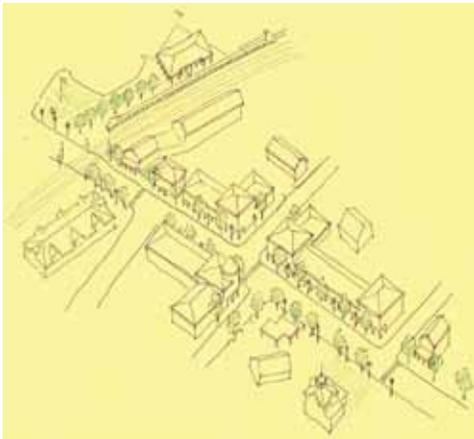


Port Jefferson Station Commercial Hub Study

Project 24313046



**The Hamlet of
Port Jefferson Station-Terryville
Town of Brookhaven New York**

March 4, 2014

Brookhaven Town Board

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Port Jefferson Station Commercial Hub Study

Port Jefferson Station, New York

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Consultants

Dr. Lee Koppelman	Frances Campani
	Michael Schwarting

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A Message from Supervisor Ed Romaine – February 2014



Abraham Lincoln once said, “I like to see a man proud of the place in which he lives.” Nowhere is this more apparent in Brookhaven Town than in our citizen-driven community land use plans.

Just over five years ago, hundreds of residents of Port Jefferson Station participated in the formulation of the 2008 Comsewogue Hamlet Comprehensive Land Use Plan. Today, those same residents have expanded on that plan with this Downtown Hub Study, focusing on the central Main Street business district of the community.

Main Street businesses are the heart and soul of our local economy, and can be a defining point of how we perceive a community. It is the first impression that many visitors have when they come to an area, and the hub around which many in the community lead their lives.

Port Jefferson Station is not like other communities in Brookhaven that have a history reaching back over two centuries, where their business district has deep roots as the center of their town. This is a place that wasn’t settled until after the Civil War, and was largely a rural area less than a century ago.

A majority of the commercial development here sprang up along State Routes 112 and 347 over the last sixty years. At the time Brookhaven’s population was booming and commercial development was geared more towards the car-centric culture of the era, and less with developing a “sense of place.”

Although we cannot undo land use decisions made in the past, we can make every effort to ‘do no further harm’ with new applications for development in the future. We can do our best to preserve what is left, build upon the strengths of Port Jefferson Station’s Main Street area, and use this study as a guide for the future redevelopment of this important business corridor.

Within these pages is the combined vision of hundreds of residents, businesses and property owners of Port Jefferson Station of what their downtown should be. The town board and I are grateful to those who took the time to fill out the questionnaire and to include their thoughts, ideas, and concerns for the future of their community.

Upon acceptance by the Town Board, the results of this study will be given to the Planning Department to develop recommendations for potential future redevelopment of this business corridor.

I want to thank the many residents and business owners of Port Jefferson Station who volunteered to serve on one or more the committees involved in creating this study, including Chairman Charles McAteer, Port Jefferson Station-Terryville Civic Association President Ed Garboski, and North Brookhaven Chamber of Commerce President Jennifer Dzvonar, I would also like to thank Dr. Lee Koppelman and his staff at the Center for Regional Policy Studies at Stony Brook University for compiling the responses, analyzing the data, and presenting the results.

A Message from your Councilwoman Valerie Cartright

February 2014



Greetings,

As a new Councilperson in the Town of Brookhaven, I am pleased to be part of the visioning stage of the Port Jefferson Station-Terryville Hub Study. When I started my term, the Study was well underway and nearly ready for presentation. However, my District Office played a part in this process, from the beginning, under my predecessor Steve Fiore-Rosenfeld. I have also eagerly committed to working with the appropriate Town Departments as we move into the next stages of this Study.

The process undertaken during this Hub Study is a clear example of effective citizen and civic engagement. The diligence and dedication of the Committee and Subcommittee members in conjunction with the responsive input of over 300 residents of Port Jefferson Station and Terryville evidences the amount of direct influence the community has over the outcome of this Study. The active participation of each community member who filled out the survey, drafted by the Citizens Advisory Committee, was an integral part of this process.

The results of the Study reflect an aesthetically pleasing and functional downtown area. The proposal allows for a walkable “green” space in an area that does not currently attract pedestrian traffic. Under this proposal, the potential to experience economic growth will increase while preserving the cherished historical architecture and attributes wherever possible.

I will work with the Planning Department and the Town of Brookhaven as we move towards the next stage of the Committee and Community's Vision. I look forward to continuing to advocate on behalf of Port Jefferson Station-Terryville. Additionally, I appreciate the hard work and dedication of each member of the Citizens Advisory Committee and subcommittees under Charlie McAteer. Finally, I would also like to thank Steve Fiore-Rosenfeld for all of his efforts that brought the Study to this point.

A handwritten signature in black ink that reads "Valerie M. Cartright". The signature is written in a cursive, flowing style.

