms and important open space parcels from development. The other advantage of identifying open space and rural areas in Medford, is that development rights could be transferred inside the Medford school district (a requirement of the Town's draft program). The development rights could potentially be sold by Rural Overlay District or open space property owners to willing buyers who may wish to develop in the TDR 'Receiving Area,' the Hamlet Center.

For areas within the Pine Barrens, the Town could seek an amendment to the Pine Barrens Plan to designate the horse farm sending areas for TDR purposes.

8.2. Architectural Guidelines

EXISTING CONDITIONS

The character of a downtown, neighborhood center, or Main Street is largely defined by the scale and massing of buildings, the width of roadways, width of pedestrian walkways, and the associated streetscape treatment. All of these physical attributes need to be planned and guided in a cohesive manner to create a sense of place and a desirable community identity.

The presence of civic open space areas (*i.e.* – village greens, commons, plazas) are also key ingredients to establishing a sense of place. Integrating open space and building around civic spaces provide destination places.

Corridors and streets that are too wide facilitate and encourage speeding traffic. Streets with narrow sidewalks and no furnishings are unfriendly to pedestrians. Blocks of buildings with different styles, materials, scale, height, etc. often contribute to visual blight.

Often historic references, events or physical features in a community provide possible design cues to identifying a character that a community would like to "build upon."

RECOMMENDATIONS

The Town recently adopted design guidelines for the J6 Business District. These should be applicable in the Medford Hamlet Center. Additional design guidelines will be available soon for the Town's J Business Zone, its transitional corridor designation. These may be appropriate for Opportunity Areas 4 and 5, the SR 112 corridor.

8.3. Wastewater Collection and Treatment

EXISTING CONDITIONS

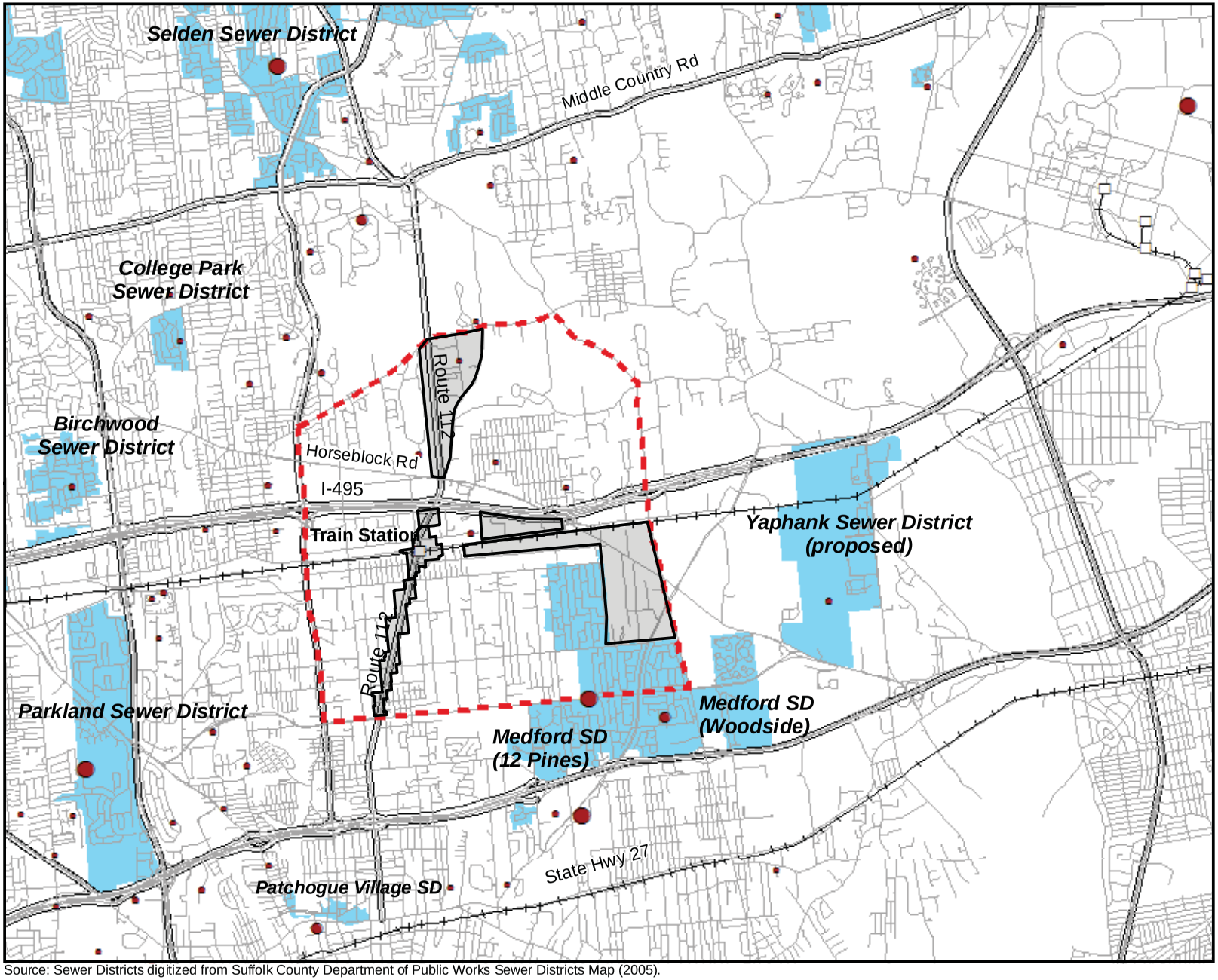
The typically higher residential densities that are required for a successful Hamlet Center are more easily achieved when collection systems are available to transport wastewater to a treatment plant. Suffolk County does have a wastewater collection system in the eastern portion of Medford connected to a south shore treatment plant (Figure 8-2). That plant may have unused capacity that could absorb additional flow from other areas in the hamlet.

RECOMMENDATIONS

The Town and County will conduct sewer studies to determine which areas have the highest priority for sewering. Hamlet centers and transit-oriented developments will likely rank high. The studies will also examine the existing sewer districts to determine which have extra capacity, which could be expanded, which should be closed and flows consolidated into other plants, and where new plants and districts should be constructed. The Town should include the Medford Hamlet Center among those areas under consideration for sewering and convey that information to the County for inclusion in their study.

An alternative to public sewering may be connections to a private plant built as part of a future development of Medford. For example, significant development in the Hamlet Center or along the South Service Road east of SR 112 might include a private treatment plant constructed for the development, but perhaps with expansion capacity for future connections. Such private plants, once complete, are typically transferred to County ownership and integrated into the Suffolk County Department of Health's countywide wastewater treatment system

Sewering Opportunities



Sewage Treatment Plants by Capacity (gallons/day)

- Less than 50,000 gpd
- 50,000 to < 250,000 gpd
- 250,000 to < 500,000 gpd
- 500,000 to 30,000,000 gpd

Suffolk County Sewer District

Medford Study Area

Medford Focus Area

0 1 2 Miles

CAMERON ENGINEERING & ASSOCIATES, LLP

Source: Sewer Districts digitized from Suffolk County Department of Public Works Sewer Districts Map (2005).

9. Implementation

The Medford Vision Update will be provided to the Town Board and a request made for the Town Board to accept the report. Because the report is a vision update, and not a Land Use Plan, if the Town Board accepts the report, it will be used by various Town Departments as an advisory document when considering site plans, zone changes, changes of use, variances, and traffic improvements.

A Land Use Plan (LUP) typically follows a Vision Plan. The LUP establishes clear and predictable, and legally enforceable guidance for land uses inside the Hamlet Center, Opportunity Areas, and other portions of Medford according to the Vision Update. A Generic Environmental Impact State (GEIS), which assesses impacts and changes resulting from the proposed Plan, is required for a Land Use Plan. Land Use Plans can recommend zoning code modifications, overlay districts, and designations for transfer of development rights, all to meet community objectives from the Vision Update. A LUP can recommend Town/County acquisitions for open space, and active recreation based on the Vision Update. After stakeholder review and usually a public hearing, the Town will 'adopt' the Land Use Plan, which gives it legal legitimacy under NYS law. The Town then institutes zoning code modifications including overlay districts, signage code modifications, and more. The Working Group established to represent the community normally continues in its advisory role through compilation of the Land Use Plan and through implementation of zone changes and other improvements recommended by the Plan.

Many of the recommendations of the Vision Update require a LUP. However, community leaders working with the Town can take a number of steps to advance the Vision Update in the interim such as those described below.

9.1. Next Steps

9.1.1. By the Community

The Medford Taxpayers and Civic Association, Chamber of Commerce, and other community groups can initiate a number of the recommendations in the Vision Update as described below:

- Work with the property owners and the NYS DOT to improve the streetscape at the SR 112 entry to Medford.
- Initiate discussions with the NYS DOT to insure that pedestrian and streetscape improvements are made to SR 112 north of Horseblock Road as part of the planned work.

- Initiate discussions with the Suffolk County and the LIRR regarding widening the Horseblock Road LIRR overpass to ease traffic congestion and encourage truck traffic to enter Peconic Avenue from the east.
- Initiate discussions with the LIRR regarding pedestrian improvements to the SR 112 underpass and station aesthetics.
- Initiate discussions with the US Postal Service regarding a future relocation of the retail portion of their operation to the Medford Hamlet perhaps by the construction of a post office building in the vicinity of the train station.
- Support locating the proposed Medford Community Center in the Hamlet Center, preferably near the train station.
- Support acquisition of the Tremont triangle property for public use.
- Prioritize sidewalk installation by working with neighborhoods and the school district.
- Identify 'downtown' and façade improvement grants that community non-profits with assistance from the Town could pursue (*eg.* NYS Main Street, NYS CDBG, and Suffolk County Downtown Revitalization grants). The Medford Civic Association has successfully secured grants for various park and streetscape improvements.
- Investigate establishment of a Business Improvement District that corresponds to the proposed Hamlet Center to initiate streetscape and façade improvements.
- Ensure that the Medford Hamlet Center is included in the Town's anticipated sewering feasibility study request for proposals.
- Consider establishing a tree-planting program for Chamber of Commerce members that grants discounts on tree purchases and installations along major thoroughfares through a contract with a local nursery.

9.1.2. By the Town and NYSDOT (Where Applicable)

- Consider a concentrated violation notification and amnesty by the Town for sign ordinance and building code violations, followed by a concentrated enforcement action against property owners that have not eliminated violations.
- Close the the Railroad Avenue roadway south of the LIRR on the west side of SR 112. Close the Railroad Avenue roadway on the east side of SR 112 as part of a future Hamlet Center development.
- Work with the NYSDOT to examine the feasibility of installing a median and crosswalks on SR 112 between Peconic Avenue and Robinson Avenue.
- Work with the NYSDOT to enhance the other SR 112 crosswalks to improve pedestrian safety.
- Prohibit left turns from the southbound lane of SR 112 onto Peconic Avenue.
- Prohibit truck traffic from turning onto Peconic Avenue from SR 112.

- Prohibit truck traffic west of Buffalo Avenue (truck traffic would ingress and egress exclusively through Horseblock Road).
- Add additional traffic calming measures along Peconic Avenue to discourage truck traffic from SR 112.
- Begin construction of high priority sidewalks (as identified by the community and school district).
- Construct a pedestrian walkway on the paper street that extends from Central Avenue (Greenport Avenue) to Vine Street and the High School.
- Begin acquisition of parcels for future public parking. Start with parcels near or adjacent to the railroad and Hamlet Center.
- Investigate a new roadway on the Yonkers Avenue paper street from the proposed public parking lots by the LIRR to the proposed public parking lots south of Peconic Avenue.
- Begin acquisition of parcels for public space including the triangle on the southeast corner of Tremont Avenue and SR 112 and the triangle on the southwest corner of Peconic Avenue and SR 112 (the paper street extension of Richmond Avenue).
- Develop landscape, streetscape, and façade improvement guidelines and program with Chamber of Commerce that grants tax abatements for upgrades by commercial property owners along SR 112 and Peconic Avenue.
- Initiate discussions with LIPA on a hike/bike trail and possible horseback riding trail for the transmission line corridor.
- Investigate the feasibility of acquiring the development rights for the parcels between the LIRR right of way and Long Island Avenue and securing a hike/bike trail easement.
- Investigate the feasibility of preserving certain horse farm, open space clusters, and significant open space parcels by incorporating them into Rural Overlay Districts.
- Implement the Town TDR program for areas outside of the Pine Barrens (this includes the area around the LIRR station). Designate the parcels between the LIRR right of way and Long Island Avenue and the parcels in the Rural Overlay Districts as 'Sending Areas.' Designate the Hamlet Center as a 'Receiving Area.'
- Explore whether an amendment to the Pine Barrens Plan is necessary to establish Medford Sending and Receiving Areas for parcels to be preserved and redeveloped respectively that are located in the Compatible Growth Area (CGA).
- Establish architectural guidelines and an Architectural Review Board.

9.2. Development Incentives

9.2.1. Brownfield Opportunity Area

Redevelopment and revitalization can be hampered by the presence, or perceived presence, of contamination. On the other hand, some of the properties inside the Focus Area may qualify as 'brownfields,' which would make them eligible for the NYS Department of Environmental Conservation's Brownfield Opportunity Area (BOA). The BOA program, which accepts applicants on a rolling basis, allows a municipality to plan for the redevelopment of an area that might otherwise be unattractive to developers because of the perceived or actual presence of contaminants. According to the DEC, "the goal of the BCP is to enhance private-sector cleanups of brownfields and to reduce development pressure on greenfields." The Town should consider applying to the program to advance the planning effort and investigate further the involved properties, especially industrial properties in the L-1 District.

9.2.2. Zoning Incentives

The Town should consider offering zoning incentives for development inside the *Hamlet Overlay District* such as those set forth in proposed § 85-409. Those incentives include: *increasing the FAR, reducing parking requirements or other land development standards…in exchange for dedication or contribution of one or more of the following: (1) Public parking: municipal or public parking provided in addition to the minimum required on-site parking and excluding any fee paid in lieu of providing required on-site parking requirements. (2) Sewage treatment plant capacity: The provision of additional sewer capacity, which is in excess of the minimum, required on-site demand. (3) Civic/park space. The civic/park space incentives approved by the Planning Board shall include those types of parks and open space as set forth in the Main Street Business District Design Manual. (4) Downtown infrastructure improvements: infrastructure improvements in the form of street furniture, lighting, pavers, plazas and related public amenities, which exceed the minimum Town requirements.*

9.2.3. Tax and Financing Incentives

Brookhaven Town currently offers an Industrial/Commercial Incentive Program (I/C IP) which provides for declining tax abatements in 14-designated commercial corridors in the Town, including the Route 112 corridor from Horseblock Road in Medford to Middle Country Road in Coram. In 2009, the Town drafted amendments to this program to reduce sprawl-inducing components and expand it to 23-target areas focusing and

concentrating incentives in Hamlet centers, nodes, and transportation hubs, in conformance with the draft 2030 Comprehensive Plan. The amendments include a focus on the Medford Focus Area (hamlet center), around the train station.

It is therefore recommended that the Town Board act to approve the 2009 amendments and that subsequently, the Suffolk County Industrial and Commercial Incentive Board amend the Suffolk County Plan so Medford and the Town as a whole can better take advantage of this State program.

9.2.4. Primary Zone Designation

To encourage the residential density needed for a successful Hamlet Center or Transit Oriented Development, the *Medford Hamlet Overlay District* should be designated as a "Primary Zone" per Article IX - MF Residence District (Multi-Family, § 85-76) with the associated development incentives (setbacks, height, FAR, density, lot area, and multi-family housing bonuses.

9.2.5. Transfer of Development Rights Credits

The Town should implement its Transfer of Development Rights program and designate the *Medford Hamlet Overlay District* as a "receiving area" for credits. In addition, it could designate the *Medford Hamlet Overlay District* as a "*Receiving Area*" for Pine Barrens Credits to incentivize development by granting the additional density available with the credits.

9.3. Code Enforcement

A number of the issues raised by stakeholders could be resolved by enhanced code enforcement by the Town. Building Inspectors should serve violations on owners of vacant buildings that have not been maintained and have become dangerous eyesores. The Town should make repairs to or demolish particularly dangerous buildings whose owners have ignored code violations and bill property owners for the repairs.

The number, position, and size of signs in the Medford area often exceed what is permitted by the Town's sign ordinance. This visual pollution is particularly egregious in Medford along the 112 corridor. The Town should ensure that fines for sign violations are issued and are sufficiently high to contribute significantly to the cost of enforcement. A convenient web-based means for residents to determine if local signs meet the code would be helpful. Access to a complaint phone number would also be helpful along with an e-mail address to accept complaints and photographs of offending signs.

Notification by the Town of a short-term amnesty for code violations might incentivize property owners to make repairs. Strict enforcement actions on property owners that are still out of compliance at the conclusion of the amnesty would follow.

APPENDIX A

Working Group Meeting Minutes

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MEDFORD VISION UPDATE - DOWNTOWN & CORRIDOR REVITALIZATION WORKGROUP MEETING #3 AGENDA

MEETING DATE: January 7, 2010 6-8PM
MEETING PLACE: Town Hall – Planning Department
PURPOSE: Develop Vision Statement

INVITEES:

Name	**Representing**
Rich and Sandy Echan	Country Road Block Association
Don and Pat Seubert	Medford Taxpayers & Civic Association
Nerina and Ray Sperl	Medford Taxpayers & Civic Association
John Williams	Medford Taxpayers & Civic Association
Tom D'Onofio	Patchogue-Medford Union Free School District
Betty Baran	
Michael Berkerey	
Dorothy Meehan	
Howard Flynn	
Donna Pratt	
Joel Kleinberg	NYS Department of Transportation
Thomas Chawner	Town of Brookhaven
Kevin McAndrew	Cameron Engineering & Associates, LLP
David Berg	Cameron Engineering & Associates, LLP

DISCUSSION

- Introductions and purpose of meeting
- Review and revise Draft 2010 Medford Vision Statement
- Review agenda and procedures for January 13 Public Meeting

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MEDFORD VISION UPDATE - WORKGROUP MEETING #4 MINUTES

MEETING DATE: February 17, 2010 6-8PM
MEETING PLACE: Town Hall – Planning Department
PURPOSE: Review Draft Recommendations

ATTENDEES:

Name	**Representing**
Don and Pat Seubert	Medford Taxpayers & Civic Association
Nerina and Ray Sperl	Medford Taxpayers & Civic Association
John Williams	Medford Taxpayers & Civic Association
Michael Gorton	Medford Chamber of Commerce
Tom Kelly	Medford Chamber of Commerce
Rich and Sandy Echan	Country Road Block Association
John Horst	Medford Taxpayers & Civic Association
Donna Murray	Medford Historical Society Committee
Tom D'Onofio	Patchogue-Medford Union Free School District
Betty Baran	
Howard Flynn	
Nancy and Peter Menghini	
Wayne Whitney	
Thomas Chawner	Town of Brookhaven
Kevin McAndrew	Cameron Engineering & Associates, LLP
David Berg	Cameron Engineering & Associates, LLP

DISTRIBUTION:
Working Group
Project website

DISCUSSION:
I. Review results of public meeting
II. Review information from public meeting break-out groups
III. Review survey results
IV. Present draft land use recommendation based on public meeting and survey results

CAMERON ENGINEERING & ASSOCIATES, LLP

100 Sunnyside Blvd, Suite 100
Woodbury, NY 11797
Tel: 516-827-4900
Fax: 516-827-4920

Sent From: ☒

260 Madison Avenue, 8th Floor
New York, NY 100
Tel: 212-324-4000
Fax: 646-216-2001

Sent From: ☐

MEDFORD VISION UPDATE - DOWNTOWN & CORRIDOR REVITALIZATION WORKGROUP MEETING #1 MINUTES

MEETING DATE: October 7, 2009
PROJECT: Medford Vision Update - Downtown & Corridor Revitalization
PROJECT NUMBER: CE1766A
MEETING PLACE: Medford Firehouse
PURPOSE: Introduce project to community leaders.

ATTENDEES:

Name	Representing
Rich Echan	Country Road Block Association
Sandy Echan	Country Road Block Association
Joseph Theman III	Medford Fire District
Mike Barry	Medford Fire District
Barbara Bruce	Medford Master Gardeners
John Horst	Medford Taxpayers & Civic Association
Don and Pat Seubert	Medford Taxpayers & Civic Association
Ray Sperl	Medford Taxpayers & Civic Association
Nerina Sperl	Medford Taxpayers & Civic Association
Joan Travan	Medford Taxpayers & Civic Association
John Williams	Medford Taxpayers & Civic Association
Donna Murray	Medford Historical Society Committee
Tom D'Onofio	Patchogue-Medford Union Free School District
Joel Kleinberg	NYS Department of Transportation
Thomas Chawner	Town of Brookhaven
Brian Carrick	Town of Brookhaven
Kevin McAndrew	Cameron Engineering & Associates, LLP
David Berg	Cameron Engineering & Associates, LLP

DISTRIBUTION:

All Attendees	
Debbie Nava	Medford Volunteer Ambulance
Jim Gubitosi	Medford Chamber of Commerce
Project website	

DISCUSSION:

I. Workgroup and Cameron Engineering introductions

II. Project communication
   - A. Website – www.cameronengineering.com/medfordvision/home.html
   - B. Email – medfordvision@cameronengineering.com

III. Project Scope
   - A. Study areas - train station focus, highway corridors
   - B. Update community goals and vision at next Workgroup meeting (#2)
   - C. Existing Conditions and Assessment Report
     1. Demographics, transportation, land use, environmental
     2. Relevant documents, pending projects, LIRR initiatives
     3. Land uses, zoning, demographics, economics (US census)
     4. Environmental data (standard radii from the train station)
     5. Open space, parks, green corridors
     6. Mobility (LIRR, roads, parking, sidewalks, bicycle paths)
     7. Wastewater collection and treatment availability
   - D. Develop Concepts for Discussion
     1. Matrix of opportunities and constraints
     2. Chart potential improvements and limitations
     3. Corridor and station concepts, options for discussion
   - E. Hold First Public Participation Planning Meeting
     1. Presentation of existing conditions assessment, opportunities and constraints, and corridor and station concepts
     2. Small group discussion and development of concepts
   - F. Develop Draft Conceptual Plan
     1. Land use options for corridors, station area, niche areas, target properties
     2. Zoning recommendations (*eg*. TOD overlay district)
     3. Identification of parcels for preservation, development, or redevelopment
     4. Wastewater collection & treatment options
     5. Mobility and safety improvements
     6. Environmental considerations
   - G. Second Public Participation Planning Meeting
     1. Presentation of community input from first meeting
     2. Draft Conceptual Plan presentation
     3. Small group review and discussion of Conceptual Plan
   - H. Final Conceptual Plan
     1. Recommended land uses, zoning, mobility improvements, redevelopment, architectural & streetscape improvements
   - I. Final Report
     1. All project products including mapping
   - J. Planning tools for implementation

IV. Scheduled meetings
   - A. Next workgroup meeting on December 2, 2009, 6pm at firehouse
   - B. First Community meeting on January 13, 2010, 7pm at firehouse

CAMERON ENGINEERING & ASSOCIATES, LLP

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Sent From: ☐

MEDFORD VISION UPDATE - DOWNTOWN & CORRIDOR REVITALIZATION WORKGROUP MEETING #2 MINUTES

MEETING DATE: December 2, 2009
PROJECT: Medford Vision Update - Downtown & Corridor Revitalization
PROJECT NUMBER: CE1766A
MEETING PLACE: Medford Firehouse
PURPOSE: Present project update, review project methodology, present preliminary Existing Conditions Assessment

ATTENDEES:

Name	**Representing**
Rich Echan	Country Road Block Association
Sandy Echan	Country Road Block Association
Joseph Theman III	Medford Fire District
Mike Barry	Medford Fire District
Barbara Bruce	Medford Master Gardeners
John Horst	Medford Taxpayers & Civic Association
Don and Pat Seubert	Medford Taxpayers & Civic Association
Ray Sperl	Medford Taxpayers & Civic Association
Nerina Sperl	Medford Taxpayers & Civic Association
Joan Travan	Medford Taxpayers & Civic Association
John Williams	Medford Taxpayers & Civic Association
Donna Murray	Medford Historical Society Committee
Tom D'Onofio	Patchogue-Medford Union Free School District
Betty Baran	Resident
Michael Breheny	Resident
Rich Coleman	Resident
Thomas Curley	Resident
Howard Flynn	Resident
Len DeCostanzo	Resident
Edward Hennessey	Resident
Susan Kelly	Resident
James Kelly	Resident

ATTENDEES (continued):

Name	**Representing**
Jim Kiernan	Resident
Walt Maresco	Resident
James McGrath	Resident
Susan Meresco	Resident
Arthur Meyer	Resident
James Murray	Resident
Ron Paulsen	Resident
Deborah Themann	Resident
William Toner	Resident
Joel Kleinberg	NYS Department of Transportation
Thomas Chawner	Town of Brookhaven
Brian Carrick	Town of Brookhaven
Kevin McAndrew	Cameron Engineering & Associates, LLP
David Berg	Cameron Engineering & Associates, LLP
Walter Sieber	Cameron Engineering & Associates, LLP

DISTRIBUTION:

Working Group	
Debbie Nava	Medford Volunteer Ambulance
Jim Gubitosi	Medford Chamber of Commerce
Project website	

DISCUSSION:

I. Workgroup and Cameron Engineering introductions

II. Update project communication (note correct website address)
   - A. Website – www.cameronengineering.com/medfordvision/index.html
   - B. Email – medfordvision@cameronengineering.com

III. Review project scope and remaining tasks
   - A. Study areas - train station Focus Area, corridor Study Areas
   - B. Existing Conditions and Assessment Report
     1. Demographics, transportation, land use, environmental
     2. Relevant documents, pending projects, LIRR initiatives
     3. Land uses, zoning, demographics, economics (US census)
     4. Environmental data (standard radii from the train station)
     5. Open space, parks, green corridors
     6. Mobility (LIRR, roads, parking, sidewalks, bicycle paths)
     7. Wastewater collection and treatment availability
   - C. Update community goals and objectives at second Workgroup meeting
   - D. Identify Opportunities & Constraints to implement Goals & Objectives
     1. Matrix of opportunities and constraints
     2. Chart potential improvements and limitations

E. Hold First Public Participation Planning Meeting
   1. Presentation of existing conditions assessment, opportunities/constraints, and small group discussions and refinement / enhancement of goals and objectives
   2. Develop Vision Statement
F. Develop Draft Vision Update
G. Hold Second Public Participation Meeting
H. Prepare Final Vision Update

IV. Solicit Community Input on Existing Conditions and Assessment
A. Overall Hamlet / Community Character
   1. Cameron Engineering Observations
      a) Quiet, attractive, suburban/semi-rural neighborhoods
      b) Large retail corridor (Horseblock) & small retail corridor (112)
      c) Central station/park/municipal area presents opportunities
      d) Highly variable commercial architecture
      e) Unsightly, vehicle-dominated major corridors
      f) Large vacant parcels & scattered smaller parcels
      g) Few parks / lack of civic space
B. Hamlet Demographic Information
   1. Cameron Engineering Observations
      a) Housing: owner-occupied: 6,035 (87%); renters: 859 (13%) units
      b) Housing: single-family 6306 (91%); multi-family units 650 (9%)
      c) Commuters: 9622 (82%) in cars alone, 1428 carpool (12%), 731 (6%) use public transportation or walk
C. What Might be Missing from Medford?
   1. Cameron Engineering Observations
      a) Housing choices for singles, young professionals, empty-nesters, retired.
      b) Event venues and gathering places for different age groups
      c) Neighborhood shopping near hamlet center
      d) Diversity of retail choices within walking distance of residential areas
      e) Professional office space / use near hamlet center
      f) Attractions/ destinations, adequate recreational opportunities
      g) Design character, pleasing streetscapes
      h) Safe walk/bike to school/playgrounds, recreation, ‘downtown’
D. Focus Area – Train Station
   1. Cameron Engineering Observations
      a) Center of Medford hamlet - large and underutilized
      b) Little activity in station or parks - few restaurants and no theater
      c) No facility for large format events
      d) Close to neighborhood retail - few apartments close to LIRR
      e) May be space for civic buildings (library, post office, etc)
   2. Community Commentary
      a) May be too close to LIE
      b) Heavy traffic along SR 112 could be a problem

c) Could be a destination for community
d) Satellite library considered a few years ago for this location
e) May be good area for a museum (Medford history?)
f) Community Center (funded by Town) being considered for area other than hamlet center
g) May be better location for auto dealership than Train Station
h) Train schedule not adequate – LIRR considering shuttles to Ronkonkoma from Medford Station
i) Storage yards east of station might be better located further east in industrial zone. Properties could become part of station redevelopment
j) More parking may be required
k) Could put pedestrian 'tunnel' under LIRR to connect north and south sides of station area

E. Study Area 1 – Hotel & Retail Area
1. Cameron Engineering Observations
a) Shopping center retail to north, neighborhood retail to south
b) Few pedestrian amenities, though walking distance to station area
c) Poor streetscape design, no architectural consistency
d) Limited residential connections
e) Small historic district west of SR 112 on Long Island Ave
2. Community Commentary
a) First house on Long Island Ave may be former train station
b) Shopping center on west side of SR 112 is dated, vacant stores
c) Could be pedestrian link to hamlet center
d) Little connection to the north (LIE is a barrier)
e) Signage and streetscape needs attention
f) Consider median plantings on SR 112
g) Need way to announce entry to Medford from LIE onto 112

F. Study Area 2 - S. Service Rd - Long Island Ave
1. Cameron Engineering Observations
a) Large undeveloped parcels
b) Buffered by the Long Island Expressway & Long Island Railroad
c) Adjacent to major roadways
d) Small residential area to the west
e) Green corridor along LIRR to SR 112
f) East end connects to large undeveloped parcels to the south – possible greenway
2. Community Commentary
a) Potential for office and hi-tech uses here, no retail or storage yards
b) Community park might be possible here, biking/hiking
c) Truck traffic should be confined to Service Rd – preserve quiet nature of Long Island Ave

G. Study Area 3 - Peconic Ave. - Industrial Area
   1. Cameron Engineering Observations
      a) Heavy industrial Peconic Ave to LIRR, some south of Peconic Ave
      b) Mix of light and heavy industrial uses along Industrial Blvd.
      c) Undeveloped parcel west of Industrial Blvd buffers industrial and residential uses
      d) Little buffer between Peconic Ave industrial uses and residential area
      e) Through trucking to SR 112 is a problem now and could be more so if hamlet center developed around train station
   2. Community Commentary
      a) Medford has major portion of Brookhaven's industrial land uses
      b) Could Peconic Ave be closed to trucks travelled toward SR 112? Or, could new road be introduced between LIRR and industrial uses for truck traffic?
      c) Undeveloped industrially zoned property west of Munsell Rd (unpaved) offers buffer between residential zone and industrial area between Munsell Rd and Bellport Rd. Development could eliminate buffer
      d) Should be transitional area between station and industrial uses; consider neighborhood retail/office
      e) Industrial uses throughout Medford should be consolidated
      f) Where are Empire Zone limits?

H. Study Area 4 – Rt. 112 – LIRR south to Woodside Ave
   1. Cameron Engineering Observations
      a) Large lot car dealerships, strip malls
      b) Heavier development on west side
      c) Cluttered, unattractive streetscape, no consistent architecture
      d) Car focused corridor - sidewalk, few pedestrian accommodations
      e) Minimal setbacks provide little opportunity for landscape/streetscape treatments
      f) Post Office isolated from possible hamlet center
   2. Community Commentary
      a) Consolidate car dealerships to this area
      b) Vacant parcel found here for Community Center

I. Study Area 5 – SR 112 - Horseblock Rd. north to Granny Rd.
   1. Cameron Engineering Observations
      a) Mix of heavy/light industrial uses on east
      b) Strip development on west side – predominantly light industry (automotive service, landscape & material yards, etc.)
      c) Two multifamily developments on the east of the corridor
      d) Family entertainment
      e) Some undeveloped areas
      f) Cluttered, unattractive streetscape, no consistent architecture
      g) Vehicle dominated – fragmented sidewalk, few pedestrian features

2. Community Commentary
    a) State (DOT) plans to widen SR 112 as early as 2013. May be opportunity to introduce streetscape features, bike lanes, sidewalk. Boulevard look has appeal.

J. Other Medford Areas - Community Commentary
1. LIE north to Horseblock Road – N. Ocean to Rte 112
    a) What will become of horse farms and small residential area? Community is enclosed by industrial use to west and commercial uses to east.