Councilwoman Valerie M. Cartright

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PREFACE

The Port Jefferson Station-Terryville Civic Association, in cooperation with Councilman Steve Fiore-Rosenfeld, was successful in gaining the support of the Brookhaven Town Board to provide funding to allow the undertaking of a Commercial Hub Study of Port Jefferson Station, south of the LIRR tracks. The Town Board agreed to retain the same consultant team that assisted the community in the Comsewoque Hamlet Comprehensive plan of 2008. That consists of Dr. Lee Koppelman, his staff at Stony Brook University, and the architectural firm of Campani and Schwarting Architects.

The councilman, citizen's advisory committee (CAC) and consultants determined that the most efficient method to obtain the views of residents and businesses would be to canvas the entire community about the hub study area via a mailed survey. Funds were requested and obtained from the Supervisor Edward Romaine as well as commitment of support of the department of Planning and Environment's staff and its Commissioner Tullio Bertoli to the Hub study process and presentation.

The CAC consists of hamlet members representing the various stakeholders in the community and has been the steering group throughout the one year hub study process. They upon meeting agreed to form sub-committees on design; History; Commercial & Residential Zoning; Traffic, Transportation & Pedestrian Safety; and Stony Brook University Interface. The individual committees met separately and on a monthly basis reported out progress and gain maximum input/cooperation at the CAC meetings.

This report is presented in five sections. First, Introduction, contains a brief discussion of the methodological model of the study process used. Second, Results of the mailed out questionnaire. Third, The five sub-committee reports and their recommendations. Fourth, The design studies and data collection/site analysis based on the CAC overall discussions and findings. Fifth, the appendices with supporting documentation, data from the sub-committees as well as governmental bodies about the hub study area.

Upon adoption by the Town Board, the results of the Commercial Hub Study will be relayed to the Planning Department. It will be their responsibility to develop recommendations that will provide for potential redevelopment of this study area and report them out to the board for their consideration. It will be the continuing responsibility of the hamlet of Port Jefferson Station-Terryville residents, the civic association and fellow stakeholders to follow up on the recommendations and proposed actions with the town board, planning group and other governmental agencies as needed.



INTRODUCTION

This planning study of the Port Jefferson Station Hamlet Route 112 corridor is the second of three community based efforts to address the needs and desires of the residents to protect the many assets of the community and to enhance the quality of life and aesthetics for its' members. The first study completed three years ago was the preparation of an overall comprehensive land use plan for the port Jefferson Station/Terryville Hamlet. The third study, which is nearing completion, is a concentration on the Lawrence Aviation property.

The overall goal sought for the corridor is to achieve improvements that will transform this core of the Hamlet into a destination center with improved, coordinated architectural design; safe walkable ambience; and the preservation of historical sites.

Several unique features of the three planning efforts is that they all shared a common, yet vital ingredient—namely; the planners in the main were the residents of the community. This bottom-up rather than top-down approach meant a much closer relationship between the residents and the planners who were one and the same. Professional guidance was provided by Commissioner Bertoli of the Brookhaven Planning Department and his staff who provided data and maps as requested by the working groups. In addition, credit is due to the Town Board for making possible the issuance of a mail survey to all the residents of the Hamlet. The survey was instrumental in allowing the entire community to participate by responding with their ideas, concerns and recommendations. A special appreciation is extended to Supervisor Romaine who expressed a strong interest in the work. Councilwoman Valerie Cartright who succeeded Councilman Fiore-Rosenfeld has already demonstrated her interest and support for the study. Dr. Joseph Rella, Superintendent of the Comsewogue School District was a valued member of the study team, and was most helpful in providing a home for the work teams.

Our architectural consultants Frances Campani and Michael Schwarting did the yeoman's work as evidenced in the plan in translating the desires of the citizen committees into design concepts that complement the overall goals of the plan.

We respectfully submit this plan to the Brookhaven Town Board with the expectation that after due review and consideration the Board will accept and adopt the recommendations and treat this effort as part of the town's overall planning and move forward in its' implementation.

Dr. Lee Koppelman – LPP RLA

Port Jefferson Station Commercial HUB Study

SURVEY

Mailed to 6,500 people in the 11776 Zip Code area on August 15, 2013

There were 310 responses or a 4.8% response rate

The mailed survey and received comments are in Appendix A

Port Jefferson Commercial Hub Study Survey 2013

Tables

A "Main Street" from the LIRR Tracks to Chereb Lane (7-Eleven) Should have:

	COUNTS			PERCENTAGE		
	Yes	No	Undecided	Yes	No	Undecided
Traffic Calming	247	39	14	82.3	13	4.6
Wide Sidewalks with distinctive paving	214	55	17	74.8	19.2	5.9
Street Landscaping	216	58	16	74.5	20	5.5
Architectural Lighting	220	46	26	75.3	15.7	8.9
Well designed signage	240	26	18	84.5	9.2	6.3
Pocket parks	122	118	57	40.8	39.5	19.1
Outdoor dining	149	102	37	62.5	21.6	15.8
Wi-Fi	182	63	46	92.7	4.8	2.4
Security and surveillance	268	14	7	49.2	32.2	9.6
Shops built to the sidewalk with parking and second entry in back	145	95	45	50.2	33.3	15.8
Shops with awnings or porticos	170	65	50	59.6	22.8	17.5
Shops at grade, office or residential on 2nd floor	160	71	54	56.1	24.9	18.9
Residential use on third floor	106	124	56	37.1	43.6	19.6
Historical looking downtown	240	32	20	82.2	10.9	6.8
Combined parking of adjacent businesses rather than require individual parking lots for each business and reduce the number of curb cuts and street turns	231	27	32	79.7	9.3	11
Complete NYS road improvements to LIRR Tracks	244	16	13	89.4	5.9	4.8
Pedestrian crosswalks at Railroad and Maple Avenue	229	26	25	81.8	9.3	8.9
Redeveloped a portion of LIRR parking lots not being fully utilized	222	40	24	77.6	14	8.3
Existing LIRR parking lots replaced with a parking structure	87	141	57	30.5	49.4	20

The Street from Chereb Lane (7-Eleven) to Route 347:

	COUNTS			PERCENTAGE		
	Yes	No	Undecided	Yes	No	Undecided
A Landscaped traffic medium with dedicated turning lanes should be installed	169	94	23	59.1	32.9	8
Add small shops along sidewalk of Port Plaza Shopping Center (like the existing bank)	96	152	43	34.2	54.1	15.3
Additional landscaping, improved sidewalks and pedestrian amenities in Port Plaza and adjacent areas	221	42	14	79.7	15.2	5.1
Permit mixed-use, commercial/residential on Cherub Lane	101	124	51	36.6	44.9	18.5
Make a dedicated passive parkland at the triangle in front of the Fire Station at Rt. 112 and Jayne Blvd.	169	77	44	58.3	26.6	15.1
Create a safe, pedestrian friendly crosswalk with count-down timer at Route 347 from the north to the new park to be built on S-E corner	259	15	16	89.3	5.2	5.5
Combine parking of adjacent businesses rather than require individual parking lots for each business and reduce the number of curb cuts and street turns	233	9	25	87.3	3.4	9.4

Rt.25A- Hallock Avenue from Route 112 to Columbia Street:

	COUNTS			PERCENTAGE		
	Yes	No	Undecided	Yes	No	Undecided
Should have sidewalks and street trees to create a better visual street	215	38	25	77.3	13.7	9
Should try to keep the converted residential buildings on the south side	112	46	86	45.9	18.9	35.2
Should encourage changing the existing converted residential buildings on the south side to new commercial or office buildings	107	97	82	37.4	33.9	28.7
Should require any new building to be built close to the street with a planting buffer in front and parking behind	191	49	39	68.5	17.6	13.9
Create left hand turning lanes	215	41	29	75.4	14.4	10.2

General Survey Questions for Hub Study Area:

	COUNTS			PERCENTAGE		
	Yes	No	Undecided	Yes	No	Undecided
Is distance to Stony Brook Univ. a factor in choosing to live here	140	106	7	55.3	41.9	2.8
Is it important to live near the following:						
US Post Office	191	80	10	67.9	28.5	3.5
Grocery store	249	31	4	87.7	10.9	1.4
Public Library	204	60	30	69.4	20.4	10.2
Education Center	158	99	26	55.8	35	9.2
Museum and Theater	148	113	25	51.7	39.5	8.7
Train Station	156	110	13	55.9	39.4	4.7
Retail shops	205	61	12	73.7	21.9	4.3
Park/Outside exercise area	182	48	27	70.8	18.7	10.5
Is a pedestrian Friendly Main Street neighborhood important to you	229	37	7	83.9	13.6	2.6
Do you think shade trees by community sidewalks are appealing	230	31	16	83	11.2	5.8
If you drive a car, would you patronize stores if you had to pay to park	34	213	26	14.3	89.1	10.8
Would you patronize stores that made efforts to utilize environmental sound practices	210	29	35	76.6	10.6	12.8
Are there adequate activities available for kids, tweens and teens	64	151	61	23.2	54.7	22.1
Is the preservation of open space on development of parks and recreation facilities on Main Streets Important	204	50	21	74.2	18.2	7.6
Having multi-family housing built in the commercial Hub study area	44	198	43	15.4	69.5	15.8
Are you satisfied with the current conditions in the Hub study area	34	199	48	12.1	70.8	17.1
Would you favor improved public transportation in the Hub Study area	160	63	57	57.1	22.5	20.4
Would you favor a senior citizens center in the Hub study area	177	63	38	63.7	22.7	13.7
Would you favor police foot/bike patrols in the Hub Study area	252	14	12	90.6	5	4.3