V. Next scheduled meeting
A. First Community meeting on January 13, 2010, 7 pm at firehouse

APPENDIX B

Comments by Working Group on Final Draft Report

RECEIVED

SEP 13 2010

PLANNING DIVISION

Tom,

Here are my comments on the Medford Vision Update 2010 -

1. delete my name, Barbara Bruce, from the document.

2. Is the S-shaped road from Route 112 to Medford Railroad Station named Railroad Avenue? If not, then Railroad Avenue east of 112 is already closed because this is the 9-11 Memorial Garden.
If the S-shaped road is to be closed, then this will increase the number of cars making a right turn on Peconic Ave. onto Route 112.

3. Concerning the left turn arrow on north trending Rt. 112 to turn west on Peconic Ave. This was to have been done when Ohio Ave. was closed to increase the size of the Rt. 112 Veterans Memorial Park.
When I called the town about

this it was sent to the state DOT which said after a study there was not enough traffic on Rt. 112 for an arrow. There is an arrow at that traffic light if you are traveling south and turn east on Peconic Ave.

When you travel north on Rt 112 and try to make the left (west) turn, the cars are coming up from the RR underpass and any east turning cars or trucks block the view of the oncoming south bound cars.

4. On the question of what else I want in the gardens at the RR Station. As you travel north on Oregon Ave into the station, you are faced with an area of weeds. My idea is to weed this area out and plant a type of boxwoods to form the shape M. Then as you travel this way you see a large evergreen M for Medford.

Thank you,
Barbara Bruce

Thank you for the Medford Visioning Draft Report. It was very thorough. Below are' some comments I had while reading it:

- I could not find Figure 4-1 and figure 4-2 to check the residential community connection to Opportunity area 2 (mentioned on p. 17 and p.40). Does this refer to the map? Sidewalks are a prime importance on well-traveled streets like Jamaica Avenue, especially after the two car accidents in June. I could tell that Jamaica is recommended for a sidewalk from the map on p. 22.

- Figure 5-1 was difficult to decipher. The black diamonds were not on the key, although clear, ones were.

- There is no Railroad Avenue east of Route 112 (p. 41, p. 55, p. 71). Do you mean the loop road that goes into the parking lot of the train station? It would not be advisable to close that road unless there was an alternate road going into the station. The north part of Oregon Avenue is sometimes blocked or even closed for Fire Department activities (practice putting out fires in cars, training the Juniors, picnics, etc.) Also, the debris from the burning car activity leaves the road a mess. While there are few trains coming to the station, it would be impossible to go in' and out with only one road. The report recommends extending other roads to th.e east to make additional access to the parking lot, and that would compensate for the loss of the loop road, but it would need to be done first before the loop road is closed.
- Preventing east bound turns onto Peconic Ave. from the southbound Route 112 is a wonderful idea, however I have witnessed long vehicles trying to make a northbound turn onto Route 112 from Peconic and the cars in the turn lane have to back up to allow the full length of the turning vehicle to complete the turn. A median down that part of Route 112 would not allow fire trucks to complete the turn, even if other trucks were discouraged from using that corner. The problem is that the corner is not a 90 degree turn and the trucks have to swing wide.

-

Betty Baran, Medford Master Gardeners .

From: <URIEZRECAL@aol.com>

To: <tchawner@BROOKHAVEN.ORG>

Date: 9/8/2010 12:09 PM

Subject: Re: Draft Medford Visioning Report

Torn, sorry for being late. After reading and rereading, it's nice to have learned what "the town should do" and how to implement the final plans. I found some parts of report very confusing. Combining Opportunity Area 4 & 5 made me dizzy going back and forth. On p. 71 it is suggested at L.I. Ave. roadway south of the LIRR be closed and converted to walkways. What does that mean and where exactly is that? The key to the map on p.31,meant to show locations of hazardous materials and spills does not match the map. While it was nice to see a list of websites residents can use to check on spills and releases, what do they do with that information?

A lot of time was spent on a bicycle path. There is and has been an existing bicycle path which takes bicyclists down L.I. Ave. The signs have been removed and never replaced and certainly, a line on the road designating the bicycle lane would be effective. I don't understand how some of the car dealerships on Rte 112 got there to begin with if they didn't fit the zoning criteria. And after they remain vacant for a designated time period, can't the rezoning process begin? In the report it was stated that the train station was lacking walkways, curbing, and landscaping. The eastern boundary of the train station could use an attractive screening, but the gardens there were planted and maintained by a dedicated group of volunteers. And there are walkways and curbing.

I believe that the suggested overlay districts is the way to proceed. I think we need to proceed with caution before any roads are closed off. While the suggestion to close off Railroad Ave on the west side of Rte. 112 could have some merit, the east side of Railroad is the historic entrance to the train station. The tressel itself which was recommended be changed, is on the NYS Inventory of Historic Sites in Medford and is a traffic calmer for the most part. I .didn't see in the minor attention paid to traffic calming any mention of turning arrows at lights along the 112 corridor. And as for a roundabout on Peconic Ave. to deter commercial traffic, I feel signage and enforcement should be sufficient. Peconic Ave. from 112 east, except for Fire Dept. property and a masonry yard is residential to a distinct line where it changes to commercial use. If the masonry yard was relocated, multi-family housing could go there and when other road improvements have been made and commercial traffic has been redirected, the residential portion of Peconic could be closed off to thru traffic with plantings to absorb some of the pollutants that the residents in that area are routinely exposed to.

On a historical note, the anecdotal comment from one resident concerning the oldest home in Medford being the old train station was inappropriate and incorrect.

Thanks,

Donna Murray

Medford Historical Society Committee

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
STATE OFFICE BUILDING
250 VETERANS MEMORIAL HIGHWAY
HAUPPAUGE, N.Y. 11788-5518

SUBIMAL CHAKRABORTI, P.E.
REGIONAL DIRECTOR

STANLEY GEE
ACTING COMMISSIONER

December 17, 2009

RECEIVED
DEC 18 2009
PLANNING DIVISION

Mr. Tom Chawner
Town of Brookhaven Planning Department
Town Hall, 1 Independence Hill
Farmingville, NY 11738

Dear Mr. Chawner:

This letter confirms that the New York State Department of Transportation (NYSDOT) is in receipt of your letter of December 9, 2009, requesting traffic counts and related data as well as design plans for NY Route 112.

The NYSDOT has for years made data such as traffic counts available to the general public via the NYSDOT website. You can find a very significant quantity of counts on state, county and local roads located at: http://www.nysdot.gov/tdv.

As Joel Klemberg of my staff informed David Berg of Cameron Engineering and you by e-mail dated 12/8/09 (subject line, RE: Plans for SR 112 in Medford), the planned projects for NY 112 are in development. While this means there are no plans available to share at this time, the NYSDOT study team can be available to meet with Town of Brookhaven officials and your consultant team in January if that would be beneficial to the visioning process.

If such a meeting would be desirable, please contact us with three meeting days and times between January 6th and 15th that would be convenient for you and your consultant team to meet at the NYSDOT offices in Hauppauge. Joel Klemberg will set up the meeting from there.

I wish you well with the Medford Community Visioning process, and look forward to continuing our positive working relationship.

Very truly yours,

Wayne R. Ugolik
Director, Planning and Program Management

Tom, I have just finished reading the report. I believe they have coverd all that was discussed at the various meetings. I think that implementing some or all of their suggestions, once the target area is identified, will certainly be a challenge. See you at the next meeting.
MikeBarry

STATE OF NEW YORK
DEPARTMENT OF TRANSPORTATION
STATE OFFICE BUILDING
250 VETERANS MEMORIAL HIGHWAY
HAUPPAUGE, N.Y. 11788-5518

RECEIVED
AUG 24 2010
PLANNING DIVISION

SUBIMAL CHAKRABORTI, P.E.
REGIONAL DIRECTOR

STANLEY GEE
ACTING COMMISSIONER

August 18, 2010

Mr. Paul Rogalle
Town of Brookhaven
Planning Division
Dept. of Planning, Environment & Land Mgmt. (PELM)
One Independence Hill
Farmingville, NY 11738

RE: Draft Medford Vision Plan

Dear Mr. Rogalle:

The New York State Department of Transportation (NYSDOT) would like to thank you for the opportunity to comment on the Town of Brookhaven Draft Medford Vision Plan (July 2010). NYSDOT appreciates the on-going relationship with the Town of Brookhaven's Planning Department in this endeavor.

Below are our comments concerning the Draft Visioning Plan.

- Many issues enumerated in the Draft Visioning Plan present themselves across Long Island, and they are due in large measure to growth in travel by automobile resulting from local decisions about land-use and development. With federal and state funding for transportation at its lowest level in more than a decade, it is essential that improvements be advanced on a priority basis. NYSDOT conducts studies on a regular basis to identify where scarce resources should first be invested. NY 112 in Medford must be treated the same as all other potential problem areas on Long Island, and prioritized accordingly.

- With particular regard to pedestrian infrastructure and amenities along NY 112, current and anticipated NYSDOT funding for pedestrian infrastructure will be dedicated to bringing the current system into compliance with the Americans with Disabilities Act (ADA) based on a region-wide prioritization that assesses condition, density of persons living with sensory and physical disabilities, and pedestrian demand.

- Throughout the plan, reference is made to installation of a planted median in place of the center turn-lane on NY 112. NYSDOT installed the center turn-lanes to provide access to businesses and side roads. Altering this roadway would require significant study and, if deemed appropriate, investment to construct and maintain.

- On page 27 of the plan, it is noted that traffic calming measures would be used to discourage trucks from using a portion of NY 112. NYSDOT informed the consultant team that NY 112 is a designated truck route, which is a federal designation, and that no actions that preclude or make usage of the road by trucks more difficult will be entertained.

- Table 6.1 (page 39) notes seven intersections that the town thinks should be improved. NYSDOT is addressing several intersections as part of the NY 112 reconstruction projects which are now in development. The town should provide evidence that legitimate safety concerns exist at other locations using NYSDOT-accepted definition, or remove this table. Using the same reasoning, all references to unsafe crosswalks on NY 112 should be proven or removed.

- Page 41 of the plan notes that in order to facilitate pedestrian movement in the "Hamlet Center", traffic diversion from NY 112 to Sills Rd and N. Ocean Ave should be considered. Traffic flow is already constrained by one lane in each direction and traffic signals provide for safe pedestrian movement. Further, NY 112 is a vital regional transportation corridor and must continue to serve the role of providing connections between markets and consumers, goods and services, etc.

- Page 46 of the plan discusses the "Hamlet Center" idea. NYSDOT suggests limiting hamlet development to the east side of NY 112. This will encourage the development of pedestrian malls and promote pedestrian safety and mobility by minimizing potential pedestrian-vehicle conflicts.

- In general, the NYSDOT supports the idea of installation of pedestrian refuge areas where appropriate. Pedestrian refuge areas can be established without the installation of raised medians (suggestion, page 54), which were already addressed in comment 2.

- Discussion regarding widening the Horseblock Road LIRR overpass should be directed to Suffolk County (first bullet - page 71) since Horseblock Road is a county roadway.

- There are numerous comments provided by the public that were not addressed by the Draft Visioning Plan. The process for accepting some recommendations and not others should be identified in the report.

Thank you again for including us in this Visioning Plan Update process. NYSDOT looks forward to playing an integral role as this effort progress.

Very truly yours,

Joel Kleinberg

For Wayne Ugolik
Regional Planning and Program Manager

cc: Tatyana Golikova, Deputy Regional Planning and Program Manager, Region 10, NYSDOT
Joel Kleinberg, Transportation Analyst, Planning, Region 10, NYSDOT
Geoff Rick, Transportation Analyst, Planning, Region 10, NYSDOT

Rec'd 14 pages
9.22.10 pbr

General thoughts regarding "Medford Vision Draft!"

The "draft" seems extensive and nicely thought out realizing limited funds. Many good ideas for opportunity areas (OA), focus area and corridors and possible grants and tools to spruce up Medford.

Draft needed to be provided on a "cd" to receive input from additional people who wished to take part and perhaps make commenting easier.

General comments: Ex.Cond./Recos., our description "good " refers that the ideas presented are for the most part of positive for our community and express the general goals Medford residents identified to create a more beautiful hamlet. It is difficult to approve in a vacuum where more information, explanation, qualification is needed. Review of the Medford draft of original RFP proposal requested to de-emphasize any Tranist Oriented Development (TOD), intense residential, multi-modal, with transfer station hub etc.

Community idea of a simple rural Village Green with appropriate local professional business, suitable activities for families seems lost. The proposal continuously includes heavy residential development, regularly states apartments above stores. The goal was to wisely use, save our remaining open space resources.

It need be recognized that many of the ideas are great for improvement but unwanted consequences need be discussed to cover bases. Not knowing Town code as one needs, as a lawyer, nor existence of certain codes and the impacts of related sections to a code causes concern and prevents whole hearted endorsement of even the very best of ideas.

Based on current zoning Medford needs minimal net decrease of 15 % in possible developable vacant household buildable lots, living spaces, general development. Controlling population, growth reducing development is lacking. This could be accomplished through up-zonings, developmental rights, maximum size lot/ coverage, outright purchase, municipal/Town use properties, Caithness environmental fund dollars, land trusts, SWA purchase, private industry purchase for community, LIPA, local resident contribution, RID, BID, State, school districts etc.

More specific steps to Hamlet Revitalization. Everywhere you read its one finds density and parking lots. Where is the goal to save Medford's few remaining acres and green spots?

Pat Seubert should be noted as Board President of the Patchogue -Medford Library (Suffolk County's Central Library).

When was draft completed , some comments are dated? Please note date at which map presented was accurate. No proposal to acquire open space to safeguard Medford's Hydro III drinking water.

"These are just recommendations" is fair and accurate. The body of work is good and is most helpful. Hopefully, the readers see them as such; my comments the same "just opinion."

Though out of red line, Industrial area about Bellport Station Rd., Horseblock Rd need addressing for it greatly impacts our community. Clustering of industrial could allow open spaces to serve as transition and perhaps bring back small farming to Medford and its area.

Scope of Map of Medford was asked to state "+ or -" 3000 ft. Parts of Medford are left out and impact of adjacent development has and can have a great effect on types of businesses, uses perpetuated, property values, general desirability, quality of life etc.

Historical structure info. not presented--- grants for such, funding, buildings of community significance. The properties would offer additional values to restoring and creating a Medford Village—Hamlet Center. We wish structure or sites or structures not destroyed, become subject to further disrepair and their history recognized. Sites need be included or become forgotten.

Clustering in corridors would allow for larger open green spaces, overcome sprawl, a coordinated Medford Vision for artful transition to various Medford areas and uses.

List of recommended open space parcels list for purchase , active park and additional community purposes etc.

Incentives for open space not emphasized. Incentives directed to intensify development for commercial, industrial center amenities and additional residential. **No assuring our population** will have less growth. Lack of various carrying capacity levels for Medford i.e. ground water, storm water, water table, drinking water, well protection, public/private, wet lands. No control over growth and population presented.

Some comments at from meetings not revised and others not presented. Some minefields and possible firestorms, sidewalks, Fireman's Park, Fire Department, access to Rt. 112, heavy densities, apartments, medians, apartments over stores, parking lot locations etc.

List of isolated, incompatible, inappropriate spot zoned parcels need be provided to be eliminated. Big Box and cheap commercialization of our corridors need suggestions. Need not encourage Pine Barren rights transferred nor Town TDR to Medford from outside. Much resident comment had to do with restoring the past heritage, bring alive the rural, simple, perhaps comely village feel Medford's hamlet once had while providing period and modern beautification.

A goal to create a new Peconic Ave., Middle Island, Station Rd. , Munsell, Horseblock etc. with new and better uses. Rezoning to make life livable not included. Trees once planted don't grow on Peconic. Needed direction for development of LIE N.S Service Rd. Corridors and Horseblock Rd not addressed. N. Ocean and Woodside Ave should be stated no additional commercialization and re-establish Woodside as a Scenic Highway.

The individual character of original settlers, long time Medford families and current residents coupled with their hard work and service to our hamlet fittingly deserve a great Medford.

Reviews of the Visioning draft need have all present with care, interest, expertise so all have same knowledge.

Introduction: Page 1 " Where is Medford? " unnecessary" Goals are still appropriate. Medford ought be strongly discouraged as a choice for transfer/receiving area of Core Pine Barren Development. Inappropriate development has already landed.

P. 2. "Clustering and transfer of d/rights" so long as the open space saved is within Medford." Aesthetic improvements to roadways great. Types of industrial and commercial uses being unattractive detract and depress overall ratables.

p. 3. Medford has a variety of housing and a large banks of affordable housing. Upscale housing stock needed. Medford is a densely populated area as is the PM School District. Goal provide such while controlling, directing growth and provide as much open space and aesthetics as possible. More attractive to residents to remain and attractive for sellers and purchasers.

Constant code enforcement good, especially actions outlined later in draft but an original hamlet study goal too. Opportunity areas limited by funding, for cohesion need include total length of "Opportunity Area "(OA) corridor and all corridors.

A need to vision the yet "undeveloped parcels" along the corridors from N. Ocean east to Sills Rd. N/Service Rd, Horseblock Rd. Vacant parcels offer our greatest potential input. The vision of the smaller opportunity areas need be complimentary /compatible with the much larger total Medford corridor picture. Statements of Woodside and N. Ocean need statements regarding retaining residential structure ---much pressure to commercialize.
P. 5 1.6 Vision Statement seems in general good and representative of community goals.
Map p,. 7 need state scope + or- 3000ft. of named roads to be inclusive of Medford. Need include streams, Overton, industrial areas to east. (From Exit 66, Mill/Sills Rd. to Station).

P. 8, 2. Medford Overview : What geographic (NESW) points are represented by the 6,702 acres, 9711 parcels? MEDFORD is "mostly" located in hydro geological zone III only parcels north of Southaven Ave. The compatible growth area is basically north of Horseblock, east of Rt. 112 then north of Granny Rd, west to N.Ocean. Land/demographic info. by LI Index and other sources represents what boundaries/districts---definition of Medford, school districts, FD's etc. Opportunity for enhancements does not include open spaces. Pieces of Rt. 112 remain A-1.

p. 9 2.3 add LIE N/S Service Roads, ?Granny Rd. Rt. 112 traffic mostly all day between and beyond rush hours . Believe some NYSDOT improvements were to start at LIE north through Horseblock. Number of lanes heading north a on Rt . 112 and County improvements to Horseblock need safety, vision and mobility discussion.

Maps pp. 10-11, Pg. 10 offers a useful map and depicts additional green trail candidates.

P 12, "Welcome to Medford" sign great and at other strategic NESW areas. Agree with landscaped median and local BP gas station seemed willing to invest.

P. 13 Evaluation "Existing Conditions" (Ex.Cond.) very accurate Recommendations are good... ? mural

Pp.14-15 Pedestrian Mobility Ex.Con./Recom good. Check sidewalk sizes, they seem adequate in size though 112 "barren area" with room for enhancements. X walk markings need be extended, made safer, attractive at all LIE NS Service Rds./Rt. 112 crossing areas.
P.15, Consideration for professional or office to upgrade area, jobs, lessen impacts etc. No zone change but are all J2?

P. 16 Map Opportunity Area (OA) # 1, (4 Waverly Aves.). Map offers LIE S. Serv. landscape and welcoming possibilities.

Pg 17 OA # 2 LIE S, Serv. to Horse Block RD , East Robinson and S. to LI AVE

4 1.1 Recom. The split zoning offers high level options for creativity and resident protection. Though unlikely, the park option could be a more regional active landscape park facing the LIE. Incentivizing would enable office space/use to be increased and provide large park amenities: tennis, basketball, handball, a ball field, local children's playground, clubhouse

etc. the like facing LIE motorists. Playground access and design need consultation with area residents. Please identify all split zones in Medford and %.

p. 18 4.2.1 With movie theater and S. LIE development a sidewalk could be in order . The LIE S Service Road sidewalk seems most critical. Major corridor sidewalks as Horseblock need first be addressed. Long Island Ave neighbors need be consulted as to their desires of a sidewalk. Residents were opposed to most sidewalks.

4.3 ExCond./Recos. are good and accurate. Multi-family agreed a low consideration, unless density from other areas transferred and Medford open space provided with no additional population gain. How about a "movie theater?" Consideration to medical facilities, hospital annex, easy access for care. LI Ave. residential zoning should be contiguous on n/s sides and e/w.

The north side of LIE is heavy commercial. The LIE south side should not be a duplication and be compatible with the residential. South LIE development need present a wonderful 100% beautiful vision of the Medford Community with minimal impacts.

Perhaps, a list of preferable development options and acceptability rating devised. Could also work for the rest of the corridors and each focus area. Image, quality of life, impacts, larger parcel size development, tax benefits are some keys.

p. 19 4.4.1 Open Space and Recreation, ExCond./Reco. accurate. Regional park commented above. West of Rt. 112 area from Sunrise Highway to LIE to at least N. Ocean Ave. there are no parks...only ball fields N. of LIE at Medford Athletic Complex. Fairmont Ave. forested Town parcel adjacent to athletic complex and Suffolk Water Authority well should be placed in "preservation status."

4.4.2 Hopefully, ZBA would not approve but agreed... would not bet against anything. Please check" conformity" as most homes on LI AVE. are on 1/2 acre or larger lots; lot area, setbacks would majorly be substantial. Backyards, the tracks and possible LIRR electrification, gas pipe lines, transmission lines need be a major danger consideration as well as possible ground contamination.

P. 20 Bicycle Paths Recos. good, nicely developed and importance stressed, exists as Tallmadge Trail. Trails To Carman's River and Canaan Lake which needs a clean-up and preservation plan. The Patchogue River Corridor off N. Ocean needs to be highlighted more as a Medford feature, a moraine is above stream. (Trail could go also west through Holtsville/Holbrook, Ecology site... too.)
P. 21 Eastern end of LI Ave trail not within PM School District
Pg. 22 Map OA 2;

Pg. 23 Map Land Ownership Open Space and Mobility Improvements confusion on map , key , Please identify parcels and rational for priority. Trail need be created from County property and through 52 acre site off Country Rd to Medford-Farmingville Sports complex (part LIPA). Could connect with Carman's /Glacial Trail. (Trails connected to schools, Eagle, Oregon, Tremont, HS) open space, Bald Hill considered for X-Country Running and large Medford Town parks.). With 52 acre purchase PMSD would have lands on the Bay and within Pine Barrens—cultural positive, outdoor classroom and potential school costs saver.
Pg. 24 OA # 3 Peconic Ave/Munsell Rd. "many uses incompatible. " Appropriate rezoning needed to lessen all Medford residents impacts. Little taxes , no quality of life are offered by scarred land, no buildings, noise, air, water pollution. The great wealth of housing loses its values and deters, high level, better businesses to site their enterprises. Homeownership stability is short lived and unstable, becomes spot or absentee slum lords.

Pg. 25 What light industrial uses? Permit review, buffers , setbacks to homes is good. No existing "buffer " in area looks like picture. Rusted out, sharp sheet metal not appropriate fencing. Why no rezoning recommendations to a more compatible, enhancing, higher ratable use? Existing use could stay till a new application is presented, incentivized a higher use. Evaluation of water table, water quality, pollution! Ugly dangerous industrial eliminated for a sustainable hamlet.

Pg., **26 ExCond./Recos good**. evaluate speed bumps/humps /stop signs as **often houses are in "feet" of street** and "truck braking" may add more noise and danger. **Video cameras to id.** traffic law breakers

P. 27 **Route Trucks** over 10,000 lbs.! **YES!** Hamlet center needs protection. Speeders, overloads, debris drops/ video. Please explain route and delays? Hopefully, making the LIRR bridge improvements will help. Normally, not an advocate of additional lanes but bridge re-construction need provide for now and the future—cheaper now

5.3.1 ExCond /Recos. good If any grandfathered uses—how to control?

P. **28.** Cluster the industrial to protect residents, transitional zoning. Where will these operations (probably illegal) running wild go? Near residents recommend to a higher zoning. **Permits denied** by Town/Planning Board need **go to ZBA.**

Reco. Common sense dictates most of these **uses are not light industrial uses** **Medford area is overburdened** by the industrial, commercial (+ or -40%) of the Town and **does nothing for property values. Outside storage and the like contributes nothing**, actually detracts and **negatively impacts desirability and the tax base** (? reduces tax burden)— let alone our environment., health and quality of life Town code enforcement has been a failure. The **Town needs to be pro-active and not rely on civic complaints**. Specific recommendation and elimination much of Medford's L-2, L1 is called for. **Vacant land a good starting point.** Reco. for buffering, **permit non-renewal good starting point**.

Pg. 29 Setback a great idea if community. Town , ZBA do not **override own requirements. 500 feet is laughed** at as are the other requirements. Suggestions: "Amnesty to **fix up and comply**!"

5.4 Environment Town Environmental should advocate, the **area is Zone 3, high water table**, ? wetlands, public well contributing area, ? surface waters, stream contribution area of past. Air quality you can cut and VOC's. How do we know **if spill reporting by all owners /tenants** are being done (**worker education**)?

P. 30 Recommendations Common sense **public wells have been impacted** as over the years carbon filtration systems have needed to be employed. Not all of Medford has public water

Avenues offered were good Additional recommendations of agencies, non-profits, **specific studies of contamination, health, water, air particulates, need be offered** even if such is understandably beyond the Visioning scope. **Continuous Medford air monitoring** is needed and a **basis for eliminating zoning categories/uses** about Medford.

Pg. 31 Map Fig. 5.1 Potential Environmental Hazards---readability. Direction, what studies best address each contaminant?

Pg. 32 MAP Opportunity Area # 3 Map visibly demonstrates the surrounding dangerous conditions impacting residents. No place to hide. Adequate escape routes a question. **Need environmental recommendations** and not just aesthetics.

6.1.1 OA 4 & 5 (4) Rt. 112 S. to Woodside ; (5) 112 LIE S Service Rd N to Granny Rd

p. 33 ExCond / Evaluated well Unattractive **mixed sprawl---unfriendly to business, shopper, motorist,** pedestrian etc

P. **34 Are there shopping centers** that offer ambiance and the appeal of a downtown? With the great amount of J-2, **perhaps an alternative exist. Your definition** of the logical spot for "big box" stores **zones perfectly** for Medford. Big box stores are not wanted by many. **We are saturated, trafficked, littered to death and** negates any desirability and possible **quality of life** for Medford and **our children's future** The LIE to E/W Service Roads in **Medford are visibly scarred** and unattractive. Crime, mega litter, desirability, pollution, sea of **asphalt**, blank **LIE space to view "the box" detracts** and **eliminates from any vision.**

Larger stores may be a consideration within a distant industrial park and allow a hamlet center to be sustainable Commercial zoning is too great for the dollars available **Cannibalizing mom/pop stores**, shopping centers **breeds empty stores and blight**. Larger lot area requirements may help; 90,000 sq. ft is too big. **We are an island.**

Recommendations could have included specific ways to make commercial centers greener, friendlier, from their parking lots, rooftop pitch/ gardens, architecture, landscaping etc.

P. 35 Transitional Corridor Overlay "**+ & -**" for discussion

"J-5" may have its protection but additional protections may be derived from "split zone residential," it may afford

adjacent residents larger wooded buffers, protection against the lights, car tent sales, car testing, repairing , environmental /visible pollution offered by a sea of asphalt and acres of 24 hr. parked cars. Much of our car dealership and commercial development seems atop Medford's public well fields contribution area Often, small used car lots have little or no buildings, hence little or no tax benefit and abuse setbacks.

P. 36 Recos. No additional car dealerships a good idea; sometimes just" musical chairs." If outside the Transitional Corridor where will they end up? What about the small isolated car lots, idea of niche discussed, + & - and what do car dealership owners think? Are there enough already? Some dealership are presentable, offer good jobs, how to deal with the others?
6.1.3 L-1 Recos. Agree to eliminate L-1 from Granny to Horseblock . A break/prevention in the 112 strip shopping is still possible. 4 MF types already there. Would it not benefit the community to have additional professional office, research/ incubator, medical , restaurant space? Professional office seems to offer a better transition. Blue Ridge Condominiums back on to 112's west side and 3 housing complexes on the east side in the PB Compatible growth area. Cluster development. Underground utilities, transition lighting design, Rt. 112 to be a solar alley. Please address/evaluate long narrow frontage strip shopping centers proliferating along Rt. 112, dimensional substandard L-I. Architectural guidelines for transitional and all Medford corridors are key to Vision.

p. 37 Architectural Review Board a major plus!
RxCon./Recs good Add FAR ratio through a Medford Open Space/ Maintenance Fund contribution. Good, use of NYS Property Maintenance Code for improvements with the fines provided to community. Emulating Stewart Ave, Miracle Mile, Bellport Village etc could do much Stakeholders dis-approval of buildings atop sidewalks seems more from the total hodgepodge and lack of decent design. A portfolio of favorable architecture should be reviewed and expanded.

p. 38 6.4 Signage Cond./Reco. good-- more restrictive signs in varying location an idea to include. Some good ideas, fines to make enforcement self -sustaining. Fine profits above cost should go back to the offended community for aesthetic improvements . E-mail of complaints without citizen id has drawbacks but overall would enable residents to feel more likely to place complaints without suffering retribution. Town Government should be heavily active in enforcing its own laws and not relying on citizens reporting citizens. Fines can pay for costs. Elected and Town officials daily pass Medford's obvious code infractions and do nothing. Enforcing all quality of life issues is a needed major recommendation. Visual sign pollution and litter is a start.

6. 5.1 Pp 38-39 Pedestrian and Vehicle Mobility ExCond./Reco good. LIE N/S Service roads on 112 need striping and controls as countdowns. Suggestions for not exacerbating the wide lanes with additional lanes planned often by DOT. Sidewalk design with real pavers announcing walkways, corners, parking cut ins., aesthetic lighting, landscaped median creation etc. "Rt. 112 was to be the Park Ave of Brookhaven"---let it begin. Sources of the above offered.
Tree planting especially with aesthetic lighting offers a backdrop for the lights.

p 40 Sidewalks to Schools. (? Fig. 4 2, pg. 23,) Seems any consideration of sidewalks should first be addressed to the sidewalk receiving area residents. Safety and proximity to the school a key. In the past beyond minimal state busing was determined by the local school district electorate---distances changed on vote. Check latest NY State for minimum requirements and usual local busing distances. Paper street from Oregon JHS to HS needs discussion : immediate neighbors ok, feasibility, costs, maintenance, security issues etc. Few years back there was a major issue regarding this path. Drugs, drinking, hanging out, neighbor, police complaints etc. Beyond serious concerns short-cut to school the path is very useful for students to access the JHS and HS for activities, classes, extracurricular clubs sports etc. With cut-backs fewer activities, lack of transportation JHS students often needed to provide own transport.

P. 41 6.5.3 Vehicle Congestion:
Much ought be discussed in hamlet ? center out of place.
Existing Conditions : County Horseblock R. improvements updated. Review evaluation cause of slowdowns between "streets" Peconic-Railroad Ave---timing of lights, multiple lights to Robinson. The remaining "street" Railroad Ave may aid south traffic flow and safety. Railroad Ave. heading east presents dangerous conditions at times especially when daily

buses used route to avoid Peconic.

Reco. NE corner Horseblock a good idea. SE corner has an existing good size (est. 1/8 acre)parcel seemingly belonging to the State/?County to utilize for beautification. Planned road improvements may alter opportunities. Question whether safety and traffic flow would improve if Railroad Avenue were to be closed. Impact to homes, stakeholders, businesses, emergency responders etc. need be discussed. LIRR seemingly has not wanted it closed. Finding an additional use and of course park space addition would be great. Community center off Richmond has not been discussed. Hopefully there may be room but existing businesses are drastically in need of parking. To maximize LIRR area and hamlet center may be good place to introduce diagonal rear end parking. Logistics and local community need feedback.

A landscaped median about JR's may well add aesthetic interest but consideration for motorist going east. Most traffic even on Peconic is local; residents in cars heading to their homes, the Pines and 2 schools.
Alleviating truck traffic going East on Peconic is a long awaited good idea for many reasons--- two being sanity and health.

Ironically, 112 at JR's and the old Brau-Haus is one of the shortest and safer spots to cross Rt.112. Lowering the speed limit, synchronizing the lights, appropriate businesses, your suggestions could do much to ensure a Main St. Hamlet center atmosphere.

6.6 Open Space and Recreation Open/vacant spaces along Rt. 112 conveniently clustered or spaced need be preserved for public space, green areas, plaza etc. if we are to ensure Rt. 112 is the Park Ave of Brookhaven. Believe there is a small parcel opposite Peppermint Park on Jamaica's N. side that may offer use, owned by the Town. "Medford Cedar Shake Schoolhouse," Peppermint Park need be reconfigured, parking is limited yet takes up much of park. Suggestion, when the Town holds their "Spring Flowering Exhibition" Peppermint park could become a "Landscape Architect Contest" facing 112 and a very visible advertising part of the Fair verses Ecology site with no visibility.