General Survey Questions for Hub Study Area:						
	COUNTS			PERCENTAGE		
	Yes	No	Undecided	Yes	No	Undecided
Would you choose to develop the commercial and residential use in the Hub Study area to mirror similar architectural design/look that the Upper Port Study has recently completed	168	54	78	84	27	39
Are the roadways reasonable safe in the Hub study Area	94	131	37	35.9	50	14.1
My family feels reasonable safe walking in the Hub study Area	77	89	45	36.5	42.2	21.3
Do you favor more use of Don't Block the Box zones in the Hub Study Area	117	104	74	39.7	35.3	25.1
Do you favor more use of One way traffic flow in the Hub Study area	75	124	61	28.8	47.7	23.5
Is traffic in the Hub study area too congested	213	56	24	72.7	19.1	8.2
Do you favor local businesses in the Hub Study area	219	37	21	79.1	13.4	7.6
Are you concerned with any of the following issues in the Hub Study area...						
Vacant Lots	238	25	5	88.8	8.3	1.9
Condition of houses and businesses	254	14	5	93.1	5.1	1.8
Vandalism	248	15	9	91.1	5.5	3.3
Illegal activities	255	14	6	92.7	5.1	2.2
Do you think we have sufficient housing to meet our needs	176	65	33	64.2	23.7	12.5
Does anyone in your family need additional housing now	19	265	3	6.6	92.3	0.1
Will anyone in your family need more housing in the next five years	57	199	13	21.2	73.9	4.8
Do you have plans to leave Long Island for retirement	70	123	82	25.5	44.7	29.8
Are there recent graduates in your family who are unable to find work	67	130	43	27.9	54.2	17.9
In the Hub study area do you see areas that could provide housing needs for persons affiliated with Stony Brook Univ	87	133	55	31.6	48.4	20
In the Hub study area do you see areas that could provide retail/business needs for person affiliated with Stony Brook Univ	111	98	63	40.8	36	23.2
Would you consider more use of public transportation to Stony Brook and Suffolk County if a North-South connection existed for the Three LIRR East-West branches	135	93	54	47.9	33	19.1
Would you consider more use of the LIRR along Port Jefferson Branch if improve service occurred during the day and weekends	151	70	32	59.7	27.7	12.6
If you travel to Stony Brook Univ. area which methods of travel do you use....						
Personal Vehicle	279	2	2	98.6	0.7	0.7
Public Bus	80	27	4	20.5	69.3	10.2
LL Rail Road	15	106	4	12	84.8	3.2
taxi/Car Service	12	109	4	9.6	87.2	3.2
Walk/Bike	17	99	4	14.2	82.5	3.3

Design, Aesthetics & Architecture Committee Report

Port Jefferson Station Commercial Hub Study Design Recommendations

Design standards are intended to improve the physical environment, reestablish the hamlet's historic character and augment the natural environment within streetscapes, hardscapes, landscapes-commercial, retail, municipal and residential structures. Our aim is for a form-based code to create an enhanced Main Street Business District.

These design recommendations speak directly to the informed resident and consumer, who are necessary for a vital, progressive community. Good design is important for the future success of our hamlet. Environmentally conscientious design attracts like-minded adults and young adults that staff our businesses and grow a vibrant community. We try to set forth principals that preserve the existing features of quality to enhance lifestyle, moderate our carbon footprint, and also help define the character of the hamlet's heritage.

The Design Committee discussed form based planning; using physical form as an organizing principal. Form based recommendations address the relationship between new and existing buildings within the landscape. It addresses issues of scale, signage, lighting, colors, street furnishings, tree shade and incorporation of cooling effects of sustainable practices in the public realm.

Zoning / Uses

Change Zoning from J-2 to J-6 Main Street Business District –Primary use is 'mixed-use' with combined retail, office and residential. - see permitted uses Table 1

Orient buildings on Main and Hallock Avenue to the street front, close to the sidewalks, with all parking in the rear, combined curb cut access and shared parking for residential. Buildings shall have easily accessible/handicapped accessible parking located at rear secondary entrance, with maintained walkways.

Buildings should not have more than two stories of residences above one main floor of retail; a maximum of 35' on Main Street and Hallock, except that an extra floor could be permitted as a special feature at prominent street intersections.

Encourage a variety of retail: sit-down non-fast food dining, gallery space, municipal/community space, museums, and the like in J6 zone at ground level.

Encourage owner occupied, one and two family residential over ground floor retail use.

Automotive related businesses should not be a *permitted use*. Repurpose auto related business that are presently or become vacant.

Reduce the parking requirement.

Evaluate the LIRR parking lot as a possible site for a parking garage.

Building Aesthetics

Façade compositions should be made up of a discernible base, middle and top.

Store fronts should be complementary to the façade organization above.

Increase percentage of pane glass to -60% for street level businesses.(J-6 may currently only require 50%)

Buildings on Main Street and Hallock Ave corridors should have coherent and related aesthetics except for required retail space on the ground floor. Commercial or mixed-use buildings should not exceed twice the height and massing of adjacent buildings for integration with surrounding area.