Hopefully, the Tremont parcel and the PO parcel can be had by the community. Tremont's unique shape and location lends itself to much interest; special concerns and restraints do exist. PM School District aid for property purchase may be about 85%. Additional uses complimentary to proximity to Tremont need be offered if privately developed. Apartments over stores are a concern of many, especially if rental. Post Office retail in center seems a good idea if it be still efficient for customers, postal operations and other considerations. SW side of Peconic, explain plaza and offer options beyond retail. As in most proposals, school access by Richmond, area residents need be first approached.

North/East Service Rd/ Rt. 112 parcel needs recommendation as gas station zoning/plan keeps coming up. This is a focal point; Lowes is not the best Medford image. Lowes LIE S corner was agreed to be embellished by developer. Ideas beyond Gazebo.

Map pg 44 Transitional Zone needs explaining Pos. or Neg. Obviously, we do not want development rights, sanitary flow, density coming from places outside Medford. In fact we already have too much density, tarnished environment, traffic, pollution, well fields, wet lands impaired etc. We need to transfer out as we have been the recipient. Often outsiders see us to be the recipient for commercial centers, box stores, garbage c/d transfer stations, strip shopping, junk yard, social service solutions, petroleum tanks, car storage etc. Positives need go here.

Map pg. 45 Map depicts open spaces in Medford's north end needing preservation as east of 112 is all in Pine Barrens and north of Granny. The map also depicts the lands along Middle Island Road to Rt. 112 that are mixed zoning and need compatible uses. Rezoning to uses compatible with residential and it being our hydro geological reservoir need recommendation. The code violations as on Peconic, Munsell, Cedarhurst, Old Medford Ave. etc. are visible. Certainly, zoning should be compatible with residential. Isolated zoning need be eliminated. Woodlands, north of Granny are disappearing rapidly. Sachem East HS and full development of Holy Sepulchre.

Page 46 7. Focus Area : Medford Hamlet Center, 7.1

ExCond./Recos. good

Agreed: Medford Hamlet Center area is logical; it is an historical, logistic, social focal point and a geographic center. Fortunately, for local residents the retail north of tracks is not as physical barrier as one might suspect. Certainly, walking need be much safer, welcoming and much more so for visitors. Owners of property need be consulted, seems a willingness to help create a beautiful sense of place.

Pg. 47 Small Supermarket , Gristides, IGA type supermarket may be welcome. Historical, general stores, multiple supermarkets existed as well as post offices in area. Ownership, condo possible. Possibly, **a very few** apartments, owner occupied as a granny flat. **Increasing density only with land preservation or major amenity trade.**

p. 48 7.2.1 Zoning for Appropriate Land Uses

ExCond. The 3 small parks are a good start. Train station park, "**9-11 Memorial Gardens at Medford Station.**" "Medford's **Veterans** (please insert 'Veterans') **Memorial Park.**" Creation of a "Hamlet Center Overlay District" with earlier caveats seems a good idea to accomplish a very good hamlet sense of place. Goals of HCOD seem great. Unless other properties have **development rights extinguished** —the **impact on sprawl is only a delay** and ills of density incentivized becomes expedited for quicker intense, density

Inter-relationship between large parcels, movie theater, vacant parcels' development, other corridor development, existing shopping, and hamlet center need be assessed to ensure sustainability of hamlet center.

Similar HCOD ideas for other focus areas and the remaining corridor land development. ? Explain.

8 bottom of page. How will the Hamlet Center Overlay District " ..eliminate the advance of strip commercial?

Map p. 49 Focus Area: **Hamlet Center.** Ensure landowners are informed. Nearby interesting or historical ought be included. Suggestions for "focus area inclusion" may be parcels south of Peppermint Park/St. Mark's Episcopal Church (s. to Private Rd.) and wooded area west behind St. Sylvester's Church parking lot.

Pg. 50 **"Most, " of J-6 as of right seem acceptable but scary** and requires lengthy discussion. Major benefit is to be open space. Aesthetics of design **ought be not a benefit but a requirement. Billiard, bar, 2nd story residential** are **troublesome** in some cases if over done. Questionable need be eliminated or possibly by special permit of Town Board (3rd story residential). **J-6 goals in abstract** great but questionable in the concrete. Control of density **worrisome as of right and piled on with additional incentives.** Perhaps **a total population number** within focus area is a requirement and various **carrying capacity numbers.**

Focus cont.

7.2.2 Ex Cond/Reco good. **"Brownfield Opportunity Area" (BOA)** An environmental study of the focus area and expansion of area including other OA in study may offer additional funding for hamlet improvement, identify culprit liability and most importantly **eliminate health and environmental dangers.** Medford is a **mine field of environmental hazards** and with much of a perceived presence. **Recommend un-bias, scientific experts to direct us.** NYSDEC goals and BOA are good. However, **reclaiming the brown field** does not ensures **preserving the green field** or does it with the correct incentives. **It's still tough to reward bad behavior!"**

7.3 **Housing Opportunities** : **LI Index** outcomes need be taken with scrutiny.

Transit , steps must be taken to **ensure** Medford **rail service is enhanced. Scoot suggestion,** frequent pick-ups, opening closed stations **would succeed.** Central and Eastern Long Islanders do not wish to be on the LIE or suffer Ronkonkoma. **"Solid majorities** support 'Inclusionary'...." **A push, leap conclusion**—it depends. Agreed ownership not rental. **Medford has a mix and stock of affordable housing.** Large MF complexes, smaller affordable homes of which older development would be in competition. **Upscale housing, larger, clustered lots needed. Areas outside of Medford** in **Brookhaven have greater resources,** more land, amenities etc . **Goal: Keep existing residents here,** protect remaining resources. **The properties suggested for mixed use need much outreach to neighbors and owners. "Just recommendations" and the** Vision reader need realize. **Further outreach, discussion, additional caveats and detailed Land Use Plan forward.**

P. 53 Fig. of Concept Development

p. 54 7.4.1 **Pedestrian Mobility: In my Robinson area pedestrian connection to Focus Area seems not a problem. Striping for bikes, walkers may be desirable. Young and old resident for years have traversed to hamlet stores.**

Crossing Rt. 112, Rt 112's streetscape and certain streets **having heavy truck traffic, proximity to 112** and proper neighborhood outreach may make sidewalks appropriate.

Individual sidewalks best left for neighborhoods, rationales and then proceed. Plan could develop reasonably distanced and purposefully placed sidewalks to RT 112, center, parks, schools, churches(reference State requirements) etc. Tunnel need be near Rt. 112 for usefulness , visibility, avoid kid hang-out. Except north side of tracks, small lots may be purchased and landscaped for municipal/rail parking tunnel could go to station steps. Road width beneath trestle stated enough for 4 traffic lanes. TWO inadequate unsafe sidewalk/"bike lane" could be 1 safer walkway. Wide walkway and bike lane needed beneath trestle as current conditions is scary and dangerous. Installed median as landing and streetscape if it passes safety/access concerns ,seems a positive for hamlet center. A possible new RR crossing to east at LI AVE, LIE S. Service, Horseblock area may enable truck traffic to access Peconic but additional concerns arise.

PP. 55-56 7.42. Vehicle Mobility Impacts + or - need be presented and realize RR ownership/desires. Oregon Ave. has been an area of need for F Dist., Jr. FDept., and F Dept. activities, discussion need start with them and area neighbors. Extension to Pennsylvania Ave. impacts neighbors in an area of impacts... and Peconic Ave. Closing of Railroad Ave. may present hardship to residents and business---seems to block home entrance and impact parking.
Please explain superblock and possible impacts. Ideas seem good. Knee jerk , closing Railroad Ave. seems good.

Pg. 57 Transit- In past years a LIRR ticket man existed Aggressive local transit advertisement with additional, coordinated shuttle service to Medford without even one new residential unit would exponentially increase ridership. Getting local LIRR employees off the road and to mass transit is major. Local people's use, commuters from a distances are stifled by the limited and time schedule service at Medford. Many people would get off the road and onto the railroad if shuttle service was every 30-60 minutes at least from Riverhead to Ronkonkoma and closed stations principally east of Ronkonkoma were re-opened. Isn't the goal shorter trips, the environment, mobility savings?

Transit oriented development , the Visioning need result in a **Medford net potential population decrease** and desirable community amenities for acceptance. The existing parking area at the LIRR station could be re-configured and immediate LIRR land used. Opening up closed stations will also take the stress of any one community. Tourism's, day trippers use of service is frozen.

The Pennsylvania Ave parcel met with much opposition when the library asked to have an outlet from the proposed PM Library Medford Annex. The scope of development seems beyond any impact from a library.
Pg. 58 Map Road/parking Parcels and Tremont for acquisition. To put text/map in perspective discussion needed. Willingness of sellers, impacts to access, remaining neighbors, practicality, parking behind houses, visibility, plaza , opening cul-de sacs description, community center , sidewalks etc

ST. Sylvester's eventually ought be formally approached for shared parking, a good idea, If Church issues of concern satisfied a good possibility. Ohio Ave. wooded parcel suggested for parking acquisition is already decreased in size --a big negative. Wooded parcel is only relief in sea of blacktop and is a cared for garden. Check out Church parcel to the west of parking lot for preservation development rights, shared religious and public passive preserve use. Activation of an old Indian trail heading west may be possible.
Pg. 59 PILOP a good idea , suggest for and in conjunction with other amenities. Landscaped, attractive, business and neighborhood , friendly parking with immediate resident input and safeguards.
Pgs. 60 61 7.5 Architectural and Streetscape Character

List of historical sites , existing structures, past functions, village layout, history is missing and would offer clues and suggestions for and against architectural styles that may be incorporated in part or all of our Main Street. Proximate buildings and homes as the oldest house not included in focus area. VFW was original Grange Meeting House and could be brought back with funding to its original and spiffed up to meet 21st Century need. **High sidewalks** (some remaining) diagonal parking , angled roads, gave an "handsome" western , rural appearance could be capitalized. Knowing where the general stores, parking lots, early garages, schools, lumber yards, Justice of the Peace, major public input etc. could offer necessary meaningful community style(s).

Existing RR road parking area---ought to have been viewed before revitalization. West side of 112 was at heart of hamlet with possible period gas lights, streetscape, remodeling 2nd floors may offer long time businesses a deserving shot in the arm. Reveal Vision Draft completion date as aesthetic street lighting is up. Avenues offered presentation and tools for financing ; direct contact with business owners and residents to recognize possibilities.

P. 62-63 7.6 Public Space Include Peppermint Parking in focus area--largest park it seems. The vision for the public spaces unveiled are good and ensures available space exists. The 2 large lots N/S of tracks especially with ownership blessing . South of tracks 3 parks provide an environment to lead one to a larger public space offering FAR to ownership. The ? "14 acre" lumber yard public space ought be complimentary to adjacent office and businesses. It was suggested as some type of attraction as a museum.

Pg. 62 Check advisability stating. "Would those parks remain as configured today?"

Pg. 63. Explain and describe purpose of public plaza use; spot seems quite small and as stated a big bus stop.

PP. 64, 65, 66

P. 64 8.1 Additional Vision Components: **Green Space and Corridors,** Rural and recreational Areas

Patchogue River corridor review may offer additional parcels to preserve--it is in Medford and PM School District. Groundwater problems and flooding as noted on television. The Swan River (Harris Creek) corridor in **east central Medford** paralleling Pennsylvania Ave and flows south to Great South Bay. Originally, headwaters probably north of the LIE. There may be parcels of small size to be preserved or achieve by easements. Recent flooding of homes on Pennsylvania Ave. offer additional reason beyond wetland and stream, bay habitat and water quality preservation. Similar flooding just west of N. Ocean Ave.

Ex.Cond. table 8-1 **Overton Preserve** left out and is necessary to include as the majority of the kettle holes, endangered species, its breeding pond and daily habitat are on the Medford side. Medford needs positive image makers. Overton has pre-historic, Colonial, geological, natural community, historical values beyond its unique environmental values. **Additional parcels contiguous** and south of Granny Rd. are wooded, possible historical value, old dairy farms (about 5 in area). Old Medford Ave. to N. Ocean have some larger parcels remaining. Liere Truck Farm east on LI. Ave. that runs north and south of LI. Paul Wiley Farm on Oregon Ave (about 6 acres)for acquisition . Near Sipp's west side seems a moderate size wooded parcel for protection. **Encourage, steps and suggestions for agricultural and nursery** parcel locations.

Acreage should be attached to table. 12 Pines Park and others better utilized and redo. Medford Veteran's Memorial Park "passive" brings to a point that little land in Medford is in passive Preserved status. Part of Medford Athletic Complex should be placed in Preserve status too i.e. area on west side of Fairmont Ave.
Major, the 52 Pine Barren acres north of Eagle Estates seem not included in recommendations.
Additional larger parcels of land need be identified and included in the horse/rural overlay district found in the residential areas too. Complete parcel list for preservation needed.

Vacant and undeveloped corridor parcels are essential to include and discuss best Medford use. We may have the most and last say. Vacant parcels in all main corridors to swap are the major tools to establish **great looking corridors from N. Ocean east to Sills Rd.** Establishing tracks of green, preservation, protection areas, clustering, swapping, sending and receiving areas within or to other hamlet corridors could help design, protect the natural, more interesting corridor features and be compatible with nearby residential.

Review of vacant parcels , list of parcels for open space acquisition with simple area, street identification vs lot numbers. Provide and review **Town's Medford Community Preservation parcels** would be a good start and then follow up additional Cameron suggestions, community, advisory, environmental group etc. for possible candidates.

P 65 Map Horse. Additional horse farms, small acreage for **rural overlay a great idea** for Medford neighborhoods.
Pg. 66 LI Ave bike, the Tallmadge Trail great and along the Patchogue River corridor. With a trail, restoration , preservation plan for Canaan Lake the old Town swimming beach could be safely accessed by our young people. Additional parcel preservation would lessen development's impacts help ensure water quality of this trout stream. Please provide all language regarding district transfer of development rights regarding "school districts." Please provide and explain Pine Barren Law and **Town code language regarding transfer within/outside school districts.**

Social justice may dictate, areas that suffered the ravages of over and poor development, receive bulk of preservation dollars and ought be able to ship development out of their area.

1 1/2, 2, 5 acre upzoning recommendations needed to have been included to respect environment, tax base, hamlet desirability , school district, economics of Medford i.e. protect its sustainability. Good people, a hard working community and a low-middle affordable housing stock is at risk from additional development.

The necessity for "upscale housing" is shockingly absent. High end business and residential need be the economic engine of the plan. Medford is a center between Port Jefferson and Brookhaven's medical facilities; a 112 LIE location for medical facilities is geographically reasonable and would enhance the community as long as all impacts and community concerns are met. The physical, economic and environmental resources are quickly eroding equates to lack of sustainability. Obviously, our densely populated area sitting above our hydro III aquifer calls for more not less environmental protection. Our wells need to be the most protective. The most population live in the western part of hydro III, a history of the highest quality. It will b e costly to sewer and to move drinking water to the west. The vision needs to show this protection. Many visionaries see the need for a minimum of 2 acre zoning to help ensure water quality protection.

PP. 66-67 8.2 Architectural Guidelines--- The integration of the physical aspects of planning, architecture , open spaces, buildings, civics spots create identity, well said. The ideas presented offer a good framework for the community to uncover and devise the design clues and architectural styles to make Medford a truly future historical community. Historical communities are built in the present to last in the future.

The components of J-6 are certainly positive but have a couple of questionable components; principally, density and how to overcome. Perhaps, a "Medford J-6" can be offered and include in Town code. We are primary already and don't know it. Primary cannot be risked. The incentives can create an unwanted urban downtown , we just wanted a green space, a Town Village green with a few deer.

8.3 Wastewater Collection and Treatment

Small sewage treatment and package type plants are often ineffective. With the realization that our drinking water, fresh and salt water are facing enormous new assaults , sewers can offer some protection. Avenues to protect our drinking waters and streams need to be offered beyond sewers. Ultimately, the waste goes somewhere but if we don't enable but restrict growth we more easily conserve and protect all. Advocating, density in a community that is the most dense needs re- consideration; unless comparable open spaces are provided and intensity of pollution is prevented from going into the groundwater and wetlands in high condensed concentration.

The high cost of sewers must not be borne by local residents or foster additional population growth. Additional population commercial and industrial growth exacerbates Medford's total environment and desirability which cost tax payers and impacts limited incomes. Most communities fear the advent of sewers because they desire to protect the country atmosphere. Medford will too easily become the receiving area for all others who wish to protect their already wealth of natural resources. Look for sewer alternatives. Medford is a community that can't afford it.

Must remember Medford in 1950 had about 900 year around residents. If residents wished to stay in Brooklyn, a multiple reinvented Jamaica and Hempstead; they would have stayed. Medford draw was for vacation, Summer homes and for retirement (new home taxes $ 180, 1968).

TOD seems a pre-determined outcome.

Pg. 69 Map hard to decipher size of circles. "Birchwood(?Blue Ridge) Sewer District. Cost associated with sewers need be presented. Costs of piping sewers to 12 Pines need be offered—not that one wishes any neighborhood to suffer stench; especially such a densely populated area. What open space and recommendation was offered in this area?

P. 70 9 Implementation

Yes! LUP needed immediately upon approval with minor review of vision---otherwise nothing left. Town, Congressman and other officials need to step up and get funding. Hopefully, with Cameron's continued help and guidance the community steps can be achieved.

PP. 70-71 **Next Steps 9.1 .1 Steps By the Community:** Recommendations with only a few comments are great. (I numbered ("#") each step starting with pg. 71. Outreach is needed to get the most caring, knowledgeable members

and organizations with available time and resources of our community beyond the working group involved to review and implement recommendations.

P.70, Community steps ready to go;
pp. 71 #'s 1,2, 3, , good
4, Hamlet Community Center ought be in focus area but exploring of other alternative appropriate sites having more property, picnic, fair, parking, active park areas and be walk able to community focus area and corridors could work. Purposes and design of center dictate; a rating system devised for location, costs, positives, negatives etc.
5 Support acquisition and parcel adjacent Post Office and Tremont. As a unique and interesting piece we should have a vision for the triangle if not purchased .
#6 Advice of immediate areas is critical to placing sidewalks. Park "walk ability" need consideration among others.
#7 Could Cameron prepare a CDBG model proposal for Fall application process?
#8 BID a good idea, suggestion for other types of improvement districts too.
9 First consider alternatives to sewers for similar result. Caveat to feasibility study that it does not include any commitment to sewers.
10. More trees the better. Aesthetic lighting needs background, LI Exits 63-66 and Service Roads landscaping Improvements also.

9.1.2 Town and NYS DOT: NOW.
1 Enforcement now and all codes

Pg 71 # 2, Additional considerations ; a number of the following, even though sounding very good are interrelated and unwanted impacts need be addressed before "blanket" agreement
3 Impacts from medians, considerations re. emergency vehicles, residents, businesses, also landscape medians to north of Horseblock
#4. Good and enhance streetscape,
#5 Prohibit left turn, additional considerations
6, Sounds good

Pg. 72 #7 good
8 , # 9 additional consideration, #10, 11 further consideration. We don't know where an agreeable community center will be, address Medford residents and adjacent neighbors. What has been the outreach? Who would wish their dead end road to be opened to a parking lot?
12 Tremont , "Yes!" ? SW corner of Peconic ? Plaza describe purpose or just a bigger bus stop?
13 Great! chamber, commercial property owners, civic and community
14 , Yes! ,
15 Yes, additional other residential parcels beyond horse farms to be identified, near schools, Swan River Corridor, Canaan Lake, hydro III, Pine Barrens, for corridor, residential aesthetics --open space clusters as stated,
16, Yes
17-18 Additional discussion, Town TDR program need be viewed. Obviously do not wish development from outside Medford to end up here. The Pine Barren Compatible Growth area, Hydro III , other special places in Medford need safeguard . Over development of the community with its dense residential, commercial, industrial often blights too much of Medford. We are currently at risk from PBTDR generated from outside of Medford to our school districts. Our community school budget was defeated three times in the last four years. Designated sending areas could also include corridors to save green space from development.
19 Architectural Review Board YES, now get Town to agree. Community acceptable aesthetic design should be a minimal part of any application and not a concession or a hamlet benefit deserving of an additional bonus. Any L-1, L2, warehouse, junk yard, gas, box store, transfer station , compost, power plant facility should meet the high criteria as any bank, professional office, funeral home would aspire.

Among missing items is the list of historical and community special places worth retaining. Consideration of an Historic District. List of open space parcels for protection. Large park suggestions for redo. No mechanism to control Medford's growth and population. Recommendations and tools to turn spaces to upscale businesses and high end residential. Recommendation for up-zonings especially current vacant parcels. Means to prevent the undersized residential and business lots from being developed.

9.2 **Development Incentives:**

9.2.1 Brownfield (BOA) remediation seemingly can only help Medford life and quality. Town should apply. BOA need be red lined. Additional areas outside Focus, within/outside corridor areas about Medford need clean-up, "perceived or present ." Motivation to property/ business owners of sites, particular streets where brown fields are if redlined may motivate cleanups. Many of the brown fields are sandwiched between residential.

Reducing pressure on green fields is good but mere postponing the pressure is not the goal but preserving natural features, creating beauty, flow and interest. Can the areas be isolated and qualify? What type of incentives are given to the developer/community, by Federal, State, County, Town and their codes? Munsell, Cedarhurst, Peconic, Old Medford, Middle Island Rd. etc . would be nice to house, safe, non-polluting upscale uses without the stench. P.S. It is still very hard to reconcile giving incentives and bonuses for bad behavior.

9.2.2 Zoning Incentives: Incentives seem confusing not knowing who is providing/benefitting what? There seems no trade that provides open space to the community outside the HOD but only additional density, reducing parking, development standards etc. for developer. Ought sending and receiving areas be part OA design. Major roads beautification benefits aesthetic coordinated corridors. Please provide "Main St. Business District Design Manual." Major roads crisscross Medford and few homes are ever less than 1700 ft. from a major road.

9.2.3. Tax and Financing Incentives: Industrial Incentive/Commercial Incentive Program (I/C IP) Selection of 112 corridor segment(s) rational and where is community input for such. "Conformance to draft 2030 Comprehensive Plan" a 2030 plan that is stated to not yet exist, be available and obviously absent from public review. What do the statements mean? We have not even reviewed and discussed the Medford Hamlet Vision Update." Conformance when neither one yet exist? Additionally, obviously, other hamlet plans may impact one another in various, negative , positive, visionary, environmental, economic, resource , open space, quality of life, desirability and Town dollar commitment. Much time is needed to review plans for quality ideas to make each hamlet the best. Recipient of unwanted solutions is no solution.

9. 24 Primary Zone Designation:

What benefits can't be achieved, more selectively and surgically by individual "approvals" and specific plans? Site specific zoning as in some communities would help. A Primary, Secondary , Tertiary designation "as of right" places Medford at risk. We have all the development anyone ever needs. How are we to know the open space, historical, active park, community, beautification preservation dollars and resources will benefit Medford? As of right "Primary Zone" designation seems to leave the community at great risk for unwanted development and density's costs.

Medford - Patchogue—need compliment or both fail. Visionings and studies of surrounding areas, Gordon Heights, Yaphank, Patchogue Village, N. Bellport, Coram, Middle Island, Farmingville etc. need also be coordinated.

9.25. T. D. R Town TDR and Pine Barren has to work for the benefit for Medford's open space, historical resources within Medford and in the Focus/Corridor/residential areas. Amenities and decrease population is the desire the plan seems to have lost vision of Science wise hydro III outside Pine Barren has been forgotten--that's where the people who drink the water they actually live above. Development rights should not be transferred into areas of already intense densities and limited resources. We don't have the resource of open spaces as LI Sound's hundreds of square miles, Great South Bay, Atlantic Ocean's and mass of wooded open space etc.

9.3 Code Enforcement Avenues suggested are good. AMEN! Environmental and **real physical pollution** is not mentioned and need be the **primary zone of importance**. Coordinated code enforcement of Town, County, State, Federal need be established while immediate enforcement begins. The fines need be stiff and much beyond enforcement and remediation costs so substantial dollars above cost are returned to the community for enhancement.

9.1.1 explain what "9.1.1" equals in whole numbers and simple decimals, and as a mixed number.

Don Seubert 475-4783 Harriscrk@aol.com

CAC COMMENTS -- MEDFORD

Received 8/17/10 from John Horst:

To: Thomas Chawner, AICP, Town of Brookhaven
From: John D. Horst CAC
Re: Medford Vision Update Report Draft response

Dear Tom,
I have reviewed the draft of the Medford Vision Update Report from Cameron Engineering and would like to share my review with you.
I have found the report to be comprehensive, detail specific and reader friendly. It certainly lays out a thorough concept of what the future of our community may look like and some ideas for getting to that point. When reading through it and then reviewing it several times I have developed some thoughts and ideas that I will share with you here.
First: It appears that I have somehow missed some concepts that Cameron has put forward in their report even though I attended all the meetings I was asked to attend. Let me explain:

A. On page 19 there is an excerpt that says we have talked about an easement from the east end of Robinson Ave. to the old movie theater property. I can tell you that I don't believe this was ever part of our discussions. I live on that end of the street and the residents of that area have just finished fighting such a proposal for the narrow property that buffers those two areas. Len DeCostanzo (Who has been an active member of the committee and who is not listed on the meeting rosters) will back this up.
B. There are several references to DOT improvements on SR 112. These references indicate that there should be communication between the stakeholders, the town and the DOT about incorporating changes to that roadway. If some of these plans are already set into motion how we can reasonably expect to be part of the changes to that roadway?
C. The period lighting is already completed so the suggestion to incorporate this into streetscape improvements seems somewhat moot and dated. This lighting can be and is part of the improvements in streetscapes but it is indicative of the piecemeal approach that runs rampant in poorly created development plans.
D. The LIRR has already made plans to cut service to Medford and points east, so the new locomotive to be used sounds like lip service.
E. There were discussions about sewage treatment plants and the need for them with increased density but discussions about placing them on the South Service Road escape me. Why would we want a sewage plant as one of the first things visitors to our area would see?
F. On the map on page 53 there is a little caveat that details an area in opportunity area 1 that suggests that it would be a good place for multi-

family housing/business and parking development. This is a state re-charge area and also serves as a buffer between the existing businesses and the homes on California Ave. I don't recall this discussion and, its not a good idea.

G. I still don't know if we have an answer to the Munsells' Road project

Second: On pages 71-72 it is offered that the Town of Brookhaven and the DOT assume the responsibility for the suggestions offered. There are nineteen suggestions listed there. Upon further review of the report there are actually 46 actions to be considered by the town. This appears to be a lot of actions to be taken by the town if change is to come. I know that they are only things to be considered as actionably but I wonder if the board is willing to act in a reasonable, responsible and timely fashion if this plan is accepted. My reason for concern is that the 1994 plan is still on a shelf somewhere, waiting to be acted on. I also refer to an article in Newsday (Sat. 8/14/2010 OP/ED section) that supports this concern. If all stakeholder groups can act in concert maybe, just maybe, the revitalization of Medford can become the gold standard for Brookhaven to showcase as a way to get things done and done correctly.

Third: The impossible questions: (If the plan is accepted). We all know proposals and ideas are great but, actionable ideas and plans must be made with the help of the stakeholders. If change is to come it must be change for the better and at times it must be drastic change!

A. How do we begin to enact an accepted plan?
B. When do we begin?
C. Where do we begin the process?
D. Who must we involve in the initial stages to get this going?
E. Who facilitates business owners buying in?
F. Who must submit proposals for financing and grants?
G. How do we involve our political representatives?
H. How do we get the community to buy in?
I. What are some funding alternatives that should be explored?
J. How do we get things done in a timely fashion?
K. In these economic times is funding available to begin these projects?
L. Is there a need for a leader to take charge or is the Town willing to do so?
M. What should a community center consist of and where should we locate it?
N. Is a community center the key to redevelopment?
O. Why should we expect all these efforts to bear fruit?
P. What are the pitfalls and obstacles that need to be overcome to ensure success?
Q. Does a change in the political power structure (Should it occur) effect theses plans if they are accepted and put into motion?

It is stated that: All communities need: “Strong economic activity to provide jobs and an adequate tax base”. Abraham Lincoln once said, “I like a man who takes pride in where he lives”!

Here in Medford we are struggling just like most communities in this time of economic uncertainty. If we are to move forward if this plan is accepted and adopted I would like to offer the following (Many of which are suggested in the proposal) as possibly the first steps in getting Medford off to the revitalization it deserves. The first suggestion is the most difficult but it may be the catalyst for future success. The suggestions following proposal A are certainly ones that could see immediate action and the code enforcement suggestion near the end is certainly something that can be begun immediately.

A. It is my opinion that we need an attraction to bring people into our town. Be it a historical museum, an attractive business, a theater a small business center, a medical center whatever, we need to attract a sustainable entity to begin our recovery.
B. Welcome signs. These can be easily done. Signs should be placed at the major access points to our community. They should be landscaped well and attractive and obvious to anyone who enters, (LIE South Service Rd. behind the Gulf station) (Rt. 112 and Granny Road by the old Wonder Bread property) (Horseblock Rd. and Station Road-Bell [port Ave. Northeast corner) (Rt. 112 and East Woodside Ave. Northeast corner).
C. All our street name signs should be changed to a more dynamic design.
D. Trees, large trees (Oaks, Elms, and Maples) should be placed along Rt. 112 from the LIE to Woodside Ave. (Just like Blackman and Co. does)
E. Sidewalk treatment (planters and benches). (Greening of the 112 and S. Service Rd. median)
F. Façade improvements to buildings in the Hamlet Center.
G. Mural on the Aid Auto building
H. Window treatments to give a colonial appearance
I. Pedestrian crossings on Rt.112
J. Bike/Hiking Paths (Long Island Ave. LIPA Power Lines on Horseblock Rd.)
K. Sidewalks to all three schools
L. Signs at intersections to indicate where businesses are located
M. Greenport Ave. easement Bwt. Pennsylvania and Buffalo
N. Richmond Ave. and Oregon Ave. easement
O. Have stores in Hamlet Center begin to change their appearance (Go back to original brick color)
P. Add American flags and hanging plants to new light posts
Q. Get a local student artist to design a “Medford Flag” and hang them around the community (have a contest to d so)
R. SIGNS-SIGNS-SIGNS---Fix the problem

Simple steps to begin the process!

A BIGGIE: A sure sign that the Town is behind us would be to see action on the Code Violations that are present already. I don't understand why these quality of life violations have not been enforced on a continuous basis. Start with the sign violations and get them taken care of. Enforce the environmental standards, especially along Peconic Ave. Be more active on the properties in disrepair and deterioration. Enforce parking violations along the Rt. 112 corridor especially during the morning and evening rush hours. Enforce frontage violations by business owners along the major roadways. (Suggestion: Give fair warning to when the enforcement of these violations will occur and assign a specific patrol officer to a particular community on a rotating basis (For all communities). Take down those signs that impair movement on the existing sidewalks, especially the new ones (Street name signs in the hamlet center) that seem to be randomly placed in the middle of the sidewalks. Get the Town, County and State DOT's to service the existing sidewalks (especially along RT. 112) and road shoulders to make them passable for pedestrians and bike riders. Enforce housing code violations.
Second: We need to release the money granted from the Caithiness Power Plant, that is dedicated towards the Medford Community Center, and put it to use for what it is intended.
Next: Is the town willing to work closely with the County, State and Federal government agencies needed to make a revitalization project attainable and sustainable. None of the aforementioned groups should have their feelings hurt or their egos singed when another entity develops a better way to do things or has a better idea. Conversely, if cooperation and respect for each other can occur we may then see this project come to fruition.
Finally. Involve the stakeholder groups in open and direct participation in this continuing process and be transparent in these dealings without the normal backdoor politics and wrangling that seem to discourage active and well intended participation by concerned citizens.

Respectfully,

John D. Horst
Citizen

Received 8/18/10 from Howard Flynn:

page 21, add to second line and fourth linel, add horseriding trails to "hiking, running trail" to read: hiking, running, horseback riding trail". This would be low impact and would maintain open space. This should include the LILCO hi Tee's to connect the horsefarms areas

Dr H Flynn

Received August 19th from Howard Flynn:

Thank you...speaking of page 72, eighth bullet: change to

Initiate discussions with LIPA on a hike/bike/horseback riding trail for the transmission line corridor (add horseback riding)

I would suggest adding horseback riding trail to where ever hiking/biking trail is mentioned in the plan

---

From: Thomas Chawner [tchawner@BROOKHAVEN.ORG]
Sent: Friday, August 27, 2010 9:20 AM
To: David Berg
Subject: Fwd: comments to Medford Vision Report

Sorry, here they are:

>>> "Williams, John" <John.Williams@elliman.com> 8/26/2010 9:56 PM >>>

2.3 mobility 3 rd paragraph Peconic ave-Munsell road should read
Peconic Ave - Horseblock Road industrial Area Also where indicated in other parts of report. Munsell road is one problem street where as Horseblock road indicates many modern sites.