A consistent building line should be maintained at the setback line along the street. However, projections of porches, bay windows, stoops, and their minor building masses into the building line are encouraged to create an interesting streetscape.

Long rows of windows should be organized in vertical groups to offset the horizontality of the building.

Entry doors must be set back from the building façade

Buildings on corner lots, at the intersection of major streets or at the entrance to the Main Street District shall be considered special.



With parking set to the rear of the buildings, buildings have not one, but essentially two 'faces' (three on corner buildings), one on the street and one to the rear where patrons will enter if they are utilizing the parking lot. All sides of the building should be equally attractive. Architectural details such as texture, pattern, color, and building form used on the front facade should be incorporated on all visible building facades.

Buildings, either on the main corridors or on a side street, that are permitted to exceed 35' should include a rooftop garden on the third story and a fourth story set back to reduce the apparent height of the building as a whole.

Architectural embellishments, such as corner towers, clock towers, cupolas, spires, widow's walk or other similar features can emphasize the location and importance of special buildings. Decorative architectural embellishments could add interest: windows, arches, columns, domed turret, moldings, corbels, half-timbering, etc. and traditional siding such as cedar shakes, board and batten, ship lap, clapboard, brick and stone.



Windows and projecting wall surfaces to break up larger wall surfaces establish visual interest and provide visibility of the street and other public spaces encouraging social interaction. Commercial structures should provide awnings, covered walkways, colonnades, or other weather protection. Ground floor retail, service, restaurant, and other commercial uses must provide large pane windows. Use paned windows. Shutters on windows in a uniform pattern are encouraged.



Buildings should be designed in an attractive and interesting manner to define the image of the community and re-establish the charm of the hamlet's 1850's Queen Anne and agrarian era.

The Queen Anne and Victorian style were popular domestic American architecture from about 1880 until 1910. The Wild Honey restaurant with residential above, incorporates elements well. The renovated barn, with permeable drive and natural vegetation surrounding it is open for business.



Sidewalks / Streetscape

Increase width of sidewalks for aesthetics, accommodating central plantings, handicap accessibility and to accommodate baby strollers, as shown from West Hartford.





Short sections on street /turning medians should include public art structures, xeriscape landscaping- Raised - within constructed/ walled beds, similar to those in Hauppauge, Rte 347 near Rte 111- for aesthetics and preventing litter.

Street accessories: Benches, antique lighting consistent with what currently exists north of train tracks. Paver or brick cross walks to enhance aesthetics.

Eroding sidewalks must be repaired using traditional concrete of matching color and new sidewalks must do the same. Exceptions can be addressed where the use of permeable pavers are desirable.

Sidewalk site lines of 25' should be kept uniform. Exceptions can be addressed where modifications are made to ensure the preservation of mature trees and vegetation.

Provide closed-top recycle and trash containers convenient to all pedestrians on all routes, housing, municipal and commercial properties.

Landscape

Trees are inviting, and an asset. Walkways with planting beds for the trees should be used near buildings creating patios, or courtyards could accommodate benches, display areas for shops, and upper floor residents would benefit from the shade and the birdsong.

Trees are not only for visual aesthetic interest, but also attract patrons and residents, offering cooling effects on pedestrians and car traffic, reduction in cooling costs for both residents and shop keepers, and it reflects our desire to develop the hardscape as harmoniously as possible.

Increase the number of trees along sidewalks on Hallock Ave and Main Street corridor. Evergreen shrub hedge and native perennials between sidewalks and street along Main Street corridor and Hallock Avenue. There are more opportunities for trees along Hallock Avenue.

Preserve all existing trees and incorporate them in sidewalk scapes and landscapes wherever possible. Trees that are removed or die should be replaced on the site in an approved location. There are few places directly along Main Street where there are existing trees, but some mature trees do exist a block south of the tracks on the east side of the street, and they provide a welcome respite to the mid-day sun. Provide large urn planters along sidewalks.

Provide a natural vegetation buffer between residential buildings located off of Main Street, to Main Street and off of Hallock Avenue, to Hallock Ave.

Recommend landscaped areas to provide for outdoor seating or display area be planted primarily with native xeriscape (low water/sustainable) shrubs, trees and perennials; free of seeded lawn and walkways as well as parking lots created with permeable pavers and/or brick.

Foundation planters and trees should be incorporated around the building exterior to soften the building appearance and to create a place of relief from the summer sun. Paved areas should not extend to the

entire perimeter of the building except for sidewalks on commercial district streets. A shrub zone of at least three feet is encouraged wherever possible around the perimeter closest to buildings on Rte 112.



Planter boxes of flowers, on windows are encouraged.

Any housing should be buffered by 100' from train tracks. Remove unused tracks and plant evergreen and deciduous trees.

Plans for retaining walls and fences that are repaired or replaced, by choice or by necessity, should be reviewed by the town. Masonry work is favored and recommended for retaining walls. Vinyl fences are discouraged, particularly in areas of pedestrians. Fenced and trash receptacles set back of parcel, hidden from view by opaque walls, and buffered with evergreen shrubs and small trees.