5.0 same comment as above

Hamlet center concept development exhibit closure of Richmond ave
should read railroad ave

9.1.2 close the long island ave should read railroad ave.

Comments on Medford Vision (pages 34-43)

1. Page 35 Add what benefit received from a transitional overlay district as we did on page 46
2. Page 37 6.4 signage add it appears some signs do not meet current code
3. Page 38 recommendations. be more specific here as to locations of crossings
4. Page 40 2nd pargr. Remove further changes to sr112……area are NOT recommended. We are asking for a mediam, wider sidewalks, possibly no turns, and closing roads
5. Hamlet Center Concept Devl Exhibit. Closure of Richmond should say Railroad, and install landscape medians and widen sidewalks should also include center roadway medians

APPENDIX C

Surveys

Survey Results

MEDFORD RESIDENTS SURVEY	
Answer with 1-5 (1= strongly disagree to 5= strongly agree)	**Avg**
Land Use	
Environmentally significant open space parcels should be identified and acquired	4.6
Residential areas should be buffered from industrial land uses	4.4
Parcels and structures that retain the character of historic Medford should be preserved	4.4
Scattered industrial activity should be limited to industrial zoned areas	4.1
Older neighborhoods should remain single family residential	4.0
Commercial land uses are important to the tax base and school budget	4.0
Large format retail and industrial land uses should be limited to appropriately zoned areas	4.0
There is not enough neighborhood retail walking distance from residential areas	3.8
There is little civic space in Medford	3.7
Automobile dealers and repair shops should be concentrated in one area	3.6
Some land uses along SR 112 are inappropriate for a major thoroughfare	3.4
Aesthetics	
Corridor areas would benefit from architectural guidelines	4.2
There are too many signs on corridor roads	3.7
There should be a way to announce entry to Medford from the LIE onto 112	3.7
Mobility	
I have to drive to almost all shopping and services in Medford	4.2
Trucks should access the Peconic Avenue industrial area from the east only	3.9
Truck access to the center of Medford should be limited	3.7
Two lanes on SR 112 by the station makes pedestrian crossing easier	3.5
The community is separated north/south by the railroad	3.1
Sidewalks on the corridor roads are comfortable for pedestrians	3.1
There are safe walk/bike routes to schools, playgrounds, and parks	2.6
I would use a shuttle to the Ronkonkoma station from the Medford station	2.6
I would use the railroad if there were more frequent trains	2.4
Housing	
Apartments should be near shopping and transit	4.2
Medford is primarily a single-family residential community	3.9
A mix of housing types would allow young, elderly, and families to live in the same neighborhood	3.9
There is little housing available that is walking distance to shopping	3.8
There is sufficient housing choice for all segments of population	3.2
Recreation	
Access to new 'greenways' for passive recreation would be welcome	4.3
I would welcome more neighborhood (pocket) parks in Medford	4.1
There need to be more places to walk, hike, and bike	4.0
Access to Medford parks by foot or bicycle is inadequate	3.9
Medford Hamlet Center	
I would be in favor of roadway and streetscape improvements to encourage pedestrian use, calm traffic, and support an attractive and functional Hamlet Center	4.3
The station area should connect to retail areas along SR 112 to the north and south	4.3
The idea of a multipurpose public plaza or 'village green' is appealing	4.0
A Hamlet Center should be created near the railroad station with a distinctive identity that provides a 'sense of place' for the community	4.0
Retail and office activity in a Medford Center would be compatible with civic uses	3.9
Neighborhood stores would be a welcome addition to a Hamlet Center	3.9
I would support professional offices in a Hamlet Center	3.8
I would like a central place for outdoor concerts, art shows, festivals	3.7
I like the idea of a restaurant/café opening onto a public square	3.7
I would be comfortable with some apartments over stores in the Hamlet Center	3.6
A post office, library, and historic museum belong in a Hamlet Center	3.5

APPENDIX D

Inventory of Historic Structures in Medford

Rec'd 9.23.10 22 pages

Paul Rogalle - Historic sites in Medford

From: <harriscrk@aol.com>
To: <BPrusinowski@brookhaven.org>, <PRogalle@Brookhaven.org>, <uriezrecal@aol.com>, <harriscrk@aol.com>
Date: 9/23/2010 3:27 PM
Subject: Historic sites in Medford
Attachments: Medford1historicStructures,sites,openspace.docx; Scan_Doc0007.pdf; Scan_Doc0008.pdf; Scan_Doc0009.pdf; Scan_Doc0010.pdf; Scan_Doc0012.pdf; Scan_Doc0013.pdf; Scan_Doc0014.pdf; Scan_Doc0015.pdf; Scan_Doc0016.pdf; Scan_Doc0017.pdf; Scan_Doc0018.pdf; Scan_Doc0019.pdf; Scan_Doc0020.pdf; Scan_Doc0024.pdf; Scan_Doc0025.pdf; Scan_Doc0026.pdf; Scan_Doc0027.pdf; Scan_Doc0028.pdf; Scan_Doc0029.pdf; Scan_Doc0030.pdf; Scan_Doc0031.pdf; Scan_Doc0032.pdf

Dear Paul and Brenda,

Thank you very much for last night. I think the presentation went well, your time and effort is much appreciated.

The **sites, structures** and some parcel sites are on the list. This should be a **copy of last night's list** that Donna Murray and I quickly compiled a long time ago for the consultant. However, I am not sure if this is the original (i.e. the final one Cameron asked me to send over last Winter). Donna's Town provided documents are hopefully correctly attached. The list was to be a starting point for an historical and Medford special place summary.

If you need better or more specific addresses, please let us know.

Please quickly review my draft visioning comments as I believe there are a number of possible areas of concerns, some parts were never presented to the group and sometimes just the opposite was suggested. Better not to start the fires!

Thanks again!

Yours truly,
Don Seubert (475-4783)

Medford

ME 1 - Medford Avenue Long Island Railroad Underpass

ME 2 - Greek Revival House, 483 Long Island Avenue

ME 3 - Knight General Store, 2510 Route 112

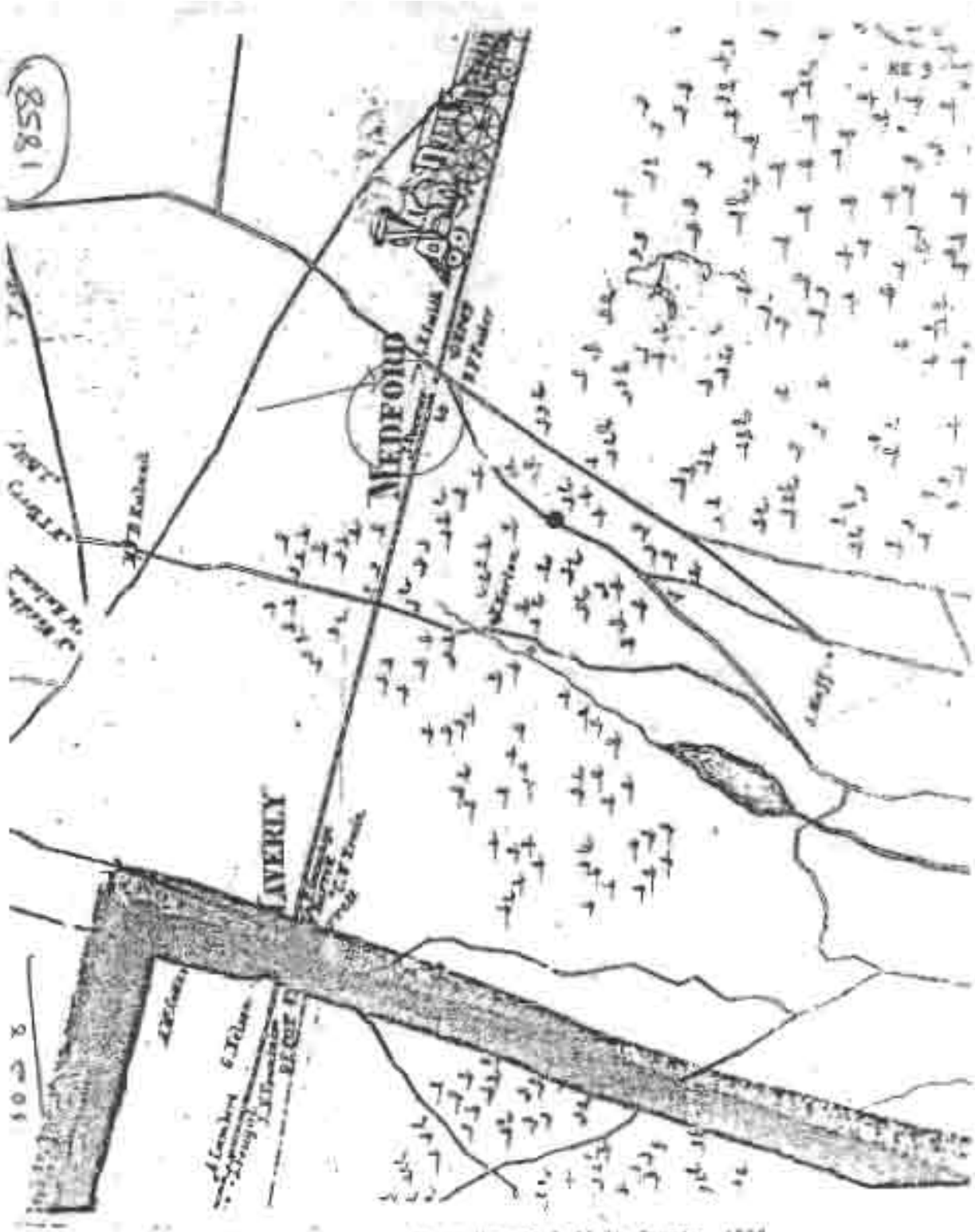
ME 4 - White House Hotel/ Medford Hotel, 2330 Route 112

ME 5 - 1903 Medford School, 2291 Route 112

ME 6 - R.J.Jones Post 2937, V.F.W. Hall, Long Island Avenue

ME 7 - Barn of LIRR Experimental Farm, Long Island Avenue

ME 8 - Webber House, Long Island Avenue



Chase Map of Suffolk County, 1858

BUILDING-STRUCTURE INVENTORY FORM

DIVISION FOR HISTORIC PRESERVATION
NEW YORK STATE PARKS AND RECREATION
ALBANY, NEW YORK (518) 474-0479

FOR OFFICE USE ONLY
UNIQUE SITE NO. _____
QUAD _____
SERIES _____
REC NO. _____

ME 1

YOUR NAME: Town of Brookhaven/ SPIRA DATE: June 16, 1981
Town Hall, 205 S. Ocean Ave
YOUR ADDRESS: Patchogue, NY TELEPHONE: 516-654-7884

ORGANIZATION (if any): Brookhaven Community Development Agency

* *

IDENTIFICATION
1. BUILDING NAME(S): Medford Avenue L.I.R.R. Underpass
2. COUNTY: Suffolk TOWNSHIP: Brookhaven VILLAGE: Medford
3. STREET LOCATION: Medford Avenue at Long Island Avenue
4. OWNERSHIP: a. public ☒ b. private ☐
5. PRESENT OWNER: _____ ADDRESS: _____
6. USE: Original: _____ Present: _____
7. ACCESSIBILITY TO PUBLIC: Exterior visible from public road: Yes ☒ No ☐
Interior accessible. Explain: _____

DESCRIPTION
8. BUILDING MATERIAL: a. clapboard ☐ b. stone ☐ c. brick ☐ d. board and batten ☐ e. cobblestone ☐ f. shingles ☐ g. stucco ☐ other: steel w/ wood ties
9. STRUCTURAL SYSTEM (if known): a. wood frame with mortising joints ☐ b. wood frame with light members ☐ c. masonry load bearing walls ☒ d. metal (explain): _____ e. n/a or _____
10. CONDITION: a. excellent ☒ b. good ☐ c. fair ☐ d. deteriorated ☐
11. INTEGRITY: a. original site ☒ b. moved ☐ if so, when? _____
c. list major alterations and dates (if known):

12. PHOTO: A.I.S. IV, #13A from south

13. MAP: U.S.G.S. DOQ Patchogue Quad

ME 1

14. THREATS TO BUILDING: a. none known ☒ b. zoning ☐ c. roads ☐
d. developers ☐ e. deterioration ☐
f. other: _____

15. RELATED OUTBUILDINGS AND PROPERTY:
a. barn ☐ b. carriage house ☐ c. garage ☐
d. privy ☐ e. shed ☐ f. greenhouse ☐
g. shop ☐ h. gardens ☐
i. landscape features: _____
j. other: _____

16. SURROUNDINGS OF THE BUILDING (check more than one if necessary):
a. open land ☐ b. woodland ☐
c. scattered buildings ☐
d. densely built-up ☐ e. commercial ☐
f. industrial ☐ g. residential ☒
h. other: _____

17. INTERRELATIONSHIP OF BUILDING AND SURROUNDINGS:
(Indicate if building or structure is in an historic district)
The underpass allows traffic on Medford Avenue to pass under the railroad without interruption. The area is mostly residential, but the surroundings are wooded with "pitch pines" and"scrub oaks," reminiscent of what the area was originally like... "Pine Barrens."

18. OTHER NOTABLE FEATURES OF BUILDING AND SITE (including interior features if known):
The overpass takes advantage of the natural dip in the terrain at this point.

SIGNIFICANCE

19. DATE OF INITIAL CONSTRUCTION: prior to 1909*

ARCHITECT: _____

BUILDER: _____

20. HISTORICAL AND ARCHITECTURAL IMPORTANCE:
This is a very early example of the Long Island Rail Road allowing for vehicular traffic to pass under the railroad tracks. The underpass was described in 1909 as:*"railroad passes over public road on a concrete culvert." It is also an early example of concrete as opposed to the underpass at Tunnel Road which employed a "brick and stone culvert." The underpass is composed of two side concrete abutments with rivoted steel supports spanning the road's width and large, wooden ties with rails attached by steel spikes.

21. SOURCES:
*E. Belcher Hyde, 1909, plate #5, Long Island Room, Smithtown Library, N.Y.

22. THEME:

Form prepared by A.L. Scinta, Research Assistant

ME 2

14. THREATS TO BUILDING: a. none known ☐ b. zoning ☒ c. roads ☐
d. developers ☒ e. deterioration ☒
f. other: property is zoned as business

15. RELATED OUTBUILDINGS AND PROPERTY:
a. barn ☐ b. carriage house ☐ c. garage ☐
d. privy ☐ e. shed ☒ f. greenhouse ☐
g. shop ☐ h. gardens ☐
i. landscape features: _____
j. other: _____

16. SURROUNDINGS OF THE BUILDING (check more than one if necessary)
a. open land ☐ b. woodland ☒
c. scattered buildings ☐
d. densely built-up ☐ e. commercial ☐
f. industrial ☐ g. residential ☒
h. other: _____

17. INTERRELATIONSHIP OF BUILDING AND SURROUNDINGS:
(Indicate if building or structure is in an historic district)
The house is set on the north side of Long Island Avenue just east of Route 112. The area is mostly wooded with residential homes on the north side and the LIRR on the south.

18. OTHER NOTABLE FEATURES OF BUILDING AND SITE (including interior features if known):
Original mantels in several rooms although fireplaces are gone, once replaced by parlor stoves.

SIGNIFICANCE

19. DATE OF INITIAL CONSTRUCTION: c. 1844*, (prior to 1858**)

ARCHITECT: _____

BUILDER: _____

20. HISTORICAL AND ARCHITECTURAL IMPORTANCE:
This Greek Revival house lays claim to being Medford's oldest house. It was built on the corner of Long Island Avenue and Route 112, probably at the time the railroad was built in 1844, by J. Smith. The structure was a private residence as well as a hunting lodge in the 1880s for visitors from New York City. It was later moved (prior to 1909) to its present site and owned by the Yost family. It was bought in 1937 by Mr. Walter Feithman and is now owned by his two daughters.
The house is three bay, 2½ story, gable roof, central chimney, side entrance plan, with greek revival entrance with pilasters, side lights and greek revival, shouldered architrave trim (con't)

21. SOURCES:
*Ida Medeck, Medford 1776-1976, Medford Bicentennial Committee, Medford, L.I., NY, 1976, p. 15.
**Douglas Chace, Map of Suffolk County, 1858.
22. J.H. Belcher Hyde, 1909, plate #5, Smithtown Library, L.I., NY
Interview: Mrs. Patricia Murray, (802)485-7220, June 14, 1981.

Form prepared by A.L. Scinta, Research Assistant

BUILDING-STRUCTURE INVENTORY FORM

DIVISION FOR HISTORIC PRESERVATION
NEW YORK STATE PARKS AND RECREATION
ALBANY, NEW YORK 12238-0067

FOR OFFICE USE ONLY
UNIQUE SITE NO. _____
QUAD _____
SERIES _____
REC NO. _____

NR. 2

YOUR NAME Town of Brookhaven/ BNLIA DATE June 16, 1981
Town Hall, 203 E.Main Ave.
YOUR ADDRESS Patchogue, NY TELEPHONE 516-654-7026

ORGANIZATION (if any) Brookhaven Community Development Agency

IDENTIFICATION
1. BUILDING NAME(S) "Knights General Store" /Swanson's
2. COUNTY Suffolk TOWN/CITY Brookhaven VILLAGE Medford
3. STREET LOCATION 2518 Rt. 112 (Middle Island Road)
4. OWNERSHIP a. public ☐ b. private ☒ 344 Portion Road
5. PRESENT OWNER Joseph Sabatino ADDRESS Lake Rockaway, NY
6. USE: Original general store Present florist shop
7. ACCESSIBILITY TO PUBLIC Exterior visible from public road: Yes ☒ No ☐
Interior accessible: Explain _____

DESCRIPTION
8. BUILDING MATERIAL: a. clapboard ☐ b. stone ☐ c. brick ☐ d. board and batten ☐ e. cobblestone ☐ f. shingle ☒ g. stucco ☐ other: vertical siding
9. STRUCTURAL SYSTEM (Check): a. solid frame with overlapping joints ☐ b. solid frame with light members ☐ c. masonry load bearing walls ☐ d. metal (explain) _____ e. other _____
10. CONDITION: a. excellent ☒ b. good ☐ c. fair ☐ d. deteriorated ☐
11. INTEGRITY: a. original site ☒ b. moved ☐ c. unknown _____
d. list major alterations and dates (if known): show additions on back of form
1906- main portion, second floor added
1920s- north wing added
1940- second floor above north wing built

12. PHOTO. A.L.S. IV, #13A from NE, front
13. MAP: U.S. DOI Patchogue Quad

(CONT'D)

ME 3

14. THREATS TO BUILDING: a. none known ☐ b. zoning ☐ c. roads ☒
d. developers ☒ e. deterioration ☒
f. other: _____

15. RELATED OUTBUILDINGS AND PROPERTY:
a. barn ☐ b. carriage house ☐ c. garage ☐
d. privy ☐ e. shed ☐ f. greenhouse ☐
g. shop ☐ h. gardens ☐
i. landscape features: _____
j. other: _____

16. SURROUNDINGS OF THE BUILDING (check more than one if necessary):
a. open land ☐ b. woodland ☐
c. scattered buildings ☐
d. densely built-up ☐ e. commercial ☒
f. industrial ☐ g. residential ☒
h. other: _____

17. INTERRELATIONSHIP OF BUILDING AND SURROUNDINGS:
(Indicate if building or structure is in an historic district)
The building is located one block north of the LIRR, at the intersection of Medford Road, Robinson Ave, and Ohio Ave. This vicinity of Medford (just north and south of the railroad) was the original "heart" of town which began as a result of the railroad. Today the commercial center extends further north and south.

18. OTHER NOTABLE FEATURES OF BUILDING AND SITE (including interior features if known):
original, large projecting four-pane win/ows on east side.

SWEENY ON 1858 MAP.

SIGNIFICANCE

19. DATE OF INITIAL CONSTRUCTION: prior to 1890* PRIOR TO ~~OR~~ 1858

ARCHITECT: _____

BUILDER: George Ehrhardt

20. HISTORICAL AND ARCHITECTURAL IMPORTANCE:
This structure was operated as the hamlet's first general store. It was built by Mr. George Ehrhardt owner of the "White Oak Hotel" adjacent to this structure (today a garage), who sold it to Mr. Albert Knight in 1904. Mr. Knight had previously owned a shop nearby, but ran his business from this building from 1904 till his death in 1938. Mrs. Knight continued to operate the store until 1948 when it was sold. It later served as a shoemaker's shop and then as a florist shop. The building is one of the two surviving oldest commercial structures built in Medford (see also ME 4). It served the community and aided in its development as the general store
(con't)

21. SOURCES:
*Interview: Mrs. May Knight Crandall, 84 Ohio Ave, Medford, N.Y., June 9, 1981.
Ida Medeck, Medford, 1776-1976, Medford Bicentennial Committee, Medford, L.I., N.Y., 1976, p.7,29,41.
E. Belcher Hyde, 1909, plate #5, Smithtown Library, L.I., NY
CHACE. MAP OF SUFFOLK CO., 1858.

22. Form prepared by A.L. Scinta, Research Assistant

14. THREATS TO BUILDING: a. none known ☐ b. zoning ☒ c. roads ☐
d. developers ☒ e. deterioration ☒
f. other: property is zoned as business

15. RELATED OUTBUILDINGS AND PROPERTY:
a. barn ☐ b. carriage house ☐ c. garage ☐
d. privy ☐ e. shed ☒ f. greenhouse ☐
g. shop ☐ h. gardens ☐
i. landscape features: _____
j. other: _____

16. SURROUNDINGS OF THE BUILDING (check more than one if necessary):
a. open land ☐ b. woodland ☒
c. scattered buildings ☐
d. densely built-up ☐ e. commercial ☐
f. industrial ☐ g. residential ☒
h. other: _____

17. INTERRELATIONSHIP OF BUILDING AND SURROUNDINGS:
(Indicate if building or structure is in an historic district)
The house is set on the north side of Long Island Avenue just east of Route 112. The area is mostly wooded with residential homes on the north side and the LIRR on the south.

18. OTHER NOTABLE FEATURES OF BUILDING AND SITE (including interior features if known):
Original mantels in several rooms although fireplaces are gone, once replaced by parlor stoves.

SIGNIFICANCE

19. DATE OF INITIAL CONSTRUCTION: c. 1844*, (prior to 1858**)

ARCHITECT: _____

BUILDER: _____

20. HISTORICAL AND ARCHITECTURAL IMPORTANCE:
This Greek Revival house lays claim to being Medford's oldest house. It was built on the corner of Long Island Avenue and Route 112, probably at the time the railroad was built in 1844, by J. Smith. The structure was a private residence as well as a hunting lodge in the 1880s for visitors from New York City. It was later moved (prior to 1909) to its present site and owned by the Yost family. It was bought in 1937 by Mr. Walter Peithman and is now owned by his two daughters.
The house is three bay, 2½ story, gable roof, central chimney, side entrance plan, with greek revival entrance with pilasters, side lights and greek revival, shouldered architrave trim (con't)

21. SOURCES:
*Ida Nedeck, Medford 1776-1976, Medford Bicentennial Committee, Medford, L.I., NY, 1976, p. 15.
**Douglas Chace, Map of Suffolk County, 1858.
Belcher Hyde, 1909, plate #5, Smithtown Library, L.I., NY
Interview: Mrs. Patricia Murray, (802)485-7220, June 14, 1981.

Form prepared by A.L. Scinta, Research Assistant

11. INTEGRITY: (con't)
1948- second floor addition of 1848 above north wing removed and moved several blocks north; converted into residence. [see photo]

10. HISTORICAL AND ARCHITECTURAL IMPORTANCE: (con't)
for over four decades, and continued to serve as a shop up the present.
Two story, three bay gable roof with projecting second story bay window in center bay of front (east) facade, and two projecting four pane windows at first floor; original shingles on rear and north sides.

This house was originally the upper floor of the general store; built in 1840, it was removed in 1948, and moved to its present location at 84 Ohio Avenue. It is owned by, and lived in, by Mrs. May Knight Crandall, daughter of Mr. Knight. (H.I.S. IV, #14A, from SE, front)

BUILDING-STRUCTURE INVENTORY FORM

DIVISION FOR HISTORIC PRESERVATION
NEW YORK STATE PARKS AND RECREATION
ALBANY, NEW YORK 12230 [illegible]

FOR OFFICE USE ONLY
UNIQUE SITE NO. _____
QUAD _____
SERIES _____
Neg. No. _____

HE 4

YOUR NAME: Town of Brookhaven/ SFIA DATE: June 16, 1981
Town Hall, 205 E. Ocean Ave
YOUR ADDRESS: Patchogue, NY TELEPHONE: 516-654-7804

ORGANIZATION (if any): Brookhaven Community Development Agency

* *

IDENTIFICATION

1. BUILDING NAME: "White House Hotel"/"Medford Hotel"
2. COUNTY: Suffolk TOWN/CITY: Brookhaven VILLAGE: Medford
3. STREET LOCATION: 2330 Rt. 112 (Middle Island Road) Nesconset Ave.
4. OWNERSHIP: a. public ☐ b. private ☒
5. PRESENT OWNER: Mr. C. Beaudoin ADDRESS: Bohemia, NY
6. USE: Original: hotel Present: same
7. ACCESSIBILITY TO PUBLIC: Exterior visible from public road: Yes ☒ No ☐
Interior accessible: Explain _____

DESCRIPTION

8. BUILDING MATERIAL: a. clapboard ☐ b. stone ☐ c. brick ☐ d. board and batten ☐
e. weatherboard ☐ f. shingles ☐ g. stucco ☐ other: aluminum siding
9. STRUCTURAL SYSTEM (if known): a. wood frame with interlocking joints ☐
b. wood frame with light members ☒
c. masonry load bearing walls ☐
d. metal (explain) _____
e. other _____
10. CONDITION: a. excellent ☒ b. good ☐ c. fair ☐ d. deteriorated ☐
11. INTEGRITY: a. original site ☒ b. moved ☐ if so, when? _____
c. list major alterations and dates (if known)
rear (west) and side (south) extensions
1957- porch enclosed

12. PHOTO: A.L.S. IV, #15A
from NE. front

13. MAP: N.Y.S. DOT
Patchogue Quad

ME 4

14. THREATS TO BUILDING: a. none known ☐ b. zoning ☐ c. roads ☒
d. developers ☐ e. deterioration ☒
f. other: _____

15. RELATED OUTBUILDINGS AND PROPERTY:
a. barn ☐ b. carriage house ☐ c. garage ☒
d. privy ☐ e. shed ☒ f. greenhouse ☐
g. shop ☐ h. gardens ☐
i. landscape features: _____
j. other: _____

16. SURROUNDINGS OF THE BUILDING (check more than one if necessary):
a. open land ☐ b. woodland ☐
c. scattered buildings ☐
d. densely built-up ☐ e. commercial ☒
f. industrial ☐ g. residential ☐
h. other: _____

17. INTERRELATIONSHIP OF BUILDING AND SURROUNDINGS:
(Indicate if building or structure is in an historic district)
The structure is located one block south of the LIRR, at the corner of Railroad Ave, and Rt. 112. This vicinity of Medford (just north and south of the railroad tracks) was the original "heart" of town which began as a result of the R.R. Today the commercial center extends further north and south.

18. OTHER NOTABLE FEATURES OF BUILDING AND SITE (including interior features if known):
Original bar built at turn of century (probably at time of building).

SIGNIFICANCE

19. DATE OF INITIAL CONSTRUCTION: prior to 1909*

ARCHITECT _____

BUILDER _____

20. HISTORICAL AND ARCHITECTURAL IMPORTANCE:
This structure was built as one of two hotels in the town that served the community at the turn of the century, catering to travelers on the L.I.R.R. and route 112, and later also to summer visitors from New York City. The "White House Hotel," owned by Mr. Frank Hollman was significant in promoting the growth and development of the town.

21. SOURCES:
*E. Belcher Hyde, 1909, plate #5, Smithtown Library, L.I., NY
Interview: Mr. C. Beaumont, (516)727-9884, June 11, 1981.
Interview: Mr. W. Cahill, 2330 Rt. 112, Medford, NY, June 9, 1981.
22. Ida Medeck, Medford 1776-1976, Medford Bicentennial Committee, Medford, L.I., NY, P.7.

Form prepared by A.L. Scinta, Research Assistant

BUILDING-STRUCTURE INVENTORY FORM

DIVISION FOR HISTORIC PRESERVATION
NEW YORK STATE PARKS AND RECREATION
ALBANY, NEW YORK (518) 474-0479

FOR OFFICE USE ONLY
UNIQUE SITE NO. ____
QUAD ____
SERIES ____
SEQ. NO. ____

NR 5

YOUR NAME: Town of Brookhaven/OPLIA Date June 18, 1981
Town Hall, 205 S.Ocean Ave
YOUR ADDRESS: Patchogue, NY TELEPHONE 516-654-7826

ORGANIZATION (if any): Brookhaven Community Development Agency

* *

IDENTIFICATION

1. BUILDING NAME(S): 1881 Medford School
2. COUNTY: Suffolk TOWN/CITY Brookhaven VILLAGE Medford
3. STREET LOCATION: 2291 Route 112 (Middle Island Road)
4. OWNERSHIP: a. public ☐ b. private ☒
5. PRESENT OWNER: Mr. J. Ciasca ADDRESS: 11 Casio Place Patchogue, NY
6. USE: Original: school Present: stores
7. ACCESSIBILITY TO PUBLIC: Exterior visible from public road: Yes ☒ No ☐
Interior accessible: Explain ____

DESCRIPTION

8. BUILDING MATERIAL: a. clapboard ☒ b. stone ☐ c. brick ☐ d. board and batten ☐ e. cobblestone ☐ f. shingles ☐ g. stucco ☐ other: ____
9. STRUCTURAL SYSTEM (if known): a. wood frame with interlocking joints ☐ b. wood frame with light members ☒ c. masonry load bearing walls ☐ d. metal (explain) ____ e. other ____
10. CONDITION: a. excellent ☐ b. good ☒ c. fair ☐ d. deteriorated ☐
11. INTEGRITY: a. original site ☒ b. moved ☐ if so, when? ____
c. list major alterations and dates (if known)
1958- south wing added
1960s- store front and north additions built.

12. PHOTO: A.L.S. IV, #16A from SW, [illegible] side

13. MAP: U.S.G.S. DOT Patchogue Quad

ME 5

14. THREATS TO BUILDING: a. none known ☐ b. zoning ☐ c. roads ☐
d. developers ☒ e. deterioration ☒
f. other: _____

15. RELATED OUTBUILDINGS AND PROPERTY:
a. barn ☐ b. carriage house ☐ c. garage ☐
d. privy ☐ e. shed ☐ f. greenhouse ☐
g. shop ☐ h. gardens ☐
i. landscape features: _____
j. other: _____

16. SURROUNDINGS OF THE BUILDING (check more than one if necessary):
a. open land ☐ b. woodland ☐
c. scattered buildings ☐
d. densely built-up ☐ e. commercial ☒
f. industrial ☐ g. residential ☐
h. other: _____

17. INTERRELATIONSHIP OF BUILDING AND SURROUNDINGS:
(Indicate if building or structure is in an historic district)
With the new commercial store front added in the early 1960s, the structure disappears unrecognized into the vast amount of commercal structures on Route 112. Only from the rear and sides can one distinguish that it was the hamlet's school. The building is located two blocks south of the LIRR.

18. OTHER NOTABLE FEATURES OF BUILDING AND SITE (including interior features if known):

SIGNIFICANCE

19. DATE OF INITIAL CONSTRUCTION: 1903*

ARCHITECT: _____

BUILDER: _____

20. HISTORICAL AND ARCHITECTURAL IMPORTANCE:
This was the hamlet's first school building used from 1903 to 1923, after which, a new building on the opposite corner was used. This building continued to serve as a community center for some time. It was later converted into stores, and its present store-front was added.

21. SOURCES:
*Ida Medeck, Medford 1776-1976, Medford Becentennial Committee, Medford, L.I., NY, 1976, p. 7.
Interview: Mr. J. Ciappa, (516)475-1351, June 11, 1981.

22. THEME:

Form prepared by A.L. Scinta, Research Assistant

OLD PHOTO from Thomas R. Bayles collection shows Col. Teddy Roosevelt and Mr. and Mrs. Olof Fullerton at the Medford Experimental Farm of the Long Island Railroad, Aug. 10, 1910.

Teddy Roosevelt's Farm Visit Described in Old Newspaper

1910

By THOMAS R. BAYLES

The following account of Colonel Roosevelt and Ralph Peters, president of the Long Island Rail Road visiting the experimental farms operated by the railroad at Medford and Wading River, appeared in the Brooklyn Daily Eagle for August 10, 1910.

"Colonel Roosevelt, with Ralph Peters, president of the Long Island Rail Road, yesterday visited the railroad's experimental farms at Medford and Wading River. Mr. Fullerton is in charge of the farm. He showed Col. Roosevelt and Mr. Peters all the operations of the farm at Medford. Each [illegible] acres, but only about 30 acres are under cultivation, and on these a great variety of vegetables and fruit are raised each year. Early summer hundreds of "Peach and Plum" baskets of fruit and vegetables are shipped each week to customers in the city.

"Mr. Fullerton is a middle aged, white haired man, a permanent resident here, and Mrs. Fullerton was formerly a kindergarten teacher. On the Medford farm are several temporary buildings which Mr. and Mrs. Fullerton and their family, and several farm hands, occupy at present.

"At noon Mrs. Fullerton served a picnic luncheon for the party which Mr. Roosevelt seemed to enjoy very much. After lunch Mrs. Fullerton got out the family farm automobile and took the party across the country to the other farm at Wading River. It was fifteen miles through the wilderness of pines and with only a thin sandy soil to cultivate. The [illegible] farm, which has a lake near its road at Artist Lake in Middle Island, and [illegible] the railroad's wheels of two cars of the machine slid into the water. Col. Roosevelt made a flying leap and landed in a clump of bushes. The others scrambled out and dragged the machine to safety and they continued their journey to Wading River. From there Col. Roosevelt with Mr. Peters went by train to Speonk."

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THE LONG ISLAND ADVANCE

30 Medford Ave.

Patchogue, N. Y.

2/23/13

Rights, sort, black ice and what Fullerton labeled "Sea Island soil".

The first ice was in some on August 7, 1958 when a dinner for Mr. Peters and the press would be held to show the harvest and success of the farm. Mr. Fullerton proposed the dinner to show off the variety of the crop raised. The vegetables were admired by the guests of the experiment and Fullerton was praised once again for his skill. A case of the farm-raised healthy plants of great size. One story tells of how, during dinner, a head of cabbage, measuring 42" in diameter, was brought in and, with the reporters widened eyes, Fullerton calmly remarked that it was hardly average size for the farm.

The farm is said produced 700 varieties of plants. In Fullerton's own words, such a large number of different crops and varieties was necessary:

> "In order to prove conclusively to the world at large the fact that any plant growable in the Temperate Zone could be developed far above the average in quality and further, many little known or newly unknown growths of marked food value in their native habitats could readily acclimate with the potentially favorable conditions of Long Island climate and soil".

Other uses for Fullerton's farm were to come. In September, 1958 at the Suffolk County Fair at Riverhead Fair G[illegible] visitors enjoyed the farm's show of strength. T[illegible] [illegible] vegetables from Experimental Farm No. 7 [illegible] all of them fine quality, excellent plant price and [illegible] success.

The many-sided duties of the farm and Mr. Fullerton's work were also important. The success of the Peace and Plenty Farm led to the acquisition of a second farm, 80 acres in size, by the Long Island Rail Road. This farm was located near Medford and was purchased in 1957. The overall work conducted at this site, the Prospector Farm, was also overseen by Fullerton. Together, these experimental farms grew a total of more than 1,000 varieties of plants, out of "lunar oak" and "giant horse" flagstaff land.

Both farms worked in conjunction with the Stony Agricultural College at Farmingdale. Fullerton's work was recognized by the Illinois State government and experiments involving soil irradiation of bacteria were mentioned as the issues for the government.

However, the original underlying purpose for the experimental farm was to include the development of unused land so that the railroad might prosper.

> "There would be time, for a year and a month old, Pamelia now is able to read and look the world in the face, calling to mankind to come and discover its short-sure lying in the waste and unproductiveness, awaking for the voice of the magic wand—the handful of seed."

To this end, the farm could be labeled a failure. Although the farm draw visitors from New York City and surrounding areas, where land prices and taxes were high, and there it drew the minds of land work and the good soil conditions this entailed, the community of Wading River and the surrounding area changed little. The railroad, although the largest taxpayer in Wading River, did not pursue with its goal.

The railroad was found to abandon the continued work of the farm. Eventually the property was closed down as well and then sold. In future years it would be bought by the Long Island Lighting Company. Today, the area Peace and Plenty Farm, is the general roadway

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Ziel & Foster

20. HISTORICAL AND ARCHITECTURAL INSCRIPTIONS: (con't)

produced numerous types of crops and was at that time, of local, state, and national attention. It was visited by Theodore Roosevelt in 1912, a year after completing his term as President of the United States. The experimental farm was in operation until 1927 when it was sold to a private party who kept the farm until recently. The farm and barn are an important part of Long Island History.

L.I.R.R. Demonstration Farm about 1909

Tool Photo - L.I.R.R. Demonstration Farm

Thos. Roosevelt toured the LIRR Experimental Farm in 1912 (from SPLIA collections, 'Long Island Forum' Dec. 1989, p. 11.

Various photos of the farm. (from Ida Pedrick, Medford 1738-1976, p.42)

[illegible] Fullerton [illegible] "[illegible]".

The [illegible] was to come on August 7, 1904 when a dinner for Mr. Fuller and the press would be held to show the barrels and [illegible] of the farm. Mrs. Fullerton prepared the menu to show off the variety of the crops raised. The [illegible] was selected by the wife of the [illegible] and Fullerton was praised [illegible] for his skill. A tour of the farm revealed hundred plots of great size. One [illegible] of [illegible], [illegible] feet, a bed of cabbage, measuring 42" in diameter, was brought in and, while the reporters [illegible], Fullerton slowly remarked that it was [illegible] average size for the farm.

The farm in [illegible] 800 varieties of plants. In Fullerton's own words, such a large number of delicate [illegible] was necessary.

> "In order to grow exclusively in the world as large the fact that any plant possible in the Temperate Zone could be developed for sheer the [illegible] in quality and harvest, many little shrubs or [illegible] of marked food value in this native country would readily naturalize with the particularly favorable conditions of Long Island climate and soil".

Other [illegible] for Fullerton's farm were to come. In September, 1908 at the Suffolk County Fair at Riverhead the C[illegible] ruit, vegetables awaited the farm's share of [illegible] Fullerton's farm [illegible] Experimental Farm [illegible] of eleven first place ribbons, six second place prizes and one honorable mention.

The long-range results of the farm and Mr. Fullerton's work were also important. The success of the Peace and Plenty Farm led to the foundation of [illegible] general farm, [illegible] to use, by the Long Island Rail Road. The farm was located near [illegible] and was purchased in 1909. The overall work continued as the [illegible] the Prosperity Farm, was also founded by Fullerton. Some experimental farms gave a total of [illegible] varieties of plants, [illegible] "[illegible]" and "[illegible]" [illegible].

Both farms worked in conjunction with the State Agricultural College at Farmingdale. Fullerton's work was recognized by the United States government and [illegible] were conducted at the farms for the government.

However, the original underlying purpose for the experimental farm was to encourage the development of [illegible] for rural single [illegible].

> "This would the farm, for a year and a month old. Finally [illegible] to hold and hide the world to the farm, calling on [illegible] to come and [illegible] to learn more [illegible] to city [illegible] and [illegible], [illegible] the result of their single [illegible] the [illegible] of [illegible]."

To this end, the farm [illegible] to be a failure. Although the [illegible] from New York City and surrounding areas, where land prices and rents were high, [illegible] them [illegible] of hard work and the good life [illegible] that [illegible], the community of Wading River and the surrounding [illegible] changed little. The school, although [illegible] in Wading River, did not [illegible] [illegible].

The [illegible] was forced to abandon the [illegible] work of the farm. Eventually the property was [illegible] as well and [illegible] work. In [illegible] it would be bought by the Long Island Lighting Company. Today, the area Peace and Plenty Farm, is the general [illegible]

Sweeney Fuel Co.
For Happy Heating

[illegible]

[illegible]

[illegible]

Dryden Funeral Home, Inc.

[illegible]

YOUR STRONGHOLD FOR THE FUTURE
Southold Savings Bank

[illegible]

BUILDING STRUCTURE INVENTORY FORM

DIVISION FOR HISTORIC PRESERVATION
NEW YORK STATE PARKS AND RECREATION
ALBANY, NEW YORK 12238-0189

FOR OFFICE USE ONLY
UNIQUE SITE NO. _____
QUAD _____
SERIES _____
INST. NO. _____

MR 7

YOUR NAME: Town of Brookhaven/SCIDA DATE: June 16, 1981
Town Hall, 395 S.Ocean Ave
YOUR ADDRESS: Patchogue, NY TELEPHONE: 516-654-7004

ORGANIZATION (if any): Brookhaven Community Development Agency

* *

IDENTIFICATION

1. BUILDING NAME(S): Barn of L.I.R.R. Experimental Farm
2. COUNTY: Suffolk TOWN/CITY: Brookhaven VILLAGE: Medford
3. STREET LOCATION: north end of Manor Road, off Long Island Ave.
4. OWNERSHIP: a. public ☐ b. private ☒
5. PRESENT OWNER: _____ ADDRESS: _____
6. USE: Original: barn Present: garage
7. ACCESSIBILITY TO PUBLIC: Exterior visible from public road: Yes ☒ No ☐
Interior accessible: Explain _____

DESCRIPTION

8. BUILDING MATERIAL: a. clapboard ☐ b. stone ☐ c. brick ☐ d. board and batten ☐ e. cobblestone ☐ f. shingles ☒ g. stucco ☐ other: _____

9. STRUCTURAL SYSTEM (if known): a. wood frame with interlocking joints ☐ b. wood frame with light members ☒ c. masonry load bearing walls ☐ d. metal (explain) _____ e. other _____

10. CONDITION: a. excellent ☐ b. good ☐ c. fair ☐ d. deteriorated ☐
11. INTEGRITY: a. original site ☒ b. moved ☐ if so, when? _____
c. list major alterations and dates (if known):

12. PHOTO: A.L.S. IV, #20A
from east, front

13. MAP: N.Y.S. DOT
~~Patchogue Quad~~

ME 7

14. THREATS TO BUILDING: a. none known ☐ b. zoning ☐ c. roads ☐
d. developers XX e. deterioration ☒
f. other: _____

15. RELATED OUTBUILDINGS AND PROPERTY:
a. barn ☐ b. carriage house ☐ c. garage ☐
d. privy ☐ e. shed ☐ f. greenhouse ☐
g. shop ☐ h. gardens ☐
i. landscape features: _____
j. other: _____

16. SURROUNDINGS OF THE BUILDING (check more than one if necessary):
a. open land XX b. woodland ☐
c. scattered buildings ☐
d. densely built-up ☐ e. commercial ☐
f. industrial ☐ g. residential ☒
h. other: _____

17. INTERRELATIONSHIP OF BUILDING AND SURROUNDINGS:
(Indicate if building or structure is in an historic district)
The structure is located just east of the intersection of Horse Block Road and Long Island Ave, at the end of Manor Road(north). The surroundings are composed mostly of open land with a few surrounding residential structures.

18. OTHER NOTABLE FEATURES OF BUILDING AND SITE (including interior features if known)
Much of the original acreage, with original trees and plantings is still undisturbed. Includes large copper beech tree and other fruit trees on property located on Manner Road.

SIGNIFICANCE

19. DATE OF INITIAL CONSTRUCTION: 1907*

ARCHITECT: _____

BUILDER: _____

20. HISTORICAL AND ARCHITECTURAL IMPORTANCE:
This is th only surviving building from the "Long Island Railroad Experimental Farm of Medford," established in 1907, one year after one was established in Wading River. In an attempt to prove that the "pine barrens" of Long Island (then believed to be fruitless, worthless land) could produce successful crops and thereby increasing travel and shippin via the railroad, the Long Island Railroad with Hal B. Fullerton as director, established these two "experimental farms." The one in Medford was called "Prosperity Heights" and was described as: "an 80 acre plot...opposit Manor Road...the land treated with barnyard manure, lime, and Canadian wood ashes."* The farm (con't)

24. SOURCES:
*Ida Medeck, Medford 1776-1976, Medford Bicentennial Committee, Medford, L.I., NY, 1976, pp.9, 11.
E.Belcher Hyde, 1909, plate #8, Smithtown Library, L.I., NY.

22. THEME

Form prepared by A.L. Scinta, Research Assistant

MFB

FOR OFFICE USE ONLY
UNIQUE SITE NO.
QUAD
SERIES
REEL NO.

BUILDING/STRUCTURE INVENTORY FORM

DIVISION FOR HISTORIC PRESERVATION
NEW YORK STATE PARKS AND RECREATION
ALBANY, NEW YORK 12230 (518) 474-6970

YOUR NAME Town of Brookhaven/ SCIA DATE 8/11/81

YOUR ADDRESS Town Hall, 205 S. Ocean ST TELEPHONE 516-451-7006

ORGANIZATION (if any) Brookhaven Community Development Agency

IDENTIFICATION

1. BUILDING NAME(S) Bellport House
2. COUNTY Suffolk TOWN/CITY Brookhaven VILLAGE Bellport
3. STREET LOCATION across side of Long Island Ave.
4. OWNERSHIP a. public ☐ b. private ☒
5. PRESENT OWNER Mr. E.Libera ADDRESS Long Island Ave.
6. USE: Original Residence Present none
7. ACCESSIBILITY TO PUBLIC Exterior visible from public road: Yes ☒ No ☐
Interior accessible: Explain

DESCRIPTION

8. BUILDING MATERIAL: a. clapboard ☐ b. stucco ☐ c. brick ☐ d. board and batten ☐ e. cobblestone ☐ f. shingles ☒ g. stone ☐ other
9. STRUCTURAL SYSTEM (of framing): a. wood frame with interlocking joints ☒ b. wood frame with light masonry ☐ c. masonry load bearing walls ☐ d. metal (explain) e. other
10. CONDITION: a. excellent ☐ b. good ☒ c. fair ☐ d. deteriorated ☐
11. INTEGRITY: a. original site ☒ b. moved ☐ if so, when? c. the major alterations and dates (if known)

12. PHOTO. REF 1-5,26a from southeast

13. MAP: USGS DOQ - Middle Island Quad

Rec'd 9.22.10
one page
Pg2

Historic Structures Remaining *(Italic denotes structures exist)*, and other sites historic/importance

About Medford Railroad Station site: *"Heart of Town!"*

Medford Hotel, J&R's restaurant Rt. 112 RR Ave., circa 1900, *Hollmann House ?*, early post office , ? Robert's Press, today's Yellow Book
Brau-House/Soccer Club/Chinese restaurant, community shares, Rt. 112 , 1920's; and **1st school** site circa 1903
Medford Grange Patrons of Husbandry Hall, today the VFW/Moose Lodge, LI. Av e., circa 1916
Knight's General Store, Medford Design Florist, circa 1906, (*top floor moved currently a 84 Ohio Ave. home*); area site of White Oak Hotel, Rt. 112, *Tom & Son's* Auto Repair shop,
Medford Murray House, Greek Revival , oldest recognized, **LI. Ave**. circa 1835; *Hahn house, others nearby, old Democratic Club*/current Church, mid-1900's; Long Island Ave., historic *"Tallmadge Trail and Bike Route."*
LIRR, Rt. 112 overpass completed about 1942; *Old Medford Ave., trestle, pre-1909*
Medford Railroad Station 1835-44 at Rt. 112,
Stores about Chubb's Meats , mid 1900's; ***Toth Square*** WW II Memorial Rt. 112
Weisenberg's General Store (Anne Marie Ceramic s etc.) 1900's Rt. 112
Old Volunteer Community Ambulance Building, now Medford Chamber of Commerce, Jamaica Ave. Rt. 112
Peppermint Park, "new" circa 1923 Medford Schoolhouse, Jamaica Ave. Rt. 112, PMSD owned
Medford Veteran's Memorial Park, 1940's community purchased Town owned and maintained
Medford Fireman's Park, Fire Dept. owned

Granny Road Area:

Overton Preserve Medford-Coram line(400 + acres soon to be fully preserved) Kettle holes, glacial erratics, elevation up to 180ft. endangered species of plants/animals. Home to 8 Overton Revolutionary soldiers, *home foundation*, Overton 2 buried at Coram side, Native American settlement , Medford Tuberculosis Sanitarium (Rt. 112 Coram/Medford)
Phanmiller home Site 1800's? on Granny Rd
Still's Dairy, Granny Rd. *structure* ?, additional parcels for Overton and dairy farms about Medford
Old *Grandma Mistler house* (Cedarhurst Ave.), 1930's

About Medford (additional structures/sites to be id.)

Glover House (Happel) on Greenport Ave. early 1900's, others in vicinity
Paul Wiley Nursery farm/home(1930's), +- 6 acres, Church outreach/food pantry Southaven Oregon Ave
St. Mark's Episcopal Church circa 1920 Jamaica Ave., adjoins Peppermint Park
Waverly Ave.: *Ferde Mistler home early 1900's, Jacobsen House* turkey farm, 1930's, near horse farm
?Webber House, possible owner H. Liere, L.I. Ave. east of Station Rd., pre 1873 ?Yaphank/ Medford line; near site of demolished old LIRR high wooden bridge

Open Space quickie(general)--- **Anywhere we/<u>you</u> can save it!**

Fire/Country Road 52 acres typical Central Pine Barren Lands, rare dwarf oak/chestnut community
Parcels adjacent to LIRR from Holtsville to Yaphank
Site for **Hamlet Community Center**
Rural horse farm designation, Eg. Middle Island Ave/LIE, Petty Lane, Waverly Ave.; Oak St., Old Medford Ave. west to N. Ocean, Ave. Country Rd., Locust Ave., Bellport Sta., LI Ave.
Stream Corridor Brook Run/N. Ocean, upland protection, moraine sits above stream (Patchogue River)
Parcels/conservation rights along "Harris Creek," (Swan River) parallel Pennsylvania Ave
Hal B. Fullerton (author(s), promoter)**Site, "LIRR Prosperity Heights Experimental Farm of Medford** ," circa 1907, *barn, acreage?* LI. Ave./Manor Rd., to *Liere Farm*
St. Sylvester's **Church woods**, Indian trail
Clustering/protection of uses and **parcels about LI Expressway/ServiceRds.** from Exit 63 to Exit 66

APPENDIX E

Applicable Zoning Regulations

ARTICLE XIXA J Business District (Transitional Business)

[Amended 7-22-2003, effective 8-11-2003]

§ 85-208. Legislative intent.

A. The Town Board recognizes the importance of enhancing the character and identity of the various hamlets, which comprise the Town of Brookhaven. Major elements of this identity involve the residential uses, architecture and streetscape which have traditionally developed along the major roadways and which serve as scenic gateways to the business districts of these communities.

B. The resulting advance of strip commercial development undermines the unique functional and visual role these business districts play in preserving community identity. Such development would add a significant amount of traffic along roadways, which are already congested, thereby reducing service and safety.

C. The Town Board finds that a transitional business zoning district insures redevelopment of these properties consistent with the various hamlets' character and identity thereby insuring that the such identity would not be undermined through the elimination or significant modification to the residential structure, replacement of front lawn and vegetation with parking, commercial driveways and signage, all of which would destroy the present visual quality of these gateways. The creation of a transitional business district is also consistent with the various hamlets' character and identity limiting the advance of strip commercial development, which also undermines the unique functional and visual role these business districts play in preserving community identity.

D. It is the intent of the Town Board to create a transitional business zoning district which would not result in the adverse effects so described, but would be an economically viable alternative to the existing designation, and consistent with the various hamlets' identity and character. The provisions contained in this article are intended to maintain the unique and historic character of the site through the maintenance of the architecture and streetscape, the consolidation of roadway access, the minimization of parking within the front yard and only permitting those uses within the transitional district which are compatible with said restrictions and the transitional nature of these sites.

§ 85-209. Permitted uses.

In a J Business District, no building, structure or premises shall be used or occupied and no building or part thereof or other structures shall be so erected or altered, except for one of the following purposes:

A. Single-family or two-family dwelling.

B. Office.

C. Mixed-use building, excluding those associated with retail operations.

D. Churches or similar places of worship, parish house, libraries or municipal buildings or uses.

§ 85-210. Accessory uses.

Customary accessory uses, structures and buildings shall be permitted when located on the same lot as the principal authorized use, provided that such uses are clearly incidental to the principal use and do not include any activity conducted as a business.

§ 85-211. Prohibited uses.

All uses not expressly permitted are prohibited.

§ 85-212. Dimensional requirements.

A. Minimum lot area.

(1) Except as otherwise provided herein, the minimum required lot area for a single-family dwelling, office, adult day-care facility, mixed-use building or two-family dwelling shall be 15,000 square feet.

(2) The minimum required lot area for churches or other similar places of worship, parish houses, libraries or municipal buildings or uses shall be 40,000 square feet.

B. Minimum width of lot throughout.

(1) Except as otherwise provided herein, the minimum required width of lot for a single-family dwelling or two-family dwelling shall be 100 feet.

(2) The minimum required width of lot for other permitted uses shall be 150 feet.

C. Minimum front yard setback.

(1) Except as otherwise provided herein, the minimum required front yard setback for all buildings shall be 40 feet or the average setback along the street, whichever is greater.

D. Minimum side yard setback.

(1) Except as otherwise provided herein, the minimum required side yard setback shall be 10 feet.

E. Minimum rear yard setback.

(1) Except as, otherwise provided herein, the minimum required rear yard setback shall be 40 feet.

F. Maximum permitted height.

(1) The maximum permitted height for all structures shall be 35 feet or 2 1/2 stories, whichever is less.

(2) The height of accessory buildings and structures shall not exceed 18 feet.

G. Floor area ratio (FAR).

(1) Except as otherwise provided herein, the maximum permitted FAR shall be 20%. An unenclosed front porch may be excluded from these calculations.

§ 85-213. Front yard parking restricted.

A. All parking shall be located to the greatest possible extent in the rear yard area as determined by the Planning Board or the Commissioner of Planning, Environment and Development.

B. The parking of passenger. vehicles may be permitted in a required front yard, provided that said parking area is located for the rear of a twenty foot landscape buffer area subject to Planning Board approval.

C. No commercial vehicle shall be parked; loaded or unloaded in a required front yard.

D. Only 30% of the total required parking shall be permitted in the area between the street and the front of the building. However, the Planning Board, upon consideration of the existing natural character of the site and of the surrounding community and land uses, may waive or modify said requirement.

E. The above shall not apply to single-family and two-family residences.

§ 85-214. Access to site; parking.

A. The Planning Board, as part of its site plan review, may request the consent of the applicant/owner for future access to or from an adjoining property.

B. There shall be no more than one access point per roadway.

§ 85-215. Architectural requirements.

All buildings hereafter erected or altered shall contain the following architectural components:

A. For new structures, including additions to existing structure(s) or those undergoing rehabilitation of greater than 50% of their assessed value, a roof pitch or gable design or an alternative acceptable to the Planning Board with a minimum slope of five inches over 12 inches, shall be required.

B. Building materials of a residential character, such as brick, wood, cedar or vinyl siding, of less than six inches revealed, shall be used on all exteriors.

C. The Planning Board, as part of its site plan review, may require additional architectural elements, such as front porches and windows. The design and materials of all elements of the building shall be subject to Planning Board or the Commissioner of Planning, Environment and Development's approval.

ARTICLE XXI J Business 2 District (Neighborhood Business)

[Amended 5-15-1990, effective 6-4-1990; 1-21-1992, effective 2-9- 1992, 12-5-1995, effective 12-25-1995; 11-21-2000, effective 12-10-2000; 3-20-2001, effective 4-9-2001; 5-17-2001, effective 6-4- 2001; 9-3-2002, effective 9-23-2002; 7-22-2003, effective 8-11-2003]

§ 85-226. Permitted uses.

[Amended 2-10-2004, effective 3-1-2004]

In a J Business 2 District, no building, structure or premises shall be used or occupied and no building or part thereof or other structures shall be so erected or altered, except for one or more of the following purposes:

A. Bank without accessory drive-through facility.

B. Bowling alley.

C. Church or similar place of worship.

D. Commercial center.

E. Day-care facility.

F. Delicatessen.

G. Dry cleaners

H. Health club.

I. Laundromats.

J. Non-degree-granting schools, including self-defense, dance, swimming, gymnastics and similar instruction/programs, except those associated with manufacturing or truck driving.

K. Office.

L. Personal service shops, such as barbershops, beauty parlors; shoe repair shops, tailor shops and like services.

M. Pharmacy without accessory drive-through facility.

N. Shops and stores for the sale at retail of consumer merchandise and services.

O. Shops for custom work and for making articles to be sold at retail on the premises.

P. Take-out restaurant. [Added 7-13-2004, effective 8-2-200430]

Q. Undertaking establishments.

R. Veterinarian, provided that all activities take place within the building.

§ 85-227. Town Board special permits.

[Amended 2-10-2004, effective 3-1-2004; 5-17-2005, effective 6-6-2005; 5-1-2007, effective 5-20-2007]

The following special permit uses, when authorized by the Town Board, shall be subject to the criteria as set forth in Article IVA, § 85-31.2, in addition to the criteria contained herein.

A. College or university, excluding dormitories and other college or university residential facilities.

B. Large commercial retailer use, or major renovation or expansion of existing structure where such renovation and/or expansion is greater than 50% of the reconstruction cost of the total structure and results in a large commercial retailer use.

C. Single-family dwelling.

D. Two-family dwelling.

§ 85-227.1. Planning Board special permits.

[Added 7-13-2004, effective 8-2-2004; amended 5-17-2005, effective 6-6-2005]

The following special permit uses, when authorized by the Planning Board, shall be subject to the criteria as set forth in Article VIA, § 85-51, in addition to the criteria contained herein:

A. Assembly and social recreation hall.

B. Automobile parking field.

C. Bar, tavern or nightclub.

D. Billiard hall.

E. Manufacturing use, provided it is limited to only those goods that are sold on the premises and does not occupy more than ten percent (10%) of the total gross floor area of the building or more than 10,000 square feet, whichever is less.

F. Motor vehicle rental. [Added 12-6-2005, effective 12-19-2005]

G. Nonprofit fraternity or lodge.

H. Nursery or garden center.

I. Outside display.

J. Public utility.

K. Restaurant.

§ 85-228. Accessory uses.

Customary accessory uses, structures and buildings shall be permitted when located on the same lot as the principal authorized use, provided that such uses are clearly incidental to the principal use and do not include any activity conducted as a business.

§ 85-228.1. Town Board special permits for accessory uses.

[Amended 2-10-2004, effective 3-1-2004; 7-13-2004, effective 8-2-2004; 5-17-2005, effective 6-6-2005]

The following special permit uses, when authorized by the Town Board shall be subject to the criteria as set forth in Article IVA, § 85-31.2 in addition to the criteria contained herein.

A. Major restaurant as an accessory use to a commercial center.

B. Outside seating as an accessory use to a major restaurant.

C. Regional movie theater as an accessory use to a commercial center.

§85-228.1.1. Planning Board special permits for accessory uses.

[Added 7-13-2004, effective 8-2-2004; amended 5-17-2005, effective 6-6-2005]

The following special permit uses, when authorized by the Planning Board, shall be subject to the criteria as set forth in Article VIA, § 85-51, in addition to the criteria contained herein:

A. Drive-through facility as an accessory use to a bank or pharmacy.

B. Outside seating as an accessory use to a restaurant or take-out restaurant.

§ 85-228.2. Prohibited uses.

All uses not expressly permitted are prohibited.

§ 85-229. Dimensional criteria.

A. Minimum lot area.

(1) Except as otherwise provided herein, the minimum required lot area shall be 15,000 square feet.

(2) The minimum required lot area for a bank or pharmacy with a drive-through facility shall be 65,000 square feet.

(3) The minimum required lot area for a commercial center shall be five acres.

(4) The minimum required lot area for a regional movie theater shall be 10 acres. [Added 2-10-2004, effective 3-1-2004]

B. Minimum width of lot throughout.

(1) Except as otherwise provided herein, the minimum required width of lot throughout shall be 100 feet.

(2) The minimum required width of lot throughout for a bank or pharmacy with a drive-through facility shall be 150 feet.

(3) The minimum required width of lot throughout for a commercial center shall be 300 feet.

(4) The minimum required width of lot throughout for a regional movie theater shall be 300 feet. [Added 2-10-2004, effective 3-1-2004]

C. Minimum front yard setback.

(1) Except as otherwise provided herein, the minimum required front yard setback shall be 25 feet.

(2) The minimum required front yard setback for a commercial center or regional movie theater shall be 100 feet. [Amended 2-10-2004, effective 3-1-2004]

D. Minimum side yard setback.

(1) Except as otherwise provided herein, the minimum required side yard setback shall be 10 feet.

(2) The minimum required side yard setback for a bank or pharmacy with a drive-through facility shall be 25 feet.

(3) The minimum required side yard setback for a commercial center or regional movie theater shall be 50 feet. [Amended 2-10-2004, effective 3-1-2004]

E. Minimum rear yard setback.

(1) Except as otherwise provided herein, the minimum required rear yard setback shall be 25 feet.

(2) The minimum required rear yard setback for a bank or pharmacy with a drive-through facility shall be 40 feet.

(3) The minimum required rear yard setback for a commercial center or regional movie theater shall be 75 feet. [Amended 2-10-2004, effective 3-1-2004]

F. Maximum permitted floor area ratio (FAR).

(1) Except as otherwise provided herein, the maximum permitted FAR shall be 35%.

(2) The maximum permitted FAR for a commercial center or regional movie theater shall be 20%. [Amended 2-10-2004, effective 3-1-2004]

(3) The maximum permitted FAR for a commercial center with a large commercial retailer use shall be 16%. [Added 5-1-2007, effective 5-20-2007]

G. Green building incentive. In the event that a large commercial retailer is proposed pursuant to the Leadership in Energy Environmental Design for New Construction (LEED/NC) Green Building Standards, the floor area ratio (FAR) may be increased by 1% for each level of LEED standard achieved, to wit: basic certification (17% FAR), silver certification (18% FAR), gold certification (19% FAR) or platinum certification (greater than 20% FAR). Compliance with LEED certification/standards shall be determined by the Town of Brookhaven. [Added 5-1-2007, effective 5-20-200732]

H. Maximum permitted height. (1) The maximum permitted height for all structures shall be 35 feet or 2 1/2 stories.

§ 85-229.1. Special permit criteria.

[Amended 2-10-2004, effective 3-1-2004; 7-13-2004, effective 8-2-2004]

In addition to the criteria set forth within Article IVA, § 85-31.2, or Article VIA, § 85-51, the following special permit criteria shall be required for the uses so indicated:

A. Major restaurant.

(1) A minimum landscaped area of 50 feet shall be maintained adjacent to all road frontages.

(2) A minimum of 35% of the site shall be maintained as natural and/or landscaped area.

(3) Architectural elevations shall be subject to the review and approval of the Town Brookhaven Historic District Advisory Committee prior to the review and determination by the Town Board. In a designated historic district, exterior signs and building siding materials shall be of flat finishes only. Bright, vivid and/or reflective colors shall be prohibited.

(4) No exterior menu board signs shall be located within the required front yard setback.

(5) Not more than three amusement devices shall be permitted (accessory game room).

(6) No indoor or outdoor play area shall be located within 40 feet of any street line. No indoor or outdoor play area shall be located within a front yard.

(7) A minimum natural or landscaped buffer area of 75 feet shall be maintained in accordance with Town standards adjacent to any residential use or zone. Said buffer shall be supplemented with additional plantings pursuant to the direction of the Commissioner of the Department of Planning, Environment and Development.

(8) In the case of new developments within existing retail centers, site plan review shall be applicable to the entire center.

(9) There shall be a minimum of 12 queuing spaces for each drive-through window.

(10) Queuing lanes shall be separate and distinct from parking aisles.

(11) Advertisements, including trademark logos, may not be affixed, painted or glued onto the windows of the business or onto any exterior structure, including waste disposal receptacles and flags.

B. Outside display.

(1) All display shall be set back a minimum distance of 25 feet from any roadway. The entire portion of the display setback shall be landscaped in accordance with the approved site plan.

C. Outside seating as an accessory use to a take-out restaurant, restaurant, or major restaurant use.

(1) Outside seating shall be permitted for food service purposes only.

(2) Outdoor loudspeakers, exterior live entertainment or dancing of any kind shall be prohibited for any take-out restaurant, restaurant, or major restaurant between the hours of 11:00 p.m. and 8:00 a.m. or within 1,000 feet of any residence district.