Where possible provide parks, treed gardens, walking paths, and water features for recreation and to benefit residents.

Lighting

Period style outdoor lighting such as brass gooseneck and stage coach lanterns are recommended.

Lower height pedestrian lights are important for safety for under trees and tree lined streets.

Seasonal lighting and decorations should be temporary and not left in place year-round. Temporary flags and banners, such as those for 'grand openings' or 'new store hours' should be removed in a timely fashion, leaving no remnants, such as tape, nails, broken string, damaged paint.



Signage

The Town of Brookhaven has prepared a design manual & useful guidelines for J Business-neighborhood and historic zoning section on Signage, which is in the report's Addendum.

A good sign suits the business and is also uplifting visually, with artistry, and made of natural looking elements. No plastic or internally lit plastic signage.

Create guidelines for signage, to accomplish what nearby communities have done, such as Greenport, Port Jefferson, Northport. Signs must meet guideline standards to be approved for a permit. Sign permits should require that exposed façade materials be repaired or replaced when a sign, light or awning is replaced or removed or removed.

Signs posted on utility poles or trees, for purposes of advertising must be removed quickly.



Locate a sign in a prominent location, such as at the entrance of the Greenway Trail to signify the town's agricultural history, equestrian 'Echo' history, the Port Jefferson Station-built Porter, or O.N.L.Y. Car and other historical monuments and images, such as a sully. Identify Main Street/Rte 112 as its former name: Stage Coach Road.

Parking

Where walkways pass through paved parking areas and drives a decorative paving material shall be used to delineate the walkway crossing. We encourage the use of permeable pavers throughout the parking areas, as it helps prevent run off of toxic materials into our storm drains.

Add no new curb cuts and where possible, eliminate existing cuts.

Dumpsters should be concealed (enclosed) from public view. Enclosures should be reviewed by the town and maintained in good repair by landlord. No garbage should be left outside dumpsters.

Ecology

Increase comfort, reduce carbon footprint and reduce heating and cooling costs to residents and employers. Encourage the use of passive solar techniques such as situating residential and commercial and municipal buildings appropriately, usually facing a southerly direction with ample overhangs to shade in summer. Install and use solar photovoltaic panels and wind energy components wherever possible. Implement the use of rainwater /underground catch systems and water from dishwashers, etc. for irrigation of landscapes and roof gardens.

Encourage water collection/cistern systems to be installed on all buildings, including green roof gardens to off-set irrigation water demand for all plantings.

Maintain the most current land development standards for environmentally sensitive landscaping and construction. Refer to NYS DEC and most recent LEEDS standards.

Encourage tax abatement plans for Platinum LEED Certified Buildings and for Utilizing Alternative Power sources for 90% of their usage (solar, wind and/or hydro).

General

The Town of Brookhaven must be vigilant about enforcing the Code in the Study Area. The Chamber of commerce could assist in monitoring and funneling complaints, and the Town's HDAC to enforce the appropriate recommendations. Consider a Town committee staffed with select members of the commercial Hub study planning committees or a Port Jefferson Station Business Improvement District (BID) established for beautification needs, aesthetic delinquency, nonconformity of the recommendations made for the HUB Study Area, etc.

History Committee

There are no buildings in the study area that are on the National or New York State Register of Historic Places. However the Committee recommends the following buildings in the study area be considered for historic designation:

101 Main Street E. H. Rogers Feed and Grain; c. prior 1881

105 Main Street Rogers Building; 1890

240 Main Street The Echo Arms Adult Home, formerly the Dickerson House; 1873

309 Main Street Saint Paul's Lutheran Church; c.1924

523 Route 112 Moloney's Funeral Home 1940

The Committee suggests placing historic markers for other historic properties that no longer exist such as:

200 Wilson St. Thomas Wilson & Company Lace Mill; c.prior 1909 & addition c.1920

200 Wilson St. Only Motor Car Company; c. prior 1909

351 Route 112 Smith Family Farm; possibly c.1873



Possible renovations for E.H. Rogers Feed and Grain



Possible renovations for the Echo Arms Adult Home



E.H. Rogers Feed and Grain



Rogers Building



Echo Arms Adult Home



Saint Paul's Lutheran Church



Moloney's Funeral Home

COMMERCIAL & RESIDENTIAL ZONING COMMITTEE

INTRODUCTION:

For some time the portion of Route 112 north of Nesconset Highway has been lacking in distinct character. It has become hodgepodge mixture of gas stations, auto mechanic, body repair shops, several banks, fast food restaurants and a number of vacant commercial spaces. The area was once supported by the surrounding population but this sustaining relationship is no longer working. The goal of the zoning committee is to address this imbalance and evaluate usages.

Community input urges us to transform the portion of Route 112 north of Nesconset Highway back to a "Traditional Main Street" The direction is one gaining strength around the country of revitalizing downtowns and neighborhood commercial districts. The "Neighborhood" part of the equation is very important. To create a prosperous, sustainable "Main Street" community we must have a healthy supportive and involved population.