(3) Outside seating shall only be permitted to operate between the hours of 8:00 a.m. and 11:00 p.m. for any take-out restaurant, restaurant, or major restaurant within 1,000 feet of any residence district.

(4) Outside seating shall be permitted on the subject parcel only.

D. Motor vehicle rental. [Added 12-6-2005, effective 12-19-2005]

(1) No more than five rental vehicles.

(2) All rental vehicles shall be screened from view with a hedge, berm and/or decorative wall or fence in accordance with Town standards.

(3) No repair or maintenance of rental vehicles permitted on site.

ARTICLE XXIV J Business 5 District (High Intensity Business)

[Amended 9-4-1990; effective 9-24-1990; 9-2-1997, effective 9-22-1997; 4-7-1998; effective 4-27-1998; 1-18-2000, effective 2-7-2000; 2-6-2001, effective 2-25-2001; 7-22-2003, effective 8-11-2003]

§ 85-256. Town Board special permits.

[Amended 2-10-2004, effective 3-1-2004; 10-19-2004, effective 11-8-2004; 5-17-2005, effective 6-6-2005]

The following special permit uses, when authorized by the Town Board, shall be subject to the criteria as set forth in Article IVA, § 85-31.2, in addition to the criteria contained herein:

A. College or university, excluding dormitories and other college or university residential facilities.

B. Major restaurant.

C. Motor vehicle fueling station.

D. Outdoor storage.

E. Regional theater.

§ 85-256.1. Town Board special permits (Restricted).

[Amended 2-10-2004, effective 3-1-2004; 10-19-2004, effective 11-8-2004; 5-17-2005, effective 6-6-2005]

The following special permit uses, when authorized by the Town Board, are permitted in the J Business 5 District only and in no other district, and shall be subject to the criteria as set forth in Article IVA, § 85-31.2, in addition to the criteria contained herein:

A. Commercial boat storage whether indoor or outdoor.

B. Commercial shipyard or boat repair yard.

C. Convenience store.

D. Ferry terminal/facility.

E. Marina.

F. Motor vehicle dealership.

G. Motor vehicle wash.

H. Taxi station.

I. Laundromat, mega. [Added 5-1-2007 by L.L. No. 9-2007, effective 5-29-2007]

§ 85-256.2. Planning Board special permits.

[Added 10-19-2004, effective 11-8-2004]

The following special permit uses, when authorized by the Planning Board, shall be subject to the criteria as set forth in Article VIA, § 85-51, in addition to the criteria contained herein:

A. Assembly and social recreation hall.

B. Bar, tavern or nightclub.

C. Billiard hall.

D. Mini-storage warehouse.

E. Motor vehicle repair, with or without a depot as may be required by Chapter 66.

F. Outside display.

§ 85-257. Accessory uses.

Customary accessory uses, structures and buildings shall be permitted when located on the same lot as the principal authorized use, provided that such uses are clearly incidental to the principal use and do not include any activity conducted as a business.

§ 85-258. Town Board special permits for accessory uses.

[Amended 2-10-2004, effective 3-1-2004]

The following special permit uses, when authorized by the Town Board, shall be subject to the criteria as set forth in Article IVA, § 85-31.2, in addition to the criteria contained herein.

A. Convenience store as an accessory use to a gasoline station.

B. Outside seating as an accessory use to a major restaurant. [Amended 7-13-2004, effective 8-2-2004]

C. Walk-up counter or window service as an accessory use to a major restaurant. [Amended 7-13-2004, effective 8-2-2004]

§ 85-259. Prohibited uses.

All uses not expressly permitted are prohibited.

§ 85-260. Dimensional criteria.

A. Minimum lot area.

(1) Except as otherwise provided herein, the minimum required lot area shall be 20,000 square feet.

(2) The minimum required lot area for a convenience store, motor vehicle fueling station, motor vehicle repair use, or taxi station shall be one acre. [Amended 2-10-2004, effective 3-1-2004; 10-19-2004, effective 11-8-2004]

(3) The minimum required lot area for a motor vehicle fueling station with an accessory convenience market or accessory motor vehicle repair use, shall be 65,000 square feet. [Amended 10-19-2004, effective 11-8-2004]

****Webmasters Note:** The previous sections, 85-256 through 85-260.A(3), have been amended as per Supplement No. 15.

(4) The minimum required lot area for a motor vehicle wash, motor vehicle fueling station with accessory motor vehicle wash, fast-food restaurant, commercial boat storage facility, marina, ship yard or boat repair yard shall be two acres. [Amended 7-13-2004, effective 8-2-2004; 10-19-2004, effective 11-8-2004]

(5) The minimum required lot area for a motor vehicle dealership or ferry terminal/facility shall be five acres. [Amended 2-10-2004, effective 3-1-2004]

(6)The minimum required lot area for a regional theater shall be 10 acres.

B. Minimum width of lot throughout.

(1) Except as otherwise provided herein, the minimum required width of lot throughout shall be 150 feet.

(2) The minimum required width of lot throughout for a ferry terminal/facility or motor vehicle dealership shall be 200 feet. [Amended 2-10-2004, effective 3-1-2004]

(3) The minimum required width of lot throughout for a regional theater shall be 300 feet. [Amended 2-10-2004, effective 3-1-2004]

C. Minimum front yard setback.

(1) Except as otherwise provided herein the minimum required front yard setback shall be 50 feet.

(2)The minimum required front yard setback for a regional theater shall be 100 feet. [Amended 2-10-2004, effective 3-1-2004]

D. Minimum side yard setback.

(1) Except as otherwise provided herein, the minimum required side yard setback shall be 25 feet.

(2) The minimum required side yard setback for a regional theater shall be 50 feet. [Amended 2-10-2004, effective 3-1-2004]

E. Minimum rear yard setback.

(1) Except as otherwise provided herein, the minimum required rear yard setback shall be 40 feet.

(2)The minimum required rear yard setback for a regional theater shall be 75 feet. [Amended 2-10-2004, effective 3-1-2004]

F. Maximum permitted floor area ratio (FAR).

(1) Except as otherwise provided herein, the maximum permitted FAR shall be 25%.

(2) The maximum permitted FAR for a regional theater shall be 20%. [Amended 2-10-2004, effective 3-1-2004]

G. Maximum permitted height.

(1) The maximum permitted height for all structures shall be 35 feet or 2 1/2

stories.

§ 85-261. Minimum site improvements.

Except as otherwise provided herein, all development shall meet or exceed the minimum standards contained within the Town Code of the Town of Brookhaven, including, but not limited to, the Subdivision Regulations.

§ 85-262. Special permit criteria.

[Amended 2-10-2004, effective 3-1-2004; 7-13-2004, effective 8-2-2004]

In addition to the criteria set forth within Article IVA, § 85-31.2, or Article VIA, § 85-51, the following special permit criteria shall be required for the uses so indicated:

A. Convenience store as an accessory use to a motor vehicle fueling station. [Amended 10-19-2004, effective 11-8-2004]

(1) Convenience stores shall only be permitted as a clearly accessory and incidental use to a permitted motor vehicle fueling station.

(2) Parking and stacking areas required for the fueling pumps shall not be counted as parking for the convenience store. The applicant must demonstrate that the convenience store has sufficient parking allocated so that there will be no interference with the fueling station operation. In connection therewith, the applicant must demonstrate a plan whereby vehicles wishing to receive fueling services can do so without inconvenience due to the operation of the convenience store.

(3)All convenience stores shall have public restrooms attached thereto.

(4) A maximum of 750 square feet of building area shall be devoted to the retail sale and display area, and the total building area shall not exceed 1,500 square feet, except that existing fueling station(s) may exceed the requirement of a maximum building area of 1,200 square feet so long as the building complies with all other dimensional requirements or if the subject building was included in a previously approved site plan and a certificate of occupancy was issued pursuant to Planning Board site plan approval.

(5)The Planning Board, in conjunction with the site plan, shall approve all signs displayed at the site in connection with the convenience store. Portable or mobile signs advertising any items being sold on the site are prohibited.

(6) Any accessory uses to the retail convenience store, including but not limited to ice cream parlors, doughnut shops and similar specialty uses, which are not clearly

incidental to the retail convenience store are prohibited.

(7) Outside display shall be prohibited.

B. Motor vehicle fueling station. [Amended 10-19-2004, effective 11-8-2004]

(1) The use shall be limited to the retail sale of motor fuels, lubricants and other motor vehicles supplies, including spark plugs, batteries, tires and other minor parts for the repair and upkeep of motor vehicles. Minor repairs and servicing shall be permitted after the review and approval of the Town Board and the issuance of a special permit, except that body and fender work is expressly prohibited.

(2) No repair work shall be performed in the open. All repair work, excluding emergency service, shall be conducted only between the hours of 7:00 a.m. and 9:00 P.M.

(3) The overnight storage of registered vehicles shall only be permitted with the review and approval of the Town Board and the issuance of a special permit. There shall be no outdoor storage of dismantled cars.

(4) A motor vehicle fueling station shall be prohibited within 500 feet from any lot line bounding an area of public assembly, such as a hospital, church, library, playground, school, community center or theater.

(5) The Planning Board, in conjunction with the site plan, shall approve all signs displayed at the site in connection with the motor vehicle fueling station. Portable or mobile signs advertising any items being sold on the site are prohibited.

(6) Outside display shall only be permitted with the review and approval of the Town Board and the issuance of a special permit.

(7) Required standards. The Town Board hereby finds that many of the new public motor vehicle fuelling stations and recently remodeled public motor vehicle fueling stations located within the Town of Brookhaven are being designed and constructed as one-hundred-percent self-service facilities. These facilities do not adequately address the needs of the elderly or the physically impaired that find it difficult, if not impossible to operate self-service fuelling pumps. In consideration of the foregoing, the following standards shall be required of all self-service public motor vehicle fueling stations:

(a) At least one public fuel pump island shall be full service for use by the general public or by the physically impaired or elderly persons between the hours of 8:00 a.m. through 8:00 p.m. during any days on which the public fueling station is open for business.

(8) Curb cuts. A maximum of one curb cut for every 75 feet of road frontage shall be permitted. No part of a strip 25 feet in width adjoining any lot or land in a residence district or adjoining a street intersection shall be used for providing access to the site. Driveways and curb cuts shall have a minimum width of 20 feet and a maximum width of 35 feet at the curbline. Driveways shall be spaced a minimum of 25 feet apart.

(9) Screening. Buffers and fencing shall be provided in accordance with Town Standards.

(10) A building permit shall be secured and construction begun within two years of any Planning Board's site plan grant. An application may be made to the Town Board for not more than one six-month extension of the time period for commencement of construction. Failure to commence construction within said time limits may, upon 10 days' public notice and notice to the applicant/owner, result in the Town Board revoking any special permits granted in connection with the use.

C. Major restaurant. [Added 7-13-2004, effective 8-2-2004]

(1) A minimum landscaped area of 40 feet shall be maintained adjacent to all road frontages.

(2) A minimum of 35% of the site shall be maintained as natural and/or landscaped area.

(3) Architectural elevations shall be subject to the review and approval of the Town of Brookhaven Historic District Advisory Committee prior to a review and determination by the Town Board. In a designated Historic District, exterior signs and building siding materials shall be of flat finishes only. Bright, vivid and/or reflective colors shall be prohibited.

(4) No exterior menu board signs shall be located within the required front yard setback.

(5) Not more than three amusement devices shall be permitted (accessory game room).

(6) No indoor or outdoor play area shall be located within 40 feet of any street line. No indoor or outdoor play area shall be located within a front yard.

(7) A minimum natural or landscaped buffer area of 25 feet shall be maintained adjacent to any residential use or zone. Said buffer shall be supplemented with additional plantings pursuant to the direction of the Commissioner of the Department of Planning, Environment and Land Management. [Amended 9-7-

2004 by L.L. No. 22-2004, effective 11-1-2004]

(8) Advertisements, including trademark logos, may not be affixed, painted or glued onto the windows of the business or onto any exterior structure, including waste disposal receptacles and flags.

(9) There shall be a minimum of 12 queuing spaces for each drive-through window.

(10) Queuing lanes shall be separate and distinct from parking aisles.

D. Mini-storage facility.

(1) Storage shall be limited to dead storage only. The storage of explosives, flammable, toxic or otherwise hazardous chemicals and/or other materials shall be prohibited.

(2) Architectural elevations shall be subject to the review and approval of the Town Brookhaven Historic District Advisory Committee prior to the review and determination by the Town Board. In a designated historic district, exterior signs and building siding materials shall be of flat finishes only. Bright, vivid and/or reflective colors shall be prohibited. Walls exceeding one story in height, which are visible from off site, shall be architecturally enhanced with pilasters, corbelled cornices, or similar ornamentation pursuant to the satisfaction of the Commissioner of Planning, Environment and Land Management. [Amended 9-7-2004 by L.L. No. 22-2004, effective 11-1-2004]

(3) Storage unit doors shall be screened from visibility from adjoining residentially zoned or residentially developed properties and from public streets to the satisfaction of the Commissioner of Planning, Environment and Land Management. [Amended 9-7-2004 by L.L. No. 22-2004, effective 11-1-2004]

(4) A minimum natural or landscaped area of 50 feet shall be maintained adjacent to all road frontages.

(5) All paved areas, including parking and parking aisle areas, shall be screened from view with landscaping or natural areas and/or decorative fencing pursuant to the satisfaction of the Commissioner of Planning, Environment and Land Management. [Amended 9-7-2004 by L.L. No. 22-2004, effective 11-1-2004]

(6) Decorative walls or fencing shall be provided along all setback lines; decorative opaque walls and/or fencing shall be provided along all site property lines which are contiguous with residentially developed and/or zoned properties; other types of fencing may be permitted elsewhere on site subject to Planning Board review and approval.

(7) Parking stalls and loading areas adjacent to storage buildings may encroach on interior roadway 30 feet or wider, exclusive of required parking stalls, for office(s) or living quarters.

E. Motor vehicle dealership.

(1) Each site shall contain designated areas for customer and employee parking in addition to outside display and vehicle storage areas.

(2) All vehicle display shall be set back a minimum distance of 25 feet from any roadway. This setback area must be maintained as a natural or landscaped area in accordance with a site plan, which shall be subject to the review and approval of the Planning Board.

(3) The loading and unloading of vehicles must take place on site within a designated loading/unloading zone. There shall be no loading or unloading permitted within the front yard.

F. Motor vehicle repair. [Amended 10-19-2004, effective 11-8-2004]

(1) All repair work shall take place within the building. All repair work, excluding emergency service, shall be conducted only between the hours of 7:00 a.m. and 9:00 P.M.

(2) An area of sufficient size, as determined by the Board, shall be required for the outdoor, overnight parking of registered vehicles with the issuance of a special permit, subject to criteria specified herein. Said area shall be in addition to any depot required by Chapter 66.

(3) Overhead doors shall not face the street or any residentially zoned or used property.

(4) No motor vehicle repair shall be erected, altered or used within 200 feet of any premises used for either an elementary or high school, public library, church, hospital or firehouse. [Added 5-17-2005, effective 6-6-2005]

G. Motor vehicle wash.

(1) Architectural elevations shall be subject to the review and approval of the Town of Brookhaven Historic District Advisory Committee prior to the review and determination by the Town Board. In a designated historic district, exterior signs and building siding materials shall be of flat finishes only. Bright, vivid and/or reflective colors shall be prohibited.

(2) Decorative walls or fencing shall be provided along all setback lines;

decorative opaque walls and/or fencing shall be provided along all site property lines which are contiguous with residentially developed and/or zoned properties; other types of fencing may be permitted elsewhere on site subject to Planning Board approval.

(3) Street frontages shall be fully landscaped and/or shall remain natural with enhancing landscaping and/or revegetation.

(4) A minimum of 20 queuing spaces for each automatic wash bay and a minimum of five queuing spaces for each self service wash bay shall be maintained

(5) A finishing area sufficient to accommodate a minimum of 10 vehicles for each automatic wash bay and two vehicles for each self-service wash bay shall be maintained.

(6) Minimum setbacks for all structures and outdoor facilities and/or areas of operations, including but not limited to paved driveways, dumpster enclosure(s), etc., shall be 50 feet from all contiguous residentially developed and/or residentially zoned properties.

(7) All runoff generated by the operation shall be contained on-site; runoff carryover onto an adjoining public right-of-way or contiguous property shall be presumptive ground(s) for revocation of the special permit.

(8) Vacuums shall be subject to a one-hundred-foot setback from residential uses or residentially zoned parcels; vacuums shall be adequately screened by vegetative planting(s) and/or fencing from all residentially zoned and/or developed properties.

(9) A minimum landscaped front yard of 25 feet shall be maintained.

H. Outside display.

****Webmasters Note:** The previous subsections, D(2) through H., have been amended as per Supplement No. 5.

(1) All display shall be set back a minimum distance of 25 feet from any roadway. The entire portion of the display setback shall be landscaped in accordance with the approved site plan.

I. Outside seating as an accessory use to a major restaurant use. [Amended 7-13-2004, effective 8-2-2004]

(1) Outside seating shall be permitted for food service purposes only.

(2) Outdoor loudspeakers, exterior live entertainment or dancing of any kind shall be prohibited for any major restaurant between the hours of 11:00 p.m. and 8:00 a.m., or within 1,000 feet of any residence district.

(3) Outside seating shall only be permitted to operate between the hours of 8:00 a.m. and 11:00 p.m. for any major restaurant within 1,000 feet of any residence district.

(4) Outside seating shall be permitted on the subject parcel only.

J. Outdoor storage.

(1) All outdoor storage shall be screened from visibility from adjoining roadways with landscaping and/or decorative fencing in accordance with Town standards.

(2) Outdoor storage within the primary or secondary front yard shall be prohibited.

(3) Outdoor storage shall be set back a minimum distance of 50 feet from any roadway and 25 feet from any side or rear property line.

K. Laundromat, mega. [Added 5-1-2007 by L.L. No. 9-2007, effective 5-29-2007]

(1) Minimum of 100 feet from the building to the property lines.

(2) Parcel size of at least 65,000 square feet.

(3) Minimum of one-hundred-seventy-five-foot natural and undisturbed buffer from any freshwater and/or tidal wetlands.

(4) Minimum of 150 feet from the property line of the nearest parcel in residential use or zoned for residential use. Said setback requirement shall apply to dumpster enclosures as well.

(5) No vents or doorways shall face a residential use or residential district.

(6) A minimum of 30% of the site shall be maintained as landscaped or natural area.

(7) A minimum of 25 feet of landscaped or natural area shall be maintained along all street frontages.

(8) All vents and mechanicals above the roofline shall be screened from view from

all sides with architectural treatment.

(9) Review by the public entity providing water service.

ARTICLE XXIX L Industrial 1 District (Light Industry) ◆

[Amended 11-8-1990, effective 11-25-1990; 2-5-1991, effective 2-24-1991; 2-7-1995, effective 2- 27-1995: 4-4-1995,.effective -4-24-1995; 12-5-1995, effective 12-25-1995;6-6-2000, effective 6-25-2000; 9-19-2000, effective 10-9-2000; 11-21-2000, effective 12-10-2000; 2-22- 2001, effective 3-5-2001; 5-17-2001, effective 6-4-2001; 7-16-2002, effective 8-5-2002; 11-19- 2002, effective 12-9-2002; 7-22-2003, effective 8-11-2003]◆

§ 85-307. Purpose.◆

The related uses purpose of this district is to provide for a wide range of light industrial and which can meet a high level of performance standards.◆

§ 85-308. Permitted uses. ◆

[Amended 2-10-2004, effective 3-1-2004; 8-2-2005, effective 8-22-2005]◆

In an L Industrial 1 District, no building, structure or premises shall be used or occupied and no building or part thereof shall be so erected or altered, except for one or more of the following purposes:

A. Agricultural or nursery use including the retail sale of products raised on the premises.

B. Bank.

C. Church or similar place of worship.

D. Commercial laundry establishment.

E. Day-care facility.

F. Health club.

G. Historical or memorial monument.

H. Manufacturing.

I. Nonprofit fraternity or lodge.

J. Office.

K. Printing plants.

L. Research and development uses including laboratories for scientific or industrial research, testing and development.

M. Veterinarian, provided that all activities take place within the building.

N. Warehouse.

§ 85-309. Town Board special permits. ◆

[Amended 2-10-2004, effective 3-1-2004; 10-19-2004, effective 11-8-2004]◆

The following special permit uses, when authorized by the Town Board, shall be subject to the criteria as set forth in Article IVA, § 85-31.2 in addition to the criteria contained herein.

A. Airport.

B. Electric generating facilities.

§ 85-309.1. Town Board special permits (restricted).

[Added 2-10-2004, 'effective 3-1-2004]

The following special permit use, when authorized by the Town Board, is permitted in L Industrial 1 District only and in no other district, and shall be subject to the criteria as set forth in Article IVA, § 85-31.2, in addition to the criteria contained herein:

A. Adult uses, including adult entertainment establishments, adult bookstores, adult motels, adult theaters, massage establishments, and peep shows.

§ 85-310. Accessory uses.

Customary accessory uses, structures and buildings shall be permitted when located on the same lot as the principal authorized use, provided that such uses are clearly incidental to the principal use and do not include any activity conducted as a business.

§ 85-311. Town Board special permits for accessory uses.

[Amended 2-10-2004, effective 3-1-2004; 7-13-2004, effective 8-2-2004, 10-19-2004, effective 11-8-2004]

The following special permit accessory uses, when authorized by the Town Board, shall be tie subject to the criteria as set forth in Article IVA, § 85-31.2 in addition to the criteria contained herein:

A. Private parking garage as an accessory use to a permitted principal use.

§ 85-311.1. Planning Board special permits.

[Added 10-19-2004, effective 11-8-2004;3$ amended 8-2-2005, effective 8-22-2005

The following special permit uses, when authorized by the Planning Board, shall be subject to the criteria as set forth in Article VIA, § 85-51, in addition to the criteria contained herein:

A. Assembly and social recreation hall or dance hall.

B. Automobile parking field.

C. Bar, tavern or nightclub.

D. Heavy, construction vehicles and equipment dealership, subject to design standards contained herein.

E. Kennels, provided that all activities are contained within the building.

F. Lumberyard

G. Mini-storage warehouse.

H. Motor vehicle shop, with or without a depot as may be required by Chapter 66.

I. Non-degree-granting sports instruction/programs, including dance, gymnastics, self-defense, and swimming; non-degree-granting instruction/programs associated with manufacturing or driver training.

J. Public, private school or parochial school with or without dormitory facilities.

K. Retail sales, provided it is limited to only those goods that are generated by the principal use on the premises and does not occupy more than 5% of the total gross floor area of the building or more than 10,000 square feet, whichever is less.

L. Transportation terminal/facility.

M. Trucking terminal.

N. University or college.

§ 85-311.2. Planning Board special permits for accessory uses. ◆

[Added 7-13-2004, effective 8-2-2004; amended 10-19-2004, effective 11-8-2004]◆

The following special permit accessory uses, when authorized by the Planning Board, shall be subject to the criteria as set forth in Article VIA, § 85-51, in addition to the criteria contained herein:

A. Drive-through facility as an accessory use to a bank.

B. Fueling station as an accessory use to a transportation terminal/facility, trucking terminal, or warehouse.

C. Motor vehicle repair shop as an accessory use to a transportation terminal/facility, trucking terminal, or warehouse.

D. Outdoor or overnight parking of registered vehicles as an accessory use to a permitted principal use.

E. Outdoor storage as an accessory use to a permitted principal use.

F. Restaurant and take-out restaurant as an accessory use to a permitted principal use.

§ 85-312. Prohibited uses.

All uses not expressly permitted are prohibited. Nothing herein contained shall be construed to permit the erection, addition, maintenance or use of any premises of either a business or industrial operation which shall provide outdoor storage, outside service, outside display, outside counter or window service or drive-in or drive-up counter or window service, except as authorized by this chapter.

§ 85-313. Dimensional criteria.

A. Minimum lot area.

(1) Except as otherwise provided herein, the minimum required lot area shall be 40,000 square feet.

(2) The minimum required lot area for a bank with a drive-through facility shall be 65,000 square feet.

(3) The minimum required lot area for a parcel located within a designated hydrogeologic sensitive zone shall be 120,000 square feet.

(4) The minimum required lot area for a permitted principal use with an accessory restaurant use shall be three acres. [Added 2-10-2004, effective 3-1-2004]

(5) The minimum required lot area for a transportation terminal/facility shall be five acres. [Added 10-19-2004, effective 11-8-2004]

(6) The minimum requirement for lot area for an electric generating facility shall be 20 acres. [Added 2-10-2004, effective 3-1-2004]

B. Minimum width of lot throughout.

(1) Except as otherwise provided herein, the minimum required width of lot throughout shall be 100 feet.

(2) The minimum required width of lot throughout for a bank with a drive-through facility, or a permitted principal use with an accessory restaurant use shall be 150 feet. [Amended 2-10-2004, effective 3-1-2004]

(3) The minimum required width of lot throughout for a parcel within a designated hydrogeologic sensitive zone, or for an electric generating facility or transportation terminal/facility shall be 200 feet. [Amended 2-10-2004, effective 3-1-2004; 10-19-2004, effective 11-8-2004]

C. Minimum front yard setback.

(1) Except as otherwise provided herein; the minimum required front yard setback shall be 50 feet.

(2) The minimum required front yard setback for parcels five acres or more in size shall be 100 feet.

D. Minimum side yard setback.

(1) Except as otherwise provided herein, the minimum required side yard setback for a permitted use shall be 10 feet, with a total side yard setback of 30 feet. [Amended 10-19-2004, effective 11-8-2004]

(2) The minimum required side yard setback for a bank with a drive-through facility, or a permitted principal use with an accessory restaurant use shall be 25 feet. [Amended 2-10-2004, effective 3-1-2004]

(3) The minimum required side yard setback for parcels five acres or more in size shall be 50 feet.

(4) The minimum requirement for a side yard setback for an electric generating facility shall be 100 feet. [Added 2-10-2004, effective 3-1-2004]

****Webmasters Note:** The previous sections, 85-307 through 85-313.D(4), have been amended as per Supplement No. 5..

E. Minimum rear yard setback

(1) Except as otherwise provided herein, the minimum required rear yard setback shall be 50 feet.

(2) The minimum requirement for a rear yard setback for an electric generating facility shall be 100 feet. [Added 2-10-2004, effective 3-1-2004]

F. Maximum permitted floor area ratio (FAR).

(1) Except as otherwise provided herein, the maximum permitted FAR shall be 35%.

(2) The maximum permitted FAR for a parcel within a designated hydrogeologic sensitive zone shall be 30%.

(3) The maximum permitted FAR for an electric generating facility shall be 25%. [Added 2-10-2004, effective 3-1-2004]

G. Maximum permitted height.

(1) The maximum permitted height for all structures shall be 50 feet or three stories.

(2) The maximum permitted building height for an electric generating facility shall be 50 feet. [Added 2-10-2004, effective 3-1-2004]

§ 85-314. Minimum site improvements.

Except as otherwise provided herein, all development shall meet or exceed the minimum standards contained within the Town Code of the Town of Brookhaven, including, but not limited to, the Subdivision and Land Development Regulations

§ 85-315. Special permit criteria.

[Amended 2-10-2004, effective 3-1-2004; 7-13-2004, effective 8-2-2004

In addition to the criteria set forth within Article IVA, § 85-31.2, or Article VIA, § 85-51, the following special permit criteria shall be required for the uses so indicated:

A. Adult uses, including adult entertainment establishments, adult bookstores, adult motels, adult theatres, massage establishments, and peep shows.

(1) The above uses are prohibited within a five-hundred-foot radius of any area zoned for residential use.

(2) The above uses are prohibited within a one-mile radius of another such use.

(3) The above uses are prohibited within 1,000 feet of the lot line of any premises used for school, church or other place of religious worship, park, playground, or playing field, library,

hospital or similar public or semi-public place of general congregation, or non-degree-granting instruction/programs, including self-defense, dance, swimming, gymnastics, and other sports.

(4) No more than one adult use shall be located on any lot.

B. Electric generating facilities.

(1) The maximum permitted stack height shall be 125 feet.

(2) The minimum-required stack setback shall be 150% of the height of the stack from any lot line.

(3) The minimum required percentage of lot to remain natural and undisturbed shall be 30%.

(4) The minimum required vegetated perimeter buffer shall be 500 feet along all lot boundaries that abut residentially zoned property.

C. Fueling station as an accessory use to a transportation terminal/facility, trucking terminal, or warehouse. [Added 10-19-2004, effective 11-8-2004]

(1) Fueling station shall be for private use only by vehicles owned and operated by the principal use.

(2) Fueling station shall he located on the same lot as the principal use and prohibited within 500 feet from any lot line bounding a residential zone or use, or an area of public assembly.

(3) All activities associated with the fueling, traffic circulation, queuing, and parking of vehicles shall take place on site.

D. Heavy construction vehicles and equipment.

(1) All storage and display shall be located within the rear yard and shall be set back a minimum distance of 100 feet from any roadway.

(2)All outdoor storage shall be screened from view with fencing and/or landscaping in accordance with a site -plan; which shall be subject to the review and approval of the Planning Board.

E. Mini-storage facility.

(1) Storage shall be limited to dead storage only. The storage of explosives, flammable, toxic or otherwise hazardous chemicals and/or other materials shall be prohibited.

(2) Architectural elevations shall be submitted for review and approval to the Commissioner of Planning, Environment and Land Management. Exterior signage and building siding material shall be of flat finishes only; bright, vivid and/or reflective colors shall be prohibited. Walls

exceeding one story in height, which are visible from off site, shall be architecturally enhanced with pilasters, corbelled cornices, or similar ornamentation pursuant to the satisfaction of the Commissioner of Planning, Environment and Land Management. [Amended 9-7-2004 by L.L. No. 22-2004, effective 11-1-2004]

(3) Storage unit doors shall be screened from visibility from adjoining residentially zoned or residentially developed properties and from public streets to the satisfaction of the Commissioner of Planning, Environment and Land Management. [Amended 9-7-2004 by L.L. No. 22-2004, effective 11-1-2004]

(4) A minimum natural or landscaped area of 50 feet shall be maintained adjacent to all road frontages.

(5) All paved areas, including parking and parking aisle areas, shall be screened from view with landscaping or natural areas and/or decorative fencing pursuant to the satisfaction of the Commissioner of Planning, Environment and Land Management. [Amended 9-7-2004 by L.L. No. 22-2004, effective 11-1-2004]

(6) Decorative walls or fencing shall be provided along all setback lines; decorative opaque walls and/or fencing shall be provided along all site property lines which are contiguous with residentially developed and/or zoned properties; other types of fencing may be permitted elsewhere on site subject to Planning Board review and approval.

(7) Parking stalls and loading areas adjacent to storage buildings may encroach on interior roadway 30 feet or wider, exclusive of required parking stalls, for office(s) or living quarters.

F. Motor vehicle repair. [Amended 10-19-2004, effective 11-8-2004]

(1) All repair work shall take place within the building. All repair work, excluding emergency service, shall be conducted only between the hours of 7:00 a.m. and 9:00 P.M.

(2) An area of sufficient size, as determined by the Board, shall be required for the outdoor, overnight parking of registered vehicles with the issuance of a special permit, subject to criteria specified herein. Said area shall be in addition to any depot required by Chapter 66.

(3) Overhead doors shall not face the street or any residentially zoned or used property.

G. Non-degree-granting sports instruction/programs, including dance, gymnastics, self-defense, and swimming.

(1) The above uses are prohibited within 1,000 feet of the lot line of any adult use.

H. Outdoor or overnight parking as an accessory use to a permitted principal use. [Amended 10-19-2004, effective 11-8-2004]

(1) Outdoor or overnight parking of registered vehicles shall be set back a minimum

(2) All outdoor or overnight parking of registered vehicles shall be screened from view with fencing and landscaping in accordance with a site plan, which shall be subject to the review and approval of the Planning Board.

(3) There shall be no outdoor or overnight parking of registered vehicles within the primary or secondary front yard.

I. Outdoor storage as an accessory use to a permitted principal use. [Amended 10-19-2004, effective 11-8-2004]

(1) A minimum lot area of two acres shall be required for outdoor storage.

(2) All outdoor storage shall be located within the rear yard only. Outdoor storage within the primary or secondary front yard shall be prohibited. No outdoor storage shall be visible from any street frontage.

(3) All outdoor storage shall be screened from visibility from adjoining roadways with landscaping and/or decorative fencing in accordance with Town standards and require a site plan, which shall be subject to the review and approval of the Planning Board.

(4) All outdoor storage shall be set back a minimum distance of 50 feet from any roadway and 25 feet from any side or rear property line.