The Committee suggests that regulatory changes be made that make it easier and more profitable to develop property within the commercial & housing district. A well planned "Main Street" has the proper mix of retail, commercial and entertainment/cultural entities, as well as a residential population to support these activities. Input on the proper mix of commercial and residential has been suggested by the community as part of their survey responses, but is ultimately market driven.

SURVEY RESPONSES AS THEY PERTAIN TO LAND USE:

Note some responses are counter to others in the Survey, but shown to give overall views.

1. Find new use for existing abandoned buildings;
2. Area needs a Senior Center;
3. Create "Historic Looking" Downtown;
4. Apartments above stores;
5. Preserve open space, old trees and wildlife;
6. Create parks and facilities for seniors and children (only if we can keep homeless out of parks and facilities);
7. Preserve historic buildings (Ebenezer Reeves House);
8. Improve façade and landscaping of existing shopping center;
9. Attract businesses with recognizable names;

SURVEY OF EXISTING BUSINES ENTITIES:

The following list indicates existing businesses which are currently economically productive as well as unused commercial space which provides opportunity for development. Properties listed include those business entities from Nesconset Highway (Route 347) up to the Long Island Rail Road Station.

Nesconset Highway to Long Island Rail Road (excluding Jefferson Plaza and Port Jefferson Business Center): Bank of America, Spa at Saint Tropez, School of Dance, House/Business Cleaners, Precision Lawn Sprinkler, State Farm Insurance, Animal

Hospital, Save a pet, Firestone, Empty two story office building, Funeral Home, two empty Buildings, I-HOP, Medical Care, HESS Gas Station, Tierney and Tierney, Carvel/Empty Kentucky Fried Chicken, Dairy Barn-closed, Guitar Shop, 7-11, empty office building (over 100 years old), two empty homes (both over 100 years old), law office (federal style brick building), Taylor Shop, empty bank branch, empty Spanish Sports Bar, Meineke Brake/Muffler, American Discount Tires (now empty), 76 Gas Station, Discount beverage.

Strip Shopping Center: Dry Cleaners, Cards/Comic Books, Chinese Restaurant, Bagel Store, Massage/Chiropractor, Lemon Tree Hair Salon, Nail Salon, Restaurant/bar, two empty stores.

Jefferson Plaza: Bravo Supermarket, Dollar Store, Aboff's Paint Store, Laundry, Pizza Restaurant, Chinese Restaurant, Hair Salon, Cell Phone Store, Kioto Jiu Jitsu, Sub Way Hero Shop, Minute Man Press, Greek Restaurant, two Bank Branches, Season's Party Goods, Rite Aid, Carpet Store, Optical Store, Liquor Store, Finger Nail polishing/manicure, GNC Health Store, Deli, Coffee Shop, empty sporting good shop.

Port Jefferson Business Center: Pilate, Dance/Gymnastics, Maryhaven, Hammer Head (not sure what this store is for), two empty stores, Karate, New York Sports Club, Trophy Hut, Medical/Lab, Laundry, Fun 4 All, Linens, TRC Vending, Eastern Trade, Design Shop, Command Technician, Audio Shop.

Review of existing businesses for the Route 112 corridor north of Nesconset Highway (Route 347) confirms that the area is made up of many small "neighborhood businesses". Few if any of the businesses have recognizable/high profile names. Many of the business entities are located on small pieces of property and the buildings themselves are limited in square footage.

RECOMMENDATIONS:

This Committee and others discussed the present J-2 Local Business zoning and the possibility of a change to J-6 Main Street zoning. Although they are similar the J-6 is preferred because there is the primary interest to create a Main Street—walkable and pedestrian friendly. In J-6 zoning most of the permitted uses are acceptable, and it permits mixed use, which the Committee feels is key to the potential success of a new Main Street. There was some question about permitting more billiard parlors as there are quite a few in Upper Port already. Because the Design Committee felt that building over 35' might be permitted in special locations and the Transportation Committee felt that there might need to be a change of the J-6 parking requirements, a *Zoning Overlay* on the properties in Route 25A and 112 would be required. The Consultants Design Studies contains a comparison of the J-2 and J-6 requirements. Appendix F indicates the proposed changes to building heights and parking requirements.

The creation of an overlay zone will allow careful planning of the new housing specific to this study area. Small projects at the beginning of the program, which meet the planning criteria of the overlay zone, can help shift public perceptions. The revitalization activity will increase confidence in the Main Street program for the public and potential investors.

The revised zoning allowing housing above first floor businesses can revitalize the area in a number of ways. It will encourage property owners to improve their sites through the increased profit from the housing. The housing will provide consumers for the redevelopment of the commercial district.

Consumers who live in close proximity to the commercial district will rely less on the automobile and will animate the sidewalks, the most important aspect of a pedestrian friendly Main Street.