(5) Outdoor storage shall be limited to only those goods that are generated or manufactured by the principal use on the premises, and shall be located on the same lot as the principal use, and prohibited within 500 feet from any lot line bounding a residential use or zone.

(6) Outdoor storage shall have all activities associated with the outdoor storage area, such as loading, delivery, pick-up, traffic circulation, queuing, and parking, take place on site.

(7)No outdoor storage shall he permitted above legal fence height.

J. Restaurant and take-out restaurant as an accessory use to a permitted principal use.

(1) The restaurant or take-out restaurant use may occupy a maximum of 5% of the total gross floor area of the building and shall not exceed a maximum of 3,000 square feet gross floor area.

(2) The restaurant or take-out restaurant use shall be located within the building of the permitted principal use.

(3) A maximum of one accessory restaurant or take-out restaurant use shall be permitted per site.

(4) Freestanding restaurant or take-out restaurant uses shall be prohibited.

(5) Advertisements, including trademark logos, may not be affixed, painted or glued onto the windows of the business or onto any exterior structure, including waste disposal receptacles or flags.

K. Transportation terminal/facility and trucking terminal. [Amended 10-19-2004, effective 11-8-2004]

(1) Repairs and servicing shall be permitted with the issuance of a special permit for motor vehicle repair.

(2) Loading bay doors shall not be located adjacent to any residential use or zone, or street frontage.

(3) The outdoor, overnight parking of registered vehicles accessory use shall only be permitted with the issuance of a special permit. There shall be no outdoor storage of unregistered vehicles or dismantled vehicles.

(4) The minimum required vegetated perimeter buffer shall be 150 feet adjacent to any residential use or zone and along all street frontages. In addition, storage of vehicles shall be screened from the street by means of a berm,' fence, and/or landscaping as deemed appropriate by the Planning Board.

(5) Idling of vehicles shall be limited to five minutes.

(6) A fueling station accessory use shall be permitted with the issuance of a special permit.

(7) The Board shall take into consideration the nature and character of the area, traffic and proximity to major arterial roadways suitable for large trucks.

ARTICLE XXX L Industrial 2 District (Heavy Industry)

§ 85-320. Permitted uses.

[Amended 4-4-1995, effective 4-24-1995]

A. In the L Industrial 2 District, buildings, structures and premises may be used for any lawful purpose whatsoever, except for gasoline filling stations, commercial centers as defined in § 85-1 and personal service shops and stores for the sale at retail of consumer merchandise or services, or both, and residential purposes of any kind, including, but not limited, to hotels and motels and all types of dwellings, and which uses are not in conflict with any other provisions of the Code of the Town of Brookhaven; provided, however, that no building or occupancy permit shall be issued for any of the following uses until and unless the location of all buildings and all other appurtenances of the use shall have been approved by the Planning Board and shall have been authorized by special permit from the Town Board: [Amended 7-16-2002, effective 8-5-2002]

(1) Vehicle dismantlers, as defined in the Code of the Town of Brookhaven.

(2) Accommodations for watchmen employed to protect premises when authorized by special permit from the Board of Appeals. Dwelling models shall be allowed when authorized by ,special permit from the Board of Appeals as permitted and as regulated in § 85-57C.

(3) Acetylene, natural or any type of gas manufacture and the storage thereof.

(4) Acid manufacture.

(5) Asphalt manufacture or refining.

(6) Cement, lime, gypsum or plaster of paris manufacture.

(7) Chemical works and manufacture.

(8) Distillation of bones.

(9) Explosives manufacture or storage.

(10) Farmers markets.

(11) Fat rendering.

(12) Fertilizer manufacture.

(13) Garbage, offal or dead animals reduction, dumping or incineration.

(14) Gas manufacture of all types.

(15) Glue manufacture.

(16) Ink manufacture.

(17) Junkyards.

(18) Petroleum refining.

(19) Places of amusement and recreational areas.

(20) Plastic compounds.

(21) Scrap processors, as defined in the Code of the Town of Brookhaven.

(22) Shredding or grinding of concrete, concrete products, cement, cement products, asphalt, construction or demolition debris, automobiles, scrap metal or other metallic substances.

(23) Smelting of tin, copper, zinc or iron ores.

(24) Stockyards or slaughter of animals.

(25) Transfer stations when permitted by special permit from the Town Board. "Transfer station" means a combination of structures, machinery and/or devices at a place or facility where construction or demolition debris consisting of concrete, asphalt, rubble, wood, metal, sheetrock or plaster board is taken from collection vehicles, sorted in such a manner as to recover recyclable materials and from which unusable by-product is placed in other transportation units for movement to a solid waste management facility.

(a) In addition to such conditions and safeguards as may be imposed by other review agencies, the following minimum standards shall apply:

[1] All material shall be stored handled, unloaded, loaded and/or transferred indoors on an impervious floor surface, including the storage of containers containing recyclable or other materials.

[2] All toxic and hazardous materials shall be prohibited.

[3] Periodic inspections by the Commissioner of the Department of Waste Management of the Town of Brookhaven and its designated employees shall be permitted by the applicant and/or owner.

[4] A-minimum lot area of two acres shall be required:

[5] The applicant must demonstrate that adequate on-site parking is provided so vehicles waiting to load or unload will not park on public highways.

[6] Hours of operation shall be demonstrated by the applicant to be limited to minimize impact on surrounding properties.

[7] Any structure located on the site shall be a minimum distance of 750 feet from property zoned for residential use.

[8] The applicant shall submit a route plan to indicate that traffic generated by the facility will have a minimal impact on residential streets. Said plan shall state the number and frequency of trips to and from the facility.

[9] Outdoor use of the property shall be limited to the parking and maneuvering of vehicles and the storage of empty containers. All storage areas shall be suitably screened and indicated on the site plan.

[10] On-street parking of vehicles, containers or any other equipment or materials in any way connected with the facility shall be prohibited.

[11] The maximum height of the facility shall not exceed 40 feet.

[12] Any application pursuant to this section shall be a Type I action in accordance with the New York State Environmental Quality Review Act.

[13] Storage of construction or demolition debris within a transfer station shall not exceed three calendar days, including holidays, unless the Commissioner of the Department of Waste Management has issued an emergency extension at the request of the permittee.

[14] The geographic sources of the construction and demolition debris as well as the manner in which it is to be disposed must be identified. All material must originate from sources within the Town of Brookhaven, or the villages located therein.

[15] The owner or operator of a transfer station shall not accept construction and demolition debris from, nor transfer construction and demolition debris to, any open truck, trailer or other container, unless said truck, trailer or container has a cover, tarpaulin or other device of a type and specification approved by the New York State Commissioner of Transportation which completely encloses the opening on said truck, trailer or container, so as to prevent water from mixing with the construction and demolition debris and to prevent the falling of any construction and demolition debris therefrom.

[16] Transfer stations shall be permitted only for the purpose of transferring and sorting construction and demolition debris from collection vehicles to other transportation units for movement to a solid waste management facility or for movement to a purchaser of recycled materials.

[17] The permittee shall file quarterly reports and an annual report with the Commissioner of the Department of Waste Management detailing the nature and volume of construction and demolition debris handled at the transfer station. Reports shall be submitted within 30 days after each quarter and year of operation.

[18] The Commissioner of the Department of Waste Management may designate additional items commonly found in construction and demolition debris as permissible to be processed at a particular site upon written request of the applicant.

(26) Lumberyards, when authorized by the Town Board, shall be subject to the criteria as set forth in Article IVA, § 85-31.2 in addition to the criteria contained herein: [Added 2-10-2004, effective 3-1-2004]

(a) Outdoor storage shall only be permitted with the review and approval of the Town Board and the issuance of a special permit.

(b) Outside display shall only be permitted with the review and approval of the Town Board and the issuance of a special permit.

(c) Street frontages shall have a minimum landscaped and/or natural area of 50 feet.

(d) Decorative walls or fencing shall be provided along all setback lines; decorative opaque walls and/or fencing shall be provided along all site property lines which- are contiguous with. residentially- developed and/or zoned properties; other types of fencing may be permitted elsewhere on site subject to Planning Board approval.

(e) The loading and unloading of vehicles must take place on site within a designated loading/unloading zone. There shall be no loading or unloading permitted within the front yard, or within 50 feet of any residential zone or use.

B. The Town Board may incorporate as a condition of issuance of any such permit any safeguards it deems necessary to protect the public health, safety and welfare. Said special permit shall be valid for a term not to exceed five years or such shorter term as the Town Board may deem proper.

ARTICLE IX MF Residence District (Multi-Family)

[Added 8-23-2005 by L.L. No. 20-2005, effective 8-29-200521

§ 85-76. Purpose.

It is the intent of the Town-Board to- provide a diversity of .housing types to meet the economic needs of Town of Brookhaven residents. In particular, the Town Board recognizes the need to provide workforce and affordable housing units in order to address both current and anticipated population requirements. Therefore, maximum permitted densities may be increased to accomplish these goals.

§ 85-76.1. Permitted uses.

In an MF District, building, structure or premises shall be used or occupied and no building or part thereof or other structure shall be so erected or altered except for one or more of the following purposes:

A. Rental housing units.

B. Attached or semi-attached single-family residences.

C. Detached single-family residences.

§ 85-77. Accessory uses.

A. Customary accessory uses, structures and buildings, provided such uses are clearly accessory and incidental to the principal use and do not include any activity commonly conducted as a business.

§ 85-78. Town Board special permits - accessory uses.

A. Day-care facility, provided such use is limited to residents of the multiple-family development.

§ 85-79. Prohibited uses.

All uses not expressly permitted are prohibited.

§ 85-80. Site location.

Preference shall be given to multifamily residences within a primary zone. "Primary zones" shall be defined as those areas of the Town within approximately 500 feet of a Main Street Business District. The Main Street Business District shall be deemed one of the Town's existing pedestrian oriented downtown hamlet centers characterized by on-street parking,. and pedestrian amenities such as wide sidewalks, benches and streetlights. In addition, commercial sites or industrially zoned sites used for commercial purposes,

which provide opportunities for redevelopment as housing sites, or housing sites designated pursuant to an approved Hamlet Center Plan or Corridor Study, may be considered as primary zones.

B. "Secondary zones" shall consist of those areas of the Town, outside of a Main Street Business District, which are located on connector roadways and which maintain convenient 'access to commercial centers and public or private transportation services. "Convenient access" shall be defined as within approximately 500 feet of said services.

C. "Tertiary zones" shall be defined as those areas of the Town other than primary or secondary zones, which may be appropriate for moderate-density housing based upon the creation of public amenities for the use and enjoyment of both residents of the development as well as the general public. Such amenities may include recreational opportunities such as golf, hiking trails, waterfront access or parkland, the establishment of wildlife corridors and scenic vistas or the creation of cultural facilities and/or the restoration and protection of historically significant structures/sites.

(1) Tertiary zones shall not include any parcel within the Core Preservation Area or the Compatible Growth Area (CGA) of the Pine Barrens.

(a) Exception. Property located within the Compatible Growth Area (CGA) of the Pine Barrens may be considered as a tertiary zone upon application to the Town Board in accordance with the procedures set forth in § 85-33 and a favorable vote of at least three-fourths of the members of the Town Board.

§ 85-81. Minimum lot area.

A. The required minimum lot area shall be one acre within a designated primary zone.

B. The required minimum lot area shall be eight acres within a designated secondary or tertiary zone.

§ 85-82. Minimum width of lot throughout.

A. The required minimum lot width shall be 100 feet within a designated primary zone.

B. The required minimum lot width within a designated secondary or tertiary zone shall be 200 feet.

§ 85-83. Minimum front yard setback.

A. The required minimum front yard setback shall be 25 feet within a designated primary zone. The Planning Board of the Town of Brookhaven may increase the minimum required front yard setback within a designated primary zone up to 75 feet if deemed appropriate based upon the nature and character of development in close proximity to the subject parcel. No parking shall be permitted within a designated front yard setback.

B. The required minimum front yard setback within a designated secondary or tertiary zone shall be 75 feet. No parking shall be permitted within a designated front yard setback.

§ 85-84. Minimum required side yard and rear yard setbacks.

A. A minimum setback of 50 feet shall be provided adjacent to all adjoining properties.

B. The Town Board may decrease the minimum required side yard or rear yard setback within a designated primary zone to 25 feet if deemed appropriate based upon the nature and character of development within 500 feet of the subject parcel.

§ 85-85. Maximum permitted height.

A. Except as otherwise provided herein, the maximum permitted height for all structures shall be 35 feet or 2 1/2 stories.

B. The Town Board may increase the maximum permitted height within a designated primary zone to 50 feet and/or three stories, whichever is less.

§ 85-86. Maximum permitted floor area ratio (FAR).

A. The maximum permitted FAR shall be 35% within a designated primary zone.

B. The maximum permitted FAR within a designated secondary or tertiary zone shall be 30%.

§ 85-87. Density (units per acre).

A. Primary zone. Except as otherwise provided herein, the maximum permitted density within a primary zone shall be six units per acre.

(1) Exception. The maximum permitted density may be increased to nine units per acre for projects, which involve the redevelopment of retail sites or for housing sites designated pursuant to a Town Board approved Hamlet Center Plan or Town Board approved Corridor Study, consistent with Town of Brookhaven Comprehensive Plan guidelines.

B. Secondary zone. Except as otherwise provided herein, the maximum permitted density within a secondary zone shall be four units per acre. Yield shall be based upon a combination of the as-of-right yield for the subject parcel together with the transfer of development rights associated with environmentally sensitive land, including, but not limited to, state or locally designated wetlands, open space identified within the Community Preservation Fund Project Plan, the Core Preservation Area of the Pine Barrens, the Compatible Growth Area of the Pine Barrens or farmland. Yield associated with the transfer of development rights may be multiplied by a factor of two in

computing the total yield for the subject parcel. Total yield shall be calculated in accordance with the following formula:

NOTE: Yield for vacant land, which is zoned commercially, shall be based upon a density of three units per acre.

C. Tertiary zone. Except as otherwise provided herein, the maximum permitted density within a tertiary zone shall be two units per acre. Yield shall be based upon a combination of the as-of-right yield for the subject parcel together with the transfer of development rights associated with environmentally sensitive land, including, but not limited to, state or locally designated wetlands, open space identified within the Community Preservation Fund Project Plan, the Core Preservation Area of the Pine Barrens, the Compatible Growth Area of the Pine Barrens or farmland. Total yield shall be calculated in accordance with the following formula:

NOTE: Yield for vacant land, which is zoned commercially, shall be based upon Residence A-1 zoning standards.

D. Exceptions. Notwithstanding the above, change of zone applications approved and effective prior to the effective date of this article, which established density pursuant to covenants properly recorded in accordance with Town standards, and those applications which were granted hardship relief pursuant to § 17D-5 as well as those applications which were exempt pursuant to § 17D-4, entitled "Moratorium on Development Within MF-1, MF-2, PRC, PRC-3 and PRCHC Districts," shall be exempt from the density provisions contained in this article. Nothing herein shall be deemed in any manner to limit the Town Board's authority to rezone property in accordance with the provisions of Town Law and the Town Code.

§ 85-87.1. Transfer of development rights.

A. The transfer, of development rights (TDR) associated with this chapter shall be completed in accordance with § 85-408, entitled "Transfer of development rights."

§ 85-87.2. Affordable housing.

A. Minimum requirements. A minimum of 10% of all units permitted pursuant to § 85-87 shall be maintained as workforce or affordable units in accordance with Town standards. In no case shall less than one affordable or workforce unit be provided. All fractions shall be rounded up to the nearest whole number.

B. Affordable housing density bonus. Provided that a minimum of 10% of all units permitted pursuant to § 85-87 are maintained as workforce or affordable units, additional density may be permitted pursuant to the following:

(1) Primary zone.

(a) The maximum permitted density may be increased to nine units per acre provided that for each additional market rate unit above six units per acre, two additional units are designated as workforce or affordable housing units in accordance with Town guidelines.

(b) The maximum permitted density may be increased to 12 units per acre for projects in which one hundred 100% of the units are designated as workforce or affordable housing units in accordance with Town guidelines.

(2) Secondary zone.

(a) The maximum permitted density may be increased to six units per acre, provided that for each additional market rate unit above four units per acre, two additional units are designated as workforce or affordable housing units in accordance with Town guidelines.

(b) The maximum permitted density may be increased to eight units per acre for projects in which 100% of the units are designated as workforce or affordable housing units in accordance with Town guidelines.

(3) Tertiary zone.

(a) The maximum permitted density may be increased to three units per acre, provided that for each additional market rate unit above two units per acre, two additional units are designated as workforce or affordable housing units in accordance with Town guidelines.

(b) The maximum permitted density may be increased to four units per acre for projects in which 100% of the units are designated as workforce or affordable housing units in accordance with Town guidelines.

§ 85-87.3. Recreational facilities.

The owner or developer of a multiple-residence development shall set aside an area for outdoor recreational purposes exclusively for the use of the occupants of such multiple-residence development and their guests. Such recreational area shall be equal to the number of units multiplied by 200 square feet for each dwelling unit. Such area shall be shown as part or me sire plan. The recreational area may include play for facilities and equipment, group game areas or swimming pools. Such area shall be improved, constructed and maintained at the expense of the owner or owners thereof. Landscaped areas, which are not developed for recreational purposes, shall not be deemed to satisfy the requirements of this section. In addition, the owner shall pay to the Town a recreational fee as set forth in the Town Code Chapter 29 to be used for the acquisition and improvement of recreational areas in the Town.

§ 85-87.4. Time limitations on construction.

A. A building permit shall be secured and construction begun in accordance with the approved final site development plan within three years from the effective date of the Town Board approval establishing such zone. Application maybe made to the Town Board for not more than a one-year extension of the time limit for commencement of construction. The application shall be in the form of a written request setting forth the basis for the request. In the event construction is not commenced within the specified time limits, the Town Board may review the zoning classification and the construction progress in connection therewith and, if deemed necessary, initiate proceedings to reclassify the property as deemed appropriate.

B. All construction authorized in the final development plan must be completed within two years of the date construction is commenced. Application may be made to the Town Board for not more than a one-year extension of the time limit for completion of construction. The application shall be in the form of a written request setting forth the basis for the request. A plan for stated development, which will require more time than the limits contained herein, may be approved by the Town Board prior to or during the course of construction. In the event that construction is not completed within the time limit specified by the Town Board on this section, the Town Board may review the zoning and the progress in connection with the development, and, if deemed necessary, initiate proceedings to reclassify the property as deemed appropriate.

§ 85-87.5. Exemptions.

[Added 12-6-2005 by L.L. No. 29-2005, effective 12-12-2005]

In addition to the exceptions listed in § 85-87D, change of zone applications approved and effective, change of zone applications which have had a public hearing before the Town Board or those where the SEQRA process has commenced, on or prior to September 9, 2005, shall be exempt from the provisions herein and shall be permitted to proceed under the prior regulations.

§ 85-87.6. New designation.

[Added 12-6-2005 by L.L. No. 30-2005, effective 12-12-2005]

In every case where property has been specifically included within a MF-1 Residence District and MF-2 Residence District, the same shall be classified as lying and being within the MF Residence District.

§ 85-87.7. General severability.

If any clause, sentence, paragraph, section or item of this article shall be adjudged by any court of competent jurisdiction to be invalid, such judgment shall not impair nor invalidate the remainder hereof, but such adjudication shall be confined in its operation to the clause, sentence, paragraph, section or item directly involved in the controversy in which such judgment shall have been rendered.

ARTICLE XXXVA Transfer of Development Rights (TDR)

[Added 8-23-2005 by L.L. No. 19-2005, effective 8-29-2005]

§ 85-408. Purpose.

A. Purpose and intent. In order to prevent potentially significant and adverse impacts associated with inappropriate development and to assure the preservation of vital natural resources, open spaces, historically significant properties, and farmland, to provide for the orderly growth and development of the Town and to facilitate development in accordance with the Comprehensive Plan, the Town Board of the Town of Brookhaven has determined that it is necessary and appropriate to establish a transfer of development rights program.

B. Transfer of Development Rights Program. The Town Board recognizes that the goals and objectives of the Open Space and Farmland Preservation Programs and the transfer of development rights initiatives may not be fully achieved absent the establishment of a Transfer of Development Rights Program. Therefore, this article authorizes the establishment of a Transfer of Development Rights Program in order to facilitate the goals and objectives of said programs as well as those of the Comprehensive Land Use Plan and, further, to provide relief in cases of hardship.

C. The purpose of the Transfer of Development Rights Program shall include, but not be limited to, the following:

(1) To assist in creating and stimulating a market for the acquisition and disposition of development rights.

(2) To provide an available vehicle for the acquisition of development rights of land from property owners as a result of the application of the provisions of this article to their property.

(3) To promote and manage the orderly growth and development of land by the acquisition, holding and disposition of development rights or land.

(4) To facilitate achievement of the comprehensive planning goals of the Town of Brookhaven, including the Town Code and Zoning Ordinance, by the acquisition, holding and disposition of development rights or land.

(5) To facilitate future planning of development and to maintain public land reserve with respect thereto by the acquisition, holding and disposition of development rights or land.

(6) To provide for open spaces and to preserve and protect vital natural resources by the acquisition and holding of development rights or land.

§ 85-408.1. Transfer of Development Rights Clearinghouse.

A. Purpose and intent. The farmland and open space programs are provisions which are necessary in order to achieve the goals of the Comprehensive Plan and to facilitate the orderly growth and development of the Town in addition to promoting the health, safety and welfare of the public. The Town Board recognizes that in some instances such provisions may cause hardship for property owners affected thereby. In order to provide a form of relief in cases of hardship, the Transfer of Development Rights Clearinghouse may also serve to provide an available vehicle for the acquisition of development rights or land from property owners who demonstrate hardship as a result of the application to their property of the provisions of the

Chapter 85 of the Code and to provide an available vehicle for the acquisition of development rights or land from property owners who make application pursuant to the provisions contained herein. The Transfer of Development Rights Clearinghouse may also serve to assist in creating and stimulating a market for the acquisition and disposition of development rights located throughout the Town.

B. Acquisition of interests. The acquisition of interests or rights in real property for the purposes of this article and the holding and disposition thereof for and in accordance with the purposes of this article are hereby declared to be for the public purpose of achieving the land policy and land planning goals and objectives of the Town of Brookhaven, whether or not at the time of acquisition or expenditure of funds for acquisition or maintenance any particular future use, public or private, is contemplated for such real property. Appropriations for, issuance of bonds or notes for and taxation for such acquisition, holding and disposition are hereby declared to be for a valid public purpose. Such acquisition, holding and management and disposition are hereby declared to be for a valid public purpose.

§ 85-408.2. Transfer of Development Rights Clearinghouse establishment.

Establishment of Transfer of Development Rights (TDR) Clearinghouse. There is hereby created a Town of Brookhaven Transfer of Development Rights Clearinghouse to be used by the Town exclusively for the acquisition, holding and management and disposition of interests or rights in real property pursuant to this article. The Town Board of the Town of Brookhaven may from time to-time-make appropriations-for said clearinghouse, provide moneys for said Clearinghouse by borrowing pursuant to the Local Finance Law and receive moneys for said clearinghouse from any other lawful source, including receipts resulting from management and disposition of such interests or rights in real property, all in accordance with applicable law. The Town Supervisor may invest moneys received for said clearinghouse in accordance with and as permitted by law.

§ 85-408.3. Implementation of TDR Program and TDR Clearinghouse.

A. The Town Board of the Town of Brookhaven is authorized to take any actions that it deems necessary and appropriate to implement and achieve the purposes of this article, including but not limited to the following:

(1) Acquire by purchase; condemnation, exchange, gift, grant, devise, lease or otherwise interests or rights in real property situate in the Town for the purposes of this article. Such interest or rights in real property may consist of the fee or any lesser interest, development right, partial development right, easement, conservation easement, covenant or other contractual right necessary or desirable to achieve the purposes of this article.

(2) Hold and manage such interests or rights in real property for and in accordance with the purposes of this article. The Town Board may enter into a lease or other agreement for the purpose of maintaining such interests or rights and making appropriate use of such interests or rights while such interests or rights are held in a public land reserve or otherwise, provided that such lease or other agreement is consistent with the purpose of this article.

(3) Establish monetary value of the transfer credits, may apply for and obtain grants and may dispose of such interests or rights in real property for and in accordance with the purposes of this article.

(4) In conjunction with the Planning Board, the Town Board of the Town of Brookhaven may facilitate the implementation of overall development concepts, programs for development and development sections pursuant to this article.

(5) Assemble building sites or other land areas suitable for use under the provisions of said article and then hold, sell, lease or otherwise make such sites or areas available for such appropriate use.

(6) Appropriate restrictions on properties, which it proposes to dispose of as a condition of sale, lease or other agreement.

(7) Adopt and amend rules and regulations with respect to procedures and policies to be utilized in implementing this article.

B. Planning Board authority

(1) The Planning Board is hereby authorized and, at the direction of the Town Board, may from time to time make investigations, maps, reports and recommendations with respect to the acquisition, holding and management and disposition of interests or rights in real property pursuant to this article. The Planning Board shall maintain records of such investigations, maps, reports and recommendations. The Planning Board may also make recommendations with respect to procedures and policies to be utilized in implementing this article.

§85-408.4. Multiple Family Housing (ME), Planned Retirement Community (PRC) and Planned Retirement Congregate Housing Community (PRCHC) transfer of development rights.

The following guidelines shall govern the transfer of development rights associated with MF, PRC and PRCHC:

A. The Town of Brookhaven recognized, in the adoption of the 1996 Land Use Plan that retail development, or more accurately over development, has resulted in the proliferation of strip commercial zoning patterns in excess of population needs along many of the Town's commercial corridors. The transfer of commercial development rights in order to better meet the future housing needs of Brookhaven residents should be encouraged both through the adaptive reuse of abandoned and under-performing centers and through the transfer of development rights from abandoned and underutilized centers to appropriately situated housing developments. Therefore, one additional unit may be considered in connection with the elimination of each 1,000 square feet of gross retail space located on federal, state, county or Town arterial highways or connector roadways.

B. Residential development rights shall not be transferred out of the school district in which they are located without the review and approval of a super-majority of the Town Board.

C. Development rights may only be transferred in accordance with the provisions contained herein.

D. Fractional development rights may be combined in order to create a full development right.

E. There shall be no TDR mandate associated with the adaptive reuse of commercial centers or for the development of housing projects where 100% of all units are maintained as workforce housing or affordable housing units in accordance with Town of Brookhaven standards.

F. The purchase and use of development credits shall only be authorized in accordance-with an identified development application. The acquisition of credits from the clearinghouse unrelated to an identified development application shall be prohibited.

G. The Town of Brookhaven may permit a payment in lieu of the transfer of development credits required pursuant to Article IX and Article XI pertaining to MF and PRC Residence Districts. Said payment shall represent all associated costs to the Town of Brookhaven for the acquisition of an identical number of development credits required in connection with the subject application.

H. The proposed application using transfer of development rights shall otherwise comply with all provisions contained within the Multiple Family (ME), Planned Retirement Community (PRC) and Planned Retirement Congregate Housing Community (PRCHC) Districts:

§ 85-408.5. General severability.

If any clause, sentence, paragraph, section or item of this article shall be adjudged by any court of competent jurisdiction to be invalid, such judgment shall not impair nor invalidate the remainder hereof, but such adjudication shall be confined in its operation to the clause, sentence, paragraph, section or item directly involved in the controversy in which such judgment shall have been rendered.

Chapter 57A SIGNS

§ 57A-1. Purpose.

It is the purpose and intent of this chapter to regulate signs within the Town of Brookhaven to accomplish the goals of:

A. Avoiding an unsightly proliferation of unnecessary signs.

B. Providing for adequate signs for the business community to communicate its availability to the public.

C. Protecting the public from improperly located or distracting signs which create a hazard to said public by virtue of their construction, location and/or illumination.

§ 57A-2. Definitions.

As used in this chapter, unless otherwise expressly stated, the following terms shall have the meanings indicated

ANIMATED SIGN Any sign that uses movement or change of lighting to depict action or create a special effect or scene.

AREA OF SIGN The total area of the faces of the sign within a perimeter which forms the outside shape of said sign.

AWNING A protective roof-like covering, often of canvas, mounted on a frame over a walkway or door.

BANNER Any sign of lightweight fabric or similar material that is permanently mounted to a pole or a building by a permanent frame at one or more edges. National flags, state or municipal flags, or the official flag of any institution or business shall not be considered banners.

BILLBOARD Any freestanding commercial sign located on a plot or parcel other than that where the advertised business is conducted; also known as off-site or nonaccessory billboard. [Added 8-14-2001 by L.L. No. 21-2001, effective 8-17-2001]

BUILDING INSPECTOR The Chief Building Inspector of the Building Division of the Town of Brookhaven or any of his deputies or any inspector regularly assigned to the Department of Law.

CANOPY A structural protective cover over an outdoor service area.

CANOPY SIGN Any sign that is a part of or attached to an awning, canopy, or other fabric, plastic, or structural protective cover over a door, entrance, window, or outdoor service area. A marquee is not a canopy.

CHANGEABLE COPY SIGN A sign or portion thereof with characters, letters, or illustrations that can be changed or rearranged without altering the face or the surface of the sign. A sign on which the message changes more than eight times per day shall be considered an animated sign and not a changeable copy sign for purposes of this chapter. A sign on which the only copy that changes is an electronic or mechanical indication of time or temperature shall be considered a "time and temperature" portion of a sign and not a changeable copy sign for purposes of this chapter.

COMMERCIAL CENTER Any building or buildings, structure or structures or premises used by one or more enterprises for a commercial purpose specifically permitted within the particular use district in which this term is applied where the proposed use occupies a site of five or more acres, whether built at one time as a unit or in two or more construction stages.

COMMERCIAL MESSAGE Any sign wording, logo, or other representation that, directly or indirectly, names, advertises, or calls attention to a business, product, service or other commercial activity.

COMMISSIONER The Commissioner of the Department of Planning, Environment and Development or his/her designee.

****Webmasters Note:** The previous sections, 57A-1 through the previous definition of 57A-2, have been amended as per Supplement No. 15.

DEPARTMENT - The Department of Planning, Environment and Development.

DIRECTORY SIGN - Any sign containing a list of the names of business establishments located within a shopping center and/or the name of the shopping center.

ERECT - To build, construct, alter, repair, display, relocate, attach, hang, place, suspend, affix or maintain any sign, and shall also include the painting of exterior wall signs.

FREESTANDING SIGN - Any sign not affixed to a building.

FRONT YARD - An open, unoccupied space on the same lot with the building or structure, extending the full width of the lot and situate between the street line and the front lines of the building. The depth of the front yard shall be measured between the front line of the building or structure and the street line.

GROUND SIGN - Any freestanding commercial sign which is accessory to the business conducted at the same location or parcel. [Added 8-14-2001 by L.L. No. 21-2001, effective 8-17-2001]

HOUSE OF WORSHIP - Any structure in which any recognized religion which has a tax-exempt status meets to practice its religion.

ILLUMINATED SIGN - Any sign illuminated by electricity, gas or other artificial light, including reflective or phosphorescent light.

LIGHTING DEVICE - Any light, string of lights or group of lights located or arranged so as to cause illumination on a sign.

MARQUEE SIGN - A canopy extending more than two feet from a building, with lettering thereon.

MOBILE SIGN - Any sign not designed or intended to be anchored to the ground and designed and intended to be capable of being transported over public roads and streets, whether or not it is so transported.

MUNICIPAL DIRECTORY SIGN - A sign erected and maintained by the Town of Brookhaven, with space available on a rental basis to businesses and enterprises wishing to have placed thereon a sign advertising their enterprise. Such sign must meet specifications as to size, color and appearance specified by the Town.

OVERSIZED GROUND SIGN - Any freestanding commercial sign which is accessory to the business conducted at the same location or parcel which exceeds an area of 32 square feet. [Added 8-14-2001 by L.L. No. 21-2001, effective 8-17-2001]

PENNANT - Any lightweight plastic, fabric, or other material, whether or not containing a message of any kind, suspended from a rope, wire, or string, usually in series, designed to move in the wind.

PERMANENT SIGN - Any sign intended and installed to be permanently in place at 'a given location by means of suitable fastening to a building or to a structure specifically erected to hold such sign(s) or to the ground.

PERSON - Any person, firm, partnership, association, corporation, company, institution or organization of any kind.

POLITICAL SIGNS - Political posters, banners, promotional devices and signs of a temporary nature.

ROOFLINE - The top edge of the roof or top of the parapet, whichever forms the top line of the building silhouette.

ROOF SIGN - Any sign in which all or any part extends above the wall of any building or structure, where said wall does not extend above the roofline. In no event shall a sign permitted as defined by "wall sign" extend beyond the actual wall surface.

SETBACK - The distance from the property line to the nearest part of the applicable building, structure, or sign, measured perpendicularly to the property line.

SHOPPING CENTER - Premises having two or more stores or business establishments in connection with which there is provided, on privately owned property near or contiguous thereto, an area or areas of land totaling at least one acre usable by the public as the means of access to and egress from the stores and business establishments on such premises and for the free parking of motor vehicles of customers and patrons of such stores and business establishments on such premises.

SIDE YARD - An open, unoccupied space on the same lot with the building or structure extending from the rear line of the front yard to the rear lot line on a line which would extend the side of the building facing said side yard to the rear lot line.

SIGN - Any material, structure or device or part thereof composed of lettered or pictorial matter or upon which lettered or pictorial matter is placed when used or located out of doors or outside or on the exterior of any building, including window display area, for display of an advertisement, announcement, notice, directional matter or name, and includes sign frames, billboards, signboards, painted wall signs, hanging signs, illuminated signs, pennants, fluttering devices, projecting sins or ground sins, and shall also include any announcement, declaration, demonstration, display, illustration or insignia used to advertise or promote the interests of any person or business when the same is placed in view of the general public.

SOFFIT SIGN - A sign affixed to the underside of a roof overhang adjacent to a store or other commercial premises.

STREET - A strip of land or way subject to vehicular traffic (as well as pedestrian traffic) that provides direct or indirect access to property, including, but not limited to, alleys, avenues, boulevards, courts, drives, highways, lanes, places, roads, terraces, trails, or other thoroughfare

STREET FRONTAGE - The distance for which a lot line of a zone lot adjoins a public street, from one lot line intersecting said street to the furthest distant lot line intersecting the same street.

TEMPORARY SIGN - Any sign other than a permanent sign, except for posters, banners, window signs or building contractor's, subcontractor's, architect's or engineer's signs maintained on the premises only while the same is under construction.

WALL SIGN - Any single-faced sign which is attached to, incorporated into or painted on the exterior wall of the premises abutting a public street or a public or private parking field advertising only the business conducted on the premises. Such sign shall be parallel to the face of the wall.

WINDOW SIGN - A sign installed inside a window for purposes of viewing from the outside of the premises. This term does not include merchandise located in a window.

§ 57A-3. Signs permitted in all areas.

Only the following signs are permitted in all districts, as defined by Chapter $5, Zoning, of the Town of Brookhaven, unless otherwise specified, and no permit shall be required unless otherwise provided:

A. Professional signs: one sign, not exceeding two square feet in area per face, bearing only the name and profession of the resident practitioner. Such sign may be illuminated by an electric lamp, not exceeding 15 watts of power, contained within the sign. Such sign shall have a maximum height of nine feet from grade to the top of the sign, including supports.

B. Sale or rent signs: one "for sale" or "for rent" sign advertising only the sale, lease or rental of the premises upon which the sign is erected, not exceeding four square feet in area per face, with a maximum height of nine feet from grade to the top of the sign, including supports. In industrial and commercial zones, the maximum size of the sign shall be three feet by six feet.

C. Subdivision signs: one sign for each approved subdivision, not larger than 32 square feet in area per face, advertising only the premises on which the sign is placed, and such sign shall not exceed nine feet above grade, including supports.

D. Municipal signs: signs erected and maintained for a municipal or governmental purpose, subject to such conditions and safeguards as the Town Board may deem appropriate.

E. Utility signs: standard signs of public utilities, not exceeding twelve inches by twenty inches per face, placed to inform the public of the location of utility facilities available to the general public.

F. Houses of worship: one ground sign, not to exceed 32 square feet in area per face nor higher than nine feet in total height above grade, including supports, erected on the premises of the place of worship; and one wall sign on a building wall of the place of worship facing a public street or parking lot, not to exceed 20 square feet. Nothing herein shall be construed to prohibit any house of worship from displaying its recognized symbol.

G. Identification signs: signs as required, reasonable in size for the premises, bearing only the name and/or address of the occupant of the premises. These signs shall be permitted in a residential area only.

H. Public safety signs: any sign erected by a governmental agency or at its direction warning the public of a specific danger, with no other advertising on such sign. Such signs shall include directional flow of traffic signs and entering and exiting parking lot signs and shall be designed and placed in accordance with the New York State Manual of Uniform Traffic Control Devices.

I. Window signs: signs painted or placed inside display windows in accordance with all other provisions of this chapter, and excluding petroleum price signs. Window signs shall be limited to one sign per 12 linear feet of window, not to exceed 25% of the total window area.

J. Building contractor's, subcontractor's, architect's or engineer's signs: one sign, not larger than six square feet in area, maintained on the premises only while the same is under construction.

K. Municipal directory signs: Municipal directory signs are to be installed by or at the direction of the Town. The individual identifying signs to be located thereon shall be supplied by the individual wishing to place them upon the municipal directory sign. Said sign shall comply with the requirements as to size, color and appearance directed by the Town of Brookhaven. The fee for location of such a sign upon the municipal directory sign shall be determined as set forth in this chapter. Any individual or corporation wishing to rent space upon a municipal directory sign shall be permitted to do so for no more than six months.

L. Signs for service organizations: Service organizations shall be permitted to erect two off-premises signs up to a maximum of four square feet per sign face. Said signs shall require a permit issued by the Building Division, but no fee shall be required.

§57A-4. Signs permitted in J and J-4 Zoning Districts.

[Amended 8-14-2001 by L.L. No. 21-2001, effective 8-17-2001; 12-20-2005 by L.L. No. 6-2005, effective 12-27-2005]

Only the following signs are allowed in J and J-4 Zoning Districts with a permit from the Building Division. Signs which are not expressly permitted herein may be authorized by special permit by the Zoning Board of Appeals.

A. Wall signs: one sign attached to or incorporated into each exterior side wall of a building facing a public. street or parking area, advertising only the business conducted in such building, provided that:

(1) There is only one such sign for each wall on any wall where such sign is permitted.

(2) The area of the largest sign may not exceed 2 1/2 square feet per linear foot of wall width to a maximum of 36 square feet. However, if said wall exceeds 24 feet in width, the sign may be increased as follows: the larger of 36 square feet or two square feet per linear foot of wall, calculated by using only 2/3 of said length. Other permitted wall signs may not exceed 24 square feet.

(3) The sign is not wider than the building upon which it is placed.

(4) The sign or any part thereof does not project more than one foot from said wall and canopy signs and necessary lighting devices do not project more than two feet from said wall. In no case shall either the signs themselves or the lights extend into any right-of-way.

(5) The sign does not extend higher than the roof of any building.

(6) The sign is not higher than the distance between the head of the windows of one story and the lower sill course of the windows of the next higher story or the top of the parapet wall if a one-story building, and in no event shall the top of the sign be higher than 18 feet above the mean level of the ground.

(7) Any such sign shall be maintained in a good state of repair, in working order.

(8) The provisions of Subsection A(1) through (7) above shall not prohibit a sign projecting not more than one foot from any wall and not more than one foot by one foot in area used to indicate the location on the premises of a public telephone or other public utility facility for the use of the general public.

B. Detached or ground signs advertising only the business conducted on the premises upon which the sign is located, provided that:

(1) There is only one such sign detached from a building. However, for buildings which have more than one street frontage, one such sign shall be allowed on each street frontage.

(2) Such sign shall not exceed 18 square feet per sign face in area or nine feet in height from the mean level of the ground.

(3) The area between the sign and front property line shall be maintained free of obstructions and debris.

(4) Said sign must not be designed or constructed to move, oscillate or rotate, except for time and temperature signs in which said time and temperature are indicated, alternately, in lights.

C. Roof signs and window signs shall be prohibited.

D. Any projects requiring signs within this zoning district that requires site plan approval after the adoption of this chapter shall be approved by the Planning Board at the time of the site plan approval. In the event that a variance is necessary, the Planning Board is authorized to issue a variance to this section. The Planning Board shall take into consideration the provisions of this chapter in requiring the necessary signs.

§57A-4.1. Signs permitted in J-6 Zoning Districts, Main Street Business Districts.

[Added 12-20-2005 by L.L. No. 6-2005, effective 12-27-2005]

A. Only the following signs are allowed in the J-6 Zoning Districts, Main Street Business Districts with a permit from the Building Division. Signs that are not expressly permitted herein may be authorized by special permit by the Town Board.

B. Except as otherwise provided herein the following sign types shall be permitted:

(1) One wall sign attached to or incorporated into each exterior side wall of each store facing a public street or parking area, advertising only the business conducted in such store, provided that:

(a) For walls under 24 feet in width, the maximum permitted size shall not exceed one square foot per linear foot of wall width, not to exceed 15 square feet.

(b) For walls over 24 feet in width, the maximum permitted size shall not exceed two square feet per linear foot of wall width, calculated by using only 2/3 of said length, not to exceed 48 square feet.

(c) Signs shall be lighted with external building-mounted lighting fixtures and shall not be backlit.

(2) One blade sign for each business may be permanently installed perpendicular to the facade, provided that:

(a) Such sign shall not exceed a total of four square feet, unless otherwise authorized by the Town Board.

(3) A detached or ground sign may be permitted by the Planning Board, advertising only the assembled businesses conducted on the premises upon which the sign is located, provided that:

(a) Such sign advertises an assemblage of businesses. Detached ground signs shall not be used for individual sites with a single individual business.

(b) There is only one such sign detached from a building. However, for buildings which have more than one street frontage the Planning Board may permit one such sign on each street frontage.

(c) The maximum height of the sign shall not exceed 12 feet in height from the mean level of the ground,

(d) Necessary lighting devices shall not project more than two feet from said sign. Lighting fixtures shall be directed downward. No sign shall be backlit. In no event shall either the signs or the lights extend into any right-of-way.

(4) One address number sign no more than six inches high shall be attached to the building in proximity to the principal entrance.

C. All signs shall be of wood or similar materials as may be approved by the Planning Board.

D. All signs shall be submitted for review and approval to the Department of Planning, Environment and Development at the time of site plan submission.

(5) The sign does not extend higher than the roof of any building.

(6) The sign is not higher than the distance between the head of the windows of one story and the lower sill course of the windows of the next higher story or the top of the parapet wall if a one-story building, and in no event shall the top of the sign be higher than 18 feet above the mean level of the ground.

(7) Any such sign shall be maintained in a good state of repair, in working order.

(8) The provisions of Subsection A(1) through (7) above shall not prohibit a sign projecting not more than one foot from any wall and not more than one foot by one foot in area used to indicate the location on the premises of a public telephone or other public utility facility for the use of the general public.

B. Detached or ground signs advertising only the business conducted on the premises upon which the sign is located, provided that:

(1) There is only one such sign detached from a building. However, for buildings which have more than one street frontage, one such sign shall be allowed on each street frontage.

(2) Such sign shall not exceed 18 square feet per sign face in area or nine feet in height from the mean level of the ground.

(3) The area between the sign and front property line shall be maintained free of obstructions and debris.

(4) Said sign must not be designed or constructed to move, oscillate or rotate, except for time and temperature signs in which said time and temperature are indicated, alternately, in lights.

C. Roof signs and window signs shall be prohibited.

D. Any projects requiring signs within this zoning district that requires site plan approval after the adoption of this chapter shall be approved by the Planning Board at the time of the site plan approval. In the event that a variance is necessary, the Planning Board is authorized to issue a variance to this section. The Planning Board shall take into consideration the provisions of this chapter in requiring the necessary signs.

ARTICLE XXXVB
HAMLET CENTER OVERLAY DISTRICT

§ 85-409. Legislative Intent.

In order to protect the aesthetic and visual character, promote and provide for the orderly development of certain corridors adjacent to commercial corridors within the Town of Brookhaven, the Town Board of the Town of Brookhaven hereby determines that it is necessary to establish a Hamlet Center Overlay District (HCOD). The Overlay District's regulations are intended to supplement the regulations of the underlying zoning districts and to provide for the compatibility of development along the identified corridors. In particular, the purpose of the Hamlet Center Overlay District shall include, but not be limited to, the following goals:

1. Encourage and promote the construction of pedestrian oriented facilities in both the public and private structure;

2. Provide a strong emphasis on aesthetics and architectural design to establish hamlet center identity, scale, architecture, diversity and focus;

3. Encourage the appropriate mix of residential, commercial, office and civic development and building density in close proximity to transit stops to promote pedestrian activity and minimize auto dependency;

4. Enhance the economic stability of the Town by promoting the attractiveness, convenience and accessibility of the commercial areas;

5. Encourage the development of attractive, convenient, and pedestrian-friendly off street parking facilities;

6. Encourage the installation of enhanced landscaping and architectural features.

7. Provide for and promote orderly development of concentrated infrastructure and encourage maximize transportation options along commercial corridors.

8. Regulate new development and redevelopment in order to eliminate the advance of strip commercial development.

§ 85-409.1. Designation of Hamlet Center Overlay District.

A. The Hamlet Center Overlay District (HCOD) shall be comprised of all properties as shown on the Town of Brookhaven's Official Zoning Map on file in the Office of the Town Clerk and in the Office of the Department of Planning, Environment and Land Management.

§ 85-409.2. Development permitted within the District.

A. All development and redevelopment of property within the Hamlet Center Overlay District shall be permitted in accordance with the provisions of Chapter 85 of the Town Code as applicable to the underlying zoning district and said

development/redevelopment shall comply with the development standards, guidelines and procedures set forth in this Article.

B. The Main Street Business Design Manual dated July 2003, and any amendments thereto, on file in the Office of the Town Clerk and in the Office of the Town of Brookhaven Department of Planning, Environment and Land Management, is hereby adopted, incorporated and made a part of this Article.

C. The provisions of this Article shall be incorporated into site plan review for any development and redevelopment of property.

§ 85-409.3. Transfer Of Development Rights

The Town Board recognizes that the transfer of development rights from the Transitional Corridor Overlay District to the Hamlet Center Overlay District will further the goals of duly adopted Town of Brookhaven Land Use Plans and will further promote the orderly and efficient development of Main Street Business Districts.

A. All parcels of land within a Hamlet Center Overlay District shall be deemed "receiving districts" for the transfer of Pine Barrens Development Credits.

§ 85-409.4. General procedures.

Upon receipt of an application for development or redevelopment within a Hamlet Center Overlay District, the Commissioner of Planning Environment and Land Management (herein Commissioner) or his/her desiguee, shall review the proposed development or redevelopment for compliance with the requirements of this Article.

§ 85-409.5. Site Development –Streetscape Improvements.

A. All applications for development or redevelopment shall comply with streetscape improvements. Streetscape improvements are architectural or functional facilities or structures consisting of amenities that occur on site or offsite and encourage and facilitate human interaction with the built environment, but are not part of the building. Examples of streetscape improvements include, but are not limited to, the following: decorative light fixtures, fountains, sculptures, benches and tables, planters, retaining walls, pedestrian and bicycle paths, bicycle parking structures, trash receptacles and enclosures, and fences.

B. Streetscape improvements shall be reviewed for aesthetic functionality and compatibility with the character of the related Hamlet Center Overlay District and shall be designed to be consistent with all requirements of this Article.

§ 85- 409.6. Dimensional criteria.

A. Minimum and maximum front-yard setback.

1. Notwithstanding provisions contained in the underlying zoning district, the minimum required front-yard setback shall be five (5) feet; the maximum permitted front-yard setback shall be twenty five (25) feet.

2. Notwithstanding the above, the Commissioner or his/her designee, upon application, may grant relief from the required dimensional criteria provided that the applicant has fulfilled all other requirements as applicable.

§ 85-409.7. Front yard parking restricted.

A. All parking within a HCOD shall be located in the rear yard area.

B. No parking shall be permitted in the front of the actual building setback.

C. Parking lots for passenger vehicles, which were established under a valid prior approval, may be permitted in a required front-yard, provided that said parking area is enhanced pursuant to an approved landscape plan that provides pedestrian amenities. The Planning Board, upon consideration of the existing character of the site and of the surrounding community and land uses may waive or modify said requirement.

D. On street parking adjacent to the development of the site may be included to satisfy the parking requirement.

E. The Planning Board may grant variances from the required off-street parking provisions based on estimated peak use, pedestrian accessibility, and availability of transit service.

§ 85-409.8. Access to site; parking.

A. Access to any property within the HCOD shall be coordinated with adjacent properties and shall to the extent possible eliminate curb cuts onto the designated roadway. The Planning Board, the Commissioner or his/her designee may require that all curb cuts and points of ingress and egress onto the designated corridor shall be eliminated wherever possible.

B. The Planning Board, Commissioner or his/her designee, as part of site plan review, may request the consent of the applicant/owner for future access to or from an adjoining property.

§ 85-409.9. Architectural requirements.

A. A design plan, demonstrating conformance with the architectural guidelines as contained in duly adopted Land Use Plans, as applicable, shall be submitted for new structures, additions to existing structures or those structures undergoing rehabilitation of greater than 50% of their assessed value.

B. The Planning Board as part of its site plan review may require additional architectural amenities.

C. Architectural lighting shall be recessed under roof overhangs or generated from a concealed source of low-level light fixtures.

D. Site lighting shall be a clear white or amber light of low-intensity from a concealed source, and shall not spill onto adjoining properties, buffers or roadways and overhead lights shall utilize "cut off" refractors as controls. All development/redevelopment plans must demonstrate the relationship of light to the roadway corridor.

E. Decorative, low-level intensity non-concealed source lighting that defines vehicular and or pedestrian ways may be deemed acceptable by the Planning Board or the Commissioner.

§ 85-409.10. Landscape Requirements.

A. A landscape plan shall be submitted in conjunction with the development or redevelopment plan that is compatible with the recommendations contained within the duly adopted applicable Land Use Plan.

B. The landscape plan shall be drawn to scale, include dimensions and distances, and clearly delineate all existing and proposed vehicular, bicycle and pedestrian movement, including but not limited to parking. The location, size and description of all landscaping materials shall be indicated on the land use plan.

§ 85-409.11. Zoning Incentives.

In order to encourage development in accordance with this article, the Planning Board is authorized, as part of its site plan review, to grant zoning incentives, as set forth herein, for development that offers special identified public benefits.

A. The Planning Board is authorized to grant zoning incentives, including, but not limited to, increasing the FAR, reducing parking requirements or other land development standards as deemed appropriate for the development, dedication or contribution of one or more of the following:

(1) Public parking: municipal or public parking provided in addition to the minimum required on-site parking and excluding any fee paid in lieu of providing required on-site parking requirements.

(2) Sewage treatment plant capacity: The provision of additional sewer capacity, which is in excess of the minimum, required on-site demand.

(3) Civic/park space. The civic/park space incentives approved by the Planning Board shall include those types of parks and open space as set forth in the Main Street Business District Design Manual.

(4) Downtown infrastructure improvements: infrastructure improvements in the form of street furniture, lighting, pavers, plazas and related public amenities, which exceed the minimum Town requirements.

B. In order for the Planning Board to determine the request for the zoning incentive, the applicant(s)/owner(s) shall submit, at the time of site plan submission, the following information:

(1) The requested incentive.

(2) The economic value of the amenity to the public.

(3) A summary describing the benefits to be provided to the public by the proposed incentive.

(4) Documentation to demonstrate that adequate facilities exist for the additional demand generated by the proposed zoning incentive.

(5) Any additional information as may be required by the Planning Board.

§ 85-409.12. General Severability.

If any clause, sentence, paragraph, section or item of this local law shall be adjudged by a court of competent jurisdiction to be invalid, such judgment shall not impair nor invalidate the remainder hereof, but such adjudication shall be confined in its operation to the clause, sentence, paragraph, section or item directly involved in the controversy in which such judgment shall have been rendered.

Effective Date: This local law shall become effective immediately upon filing with the Secretary of State of the State of New York.

Dated: October 18, 2005
Farmingville, New York

LAURI MURRAY, DEPUTY TOWN CLERK
TOWN OF BROOKHAVEN

ARTICLE XXXVC
TRANSITIONAL CORRIDOR OVERLAY DISTRICT

§ 85-410. Legislative Intent.

A. In order to protect and enhance the aesthetic and visual character and promote and provide for the orderly development of certain corridors adjacent to major transportation routes, which serve as scenic gateways to business districts within the Town of Brookhaven, the Town Board of the Town of Brookhaven hereby determines that it is necessary to establish a Transitional Corridor Overlay District. The Overlay District's regulations are intended to supplement the regulations of the underlying zoning districts and to provide for the compatibility of development along the identified corridors. In particular, the purpose of the Transitional Corridor Overlay District shall include, but not be limited to, the following goals:

1. Reduce incompatible and adverse visual impacts and provide for sound positive visual experiences along the Town's major commercial corridors.

2. Provide for the continued safe and efficient use of corridors through the use of appropriate site development methods.

3. Encourage the development and preservation of the unique scenic, cultural, and historical character within the transitional corridors.

4. Provide a strong emphasis on redevelopment consistent with the various hamlets' character and identity to further promote neighborhood identity, diversity and focus.

5. Minimize intersections and individual site access points along transitional corridors.

6. Reverse the appearance of commercial and suburban sprawl in the transitional corridors through setback requirements, buffering and redevelopment criteria.

7. Provide a mechanism to preserve portions of the transitional commercial corridor as natural vegetation.

8. Regulate new development and redevelopment in order to eliminate the advance of strip commercial development.

§ 85-410. 1. Designation of Transitional Corridor Overlay District.

B. The Transitional Corridor Overlay Districts shall be comprised of all properties as shown on the Town of Brookhaven's Official Zoning Map on file in the Office of the Town Clerk and in the Office of the Department of Planning, Environment and Land Management.

§ 85-410.2. Development permitted within the District - Standards

A. All development and redevelopment of property within the Transitional

Corridor Overlay District shall be permitted in accordance with the provisions of Chapter 85 of the Town Code as applicable to the underlying zoning district and said

development/redevelopment shall comply with the development standards, guidelines and procedures set forth in this Article.

B. Notwithstanding the above and the provisions contained in the underlying zoning district, outdoor storage shall be prohibited within a Transitional Corridor Overlay District.

C. The provisions of this Article shall be incorporated into site plan review for any development and redevelopment of property.

§ 85- 410.3. Transfer of Development Rights.

The Town Board recognizes that the transfer of development rights from the Transitional Corridor Overlay District to the Hamlet Center Overlay District will further the goals of duly adopted Town of Brookhaven Land Use Plans and will further promote the orderly and efficient development of the Main Street Business Districts.

A. All parcels of land within a Transitional Corridor Overlay Districts shall be deemed "sending districts" for the transfer of Pine Barrens Development Credits.

§ 85-410.4. General procedures.

Upon receipt of an application for development or redevelopment within a Transitional Corridor Overlay District, the Commissioner of Planning Environment and Land Management (herein Commissioner) or his/her designee, shall review the proposed development or redevelopment for compliance with the requirements of this Article.

§ 85-410. 5. Dimensional criteria standards.

A. Minimum front-yard setback.

1. Notwithstanding provisions contained in the underlying zoning district, the minimum required front-yard setback shall be forty (40) feet.

2. Notwithstanding the above, the Commissioner or his/her designee, upon application, may grant relief from the required dimensional criteria provided that the applicant has fulfilled all other requirements as applicable.

§ 85-410.6. Front-yard parking restricted.

A. All parking within the Transitional Corridor Overlay District shall be located in the rear yard area.

B. Parking or vehicular driveways shall be prohibited within the front-yard set-back..

C. Parking lots for passenger vehicles, which were established under a valid prior approval, may be permitted in a required front-yard, provided that said parking area is enhanced pursuant to an approved landscape plan that provides a minimum of a twenty-foot landscape buffer along the required front-yard. The Planning Board, upon consideration

D. of the existing character of the site and of the surrounding community and land uses, may waive or modify said requirement.

E. The above shall not apply to single-family and two-family residences

§ 85-410.7. Access to site; parking.

A. Access to any property within the Transitional Corridor Overlay District shall be coordinated with adjacent properties and shall to the extent possible eliminate curb cuts onto the designated roadway. The Planning Board or Commissioner or his/her designee may require that all curb cuts and points of ingress and egress onto the designated corridor be eliminated wherever possible.

B. The Planning Board, the Commissioner of Planning, Environment and Land Management or his/her designee, as part of site plan review, may request the consent of the applicant/owner for future access to or from an adjoining property.

§ 85-410.8. Architectural standards.

A. A design plan, demonstrating conformance with the architectural guidelines as contained in duly adopted Land Use Plans, as applicable, shall be submitted for new structures, additions to existing structures or those structures undergoing rehabilitation of greater than 50% of their assessed value.

B. The Planning Board as part of its site plan review may require additional architectural amenities.

§ 85-410.9 Site Lighting standards.

A. Architectural lighting shall be recessed under roof overhangs or generated from a concealed source of low-level light fixtures.

B. Site lighting shall be a clear white or amber light of low-intensity from a concealed source, and shall not spill onto adjoining properties, buffers or roadways. Overhead lights shall utilize "cut off" refractors as controls. All development/redevelopment plans must demonstrate the relationship of light to the roadway corridor.

C. Decorative, low-level intensity non-concealed source lighting that defines vehicular and or pedestrian ways may be deemed acceptable by the Planning Board or the Commissioner.

§ 85-410.10. Landscape standards.

A. A landscape plan shall be submitted in conjunction with the development or redevelopment plan that is compatible with the recommendations contained within the duly adopted applicable Land Use Plan.

B. The landscape plan shall be drawn to scale, include dimensions and distances, and clearly delineate all existing and proposed vehicular, bicycle and pedestrian movement, including but not limited to parking. The location, size and description of all landscaping materials shall be indicated on the land use plan.

C. Parking lots established under a valid prior approval that are located along a designated transitional corridor and which cannot satisfy the required twenty-foot landscape buffer, shall require the installation of an evergreen hedge, berm and/or decorative wall or fence as determined by the Planning Board.

§ 85-410.11. General Severability.

If any clause, sentence, paragraph, section or item of this local law shall be adjudged by a court of competent jurisdiction to be invalid, such judgment shall not impair nor invalidate the remainder hereof, but such adjudication shall be confined in its operation to the clause, sentence, paragraph, section or item directly involved in the controversy in which such judgment shall have been rendered.

Effective Date: This local law shall become effective immediately upon filing with the Secretary of State of the State of New York.

Dated: October 18, 2005
Farmingville, New York

LAURI MURRAY, DEPUTY TOWN CLERK
TOWN OF BROOKHAVEN

ARTICLE XXXVD
HEAVY COMMERCIAL OVERLAY DISTRICT

§85-411. Legislative Intent.

In order to protect and enhance the aesthetic and visual character and promote and provide for the orderly development of certain corridors adjacent to major transportation routes, within the Town of Brookhaven, the Town Board of the Town of Brookhaven hereby determines that it is necessary to establish a Heavy Co``mmercial Overlay District. The Overlay District regulations are intended to supplement the regulations of the underlying zoning districts and to provide for the compatibility of development along the identified corridors. In particular, the purpose of the Heavy Commercial Overlay District shall include but not be limited to the following goals:

1. Reduce incompatible and adverse visual impacts and provide for sound positive visual experiences along the Town's major commercial corridors.

2. Provide for the continued safe and efficient use of corridors through the use of appropriate site development methods.

3. Promote orderly development of compatible uses.

4. Provide a strong emphasis on redevelopment consistent with the various hamlets' character and identity to further promote neighborhood identity, diversity and focus.

5. Minimize intersections and individual site access points along the heavy commercial corridors.

6. Encourage the installation of enhanced landscaping and architectural features.

§ 85-411.1. Designation of Heavy Commercial Overlay District.

A. The Heavy Commercial Overlay Districts shall be comprised of all properties as shown on the Town of Brookhaven's Official Zoning Map on file in the Office of the Town Clerk and in the Office of the Department of Planning, Environment and Land Management.

§ 85-411.2. Development permitted within the District - Standards

A. All development and redevelopment of property within the Heavy Commercial Overlay District shall be permitted in accordance with the provisions of Chapter 85 of the Town Code as applicable to the underlying zoning district and said development/redevelopment shall further comply with the development standards, guidelines and procedures set forth in this Article.

B. The provisions of this Article shall be incorporated into site plan review for any development and redevelopment of property.

§ 85-411.3. General procedures.

Upon receipt of an application for development or redevelopment within a Heavy Commercial Overlay District, the Commissioner of Planning Environment and Land Management (herein Commissioner) or his/her designee, shall review the proposed development or redevelopment for compliance with the requirements of this Article.

§ 85-411. 4. Dimensional criteria standards.

A. Minimum front yard setback.
Notwithstanding provisions in the underlying zoning district, the minimum required front-yard setback shall be fifty (50) feet.

B. Minimum side yard setback.
Notwithstanding provisions in the underlying zoning district, the minimum required side-yard setback shall be twenty-five (25) feet.

C. Minimum rear yard setback.
Notwithstanding provisions in the underlying zoning district, the minimum required rear-yard setback shall be forty (40) feet.

§ 85-411.6. Front yard parking restricted.

A. All parking within the Heavy Commercial Overlay District shall be located in the rear-yard or side-yard area.

B. Parking or vehicular driveways shall be prohibited within the front yard set-back..

C. Parking lots for passenger vehicles, which were established under a valid prior approval, may be permitted in a required front-yard, provided that said parking area is enhanced pursuant to an approved landscape plan that provides a minimum of a twenty-foot landscape buffer along the required front yard. The Planning Board, upon consideration of the existing character of the site and of the surrounding community and land uses, may waive or modify said requirement.

D. The loading and unloading of vehicles shall be within designated areas. Loading and unloading of vehicles within the front-yard area shall be prohibited.

§ 85-411.7. Access to site; parking.

A. Access to any property within the Heavy Commercial Overlay District shall be coordinated with adjacent properties and shall to the extent possible eliminate curb cuts onto the designated roadway. The Planning Board or Commissioner or his/her designee may require that all curb cuts and points of ingress and egress onto the designated corridor be eliminated wherever possible.

B. The Planning Board, the Commissioner of Planning, Environment and Land Management or his/her designee, as part of site plan review, may request the consent of the applicant/owner for future access to or from an adjoining property.

C. There shall be no more than one access point per roadway.

D. No part of a strip twenty-five (25) feet in width adjoining a residence district or a residentially improved property or a street intersection shall be used for providing access to the site.

§ 85-411.8. Architectural requirements.

A. A design plan, demonstrating conformance with the architectural guidelines as contained in duly adopted Land Use Plans, as applicable, shall be submitted for new structures, additions to existing structures or those structures undergoing rehabilitation of greater than 50% of their assessed value.

B. To the extent possible, all automotive repair or garage bay doors shall be designed to face the side or rear of the building.

C. The Planning Board as part of its site plan review may require additional architectural amenities.

§ 85-411.9. Site Lighting requirements.

A. Architectural lighting shall be recessed under roof overhangs or generated from a concealed source of low-level light fixtures.

B. Site lighting shall be a clear white or amber light of low-intensity from a concealed source and shall not spill onto adjoining properties, buffers or roadways. Overhead lights shall utilize "cut off" refractors as controls. All development/redevelopment plans must demonstrate the relationship of light to the roadway corridor.

C. Decorative, low-level intensity non-concealed source lighting that defines vehicular and or pedestrian ways may be deemed acceptable by the Planning Board or the Commissioner.

§ 85-411.10. Landscape Requirements

A. A landscape plan shall be submitted in conjunction with the development or redevelopment plan that is compatible with the recommendations contained within the duly adopted applicable Land Use Plan.

B. The landscape plan shall be drawn to scale, include dimensions and distances, and clearly delineate all existing and proposed vehicular, bicycle and pedestrian movement, including but not limited to parking. The location, size and description of all landscaping materials shall be indicated on the land use plan.

C. A minimum natural or landscape area of at least 50 feet shall be required for all development/redevelopment located adjacent to any residential use or residential district.

D. A minimum landscape area of at least 30 feet shall be required for all development/redevelopment located adjacent to any street frontage.

§ 85-411.12. Outdoor Storage

Outdoor storage shall be permitted as authorized pursuant to the underlying zoning district. Notwithstanding, the provisions contained in the underlying zoning district all outdoor storage areas shall be visually screened from the public right-of-way and adjacent property. All screening shall be of sufficient height to screen storage areas from view. The Planning Board, upon consideration of the existing character of the site and of the surrounding community and land uses, may waive or modify said requirement.

§ 85-411.13. General Severability.

If any clause, sentence, paragraph, section or item of this local law shall be adjudged by a court of competent jurisdiction to be invalid, such judgment shall not impair nor invalidate the remainder hereof, but such adjudication shall be confined in its operation to the clause, sentence, paragraph, section or item directly involved in the controversy in which such judgment shall have been rendered.

Effective Date: This local law shall become effective immediately upon filing with the Secretary of State of the State of New York.

Dated: October 18, 2005
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LAURI MURRAY, DEPUTY TOWN CLERK
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