Traffic, Transportation and Pedestrian Safety Committee

The goal of the committee is to, over time, create changes that will move pedestrian and vehicle traffic plus commerce throughout the “hub” area in the safest, most efficient, and user friendly manner possible. In order to meet this goal we have analyzed current and anticipated future traffic flow vs. geographic and economic reality and developed the following assessments.

Key Intersections:

- Main and Hallock (25A)
- Main and Chereb
- Main and Terryville
- Main and Jayne
- Hallock (25A) and Union
- Hallock (25A) and Columbia

Key Pedestrian Crossings:

- Main and Hallock
- Main and Chereb
- Main and Terryville
- Main and Jayne
- Main and Rt. 347

Streets to become One Way:

This may be a solution to ease the current congestion on Main Street, between Hallock and the railroad crossing, caused by vehicles attempting to make a left turn onto Main Street. This change to one way would redirect the left turn traffic south on Union to Hallock and south on Clifton to Chereb. This traffic would then flow to existing traffic light controls at Hallock and Chereb at Main.

- Railroad from Main to Union (Eastbound)
- Maple from Main to Union (Eastbound)
- Wilson from Main to Clifton (Westbound)
- Dayton from Main to Clifton (Westbound)

Roads to be widened to include a center left hand turn lane:

This may be solution to reduce blockage and support the increased traffic caused by redirecting westbound traffic away from Railroad and Maple Streets.

- Hallock (25-A) From Main to Crystal Brook Hollow

Intersections requiring upgraded or new traffic/pedestrian signals:

The new upgrade signals may be needed to support the new traffic patterns caused by the steps taken to alleviate the Main Street blockages and provide a safer environment for pedestrians in our “walkable” down town.

- Hallock at Main (Upgrade)
- Hallock at Union (New)
- Hallock at Columbia (Upgrade)
- Hallock at Chrystal Brook Hollow (Upgrade)
- Chereb at Main (Upgrade)
- Terryville at Main (Upgrade)
- Jayne at Main (Upgrade)
- Wilson at Main (Pedestrian only) (New)

Move current Suffolk Bus Hub from Chereb to the MTA LIRR rail road station.

Add new roads based on the following:

Possible developments of the Lawrence Aviation site and surrounding areas should explore access to other roads to the west rather than from the study area.

Add new MTA rail service based on the following:

An estimated twenty percent of the Stony Brook University staff and students reside in the northern Brookhaven corridor between Port Jefferson Station and Wading River. Traffic in the corridor from Stony Brook University to Wading River has grown significantly and all indications are that it will continue to grow. During rush hours our primary roadways are taxed to capacity, secondary roads are overburdened and tertiary roads are beginning to fill.

Adding a one to two car, self-propelled, "scoop" service, to the under-utilized MTA Port Jefferson branch, between Stony Brook station and Port Jefferson Station, could remove a significant amount of automobile traffic from the western half of the Stony Brook / Wading River corridor.

As Long Island land, including that used for roadways, is a rapidly lessening commodity, it is essential that we increase the efficiency with which we transport our growing population.

Stony Brook University Interface Committee

This committee was formed to gather data and review possible interfaces that exist between Port Jefferson Station, its Commercial Hub area and Stony Brook University. The close proximity of less than five miles between this major employer, source of cultural and higher education and our Hamlet will also show the interconnection of these today as well as potential growth that would be needed to attract investors to assist in the redevelop of the Hub study into a Main Street both North and South of the Train Station. The data was supplied by the University through a series of meetings and projections of increased facilities and personnel. The data will show the ties do exist and with redevelopment could be even stronger. The committee reviewed the connections and reported them out to the other committees for their consideration as well as this Stony Brook University Interface's conclusions.

The following data was supplied by Stony Brook University to show the number of SBU employees and students who live in the surrounding areas:

- PJS-Terryville, 758 employees, 426 students for total of 1,184 residents
- Port Jefferson, 521 employees, 280 students for total of 801 residents
- North Shore, from Port Jefferson to Wading River has 2,244 employees and 1,140 students for a total of 3,384 residents, passing through the Commercial Hub Study area on their way to SBU.

The ties that exist between SBU and the Hamlet include the large number of employee/students that live in or pass thru the Hub study area. The Long Island Rail Road, Suffolk Bus, Greenway path opening in 2013, 2 NYS highways (25A & 347) are transportation links that lead to SBU. The links include but are not limited to the many programs SBU offers such as undergraduate and graduate degrees, Wolfie card marketing program in Port Jefferson, certificate workshops, lifelong learning institute, small business development center, Staller center for the Arts, LaValle stadium & fieldhouse, SBU Medicine (clinics, hospital, LI state Veterans Home), summer day & specialty camps, high school mentoring programs and the interface SBU has with the Federal Brookhaven National Lab complex.

The interface of SBU with the [three](#) topics studied (transportation, residential and commercial zoning) could benefit both groups with greater ties of needs and services and create the needed economic development potential for future investment and controlled growth. Follow-up studies, of the interfaces that currently exist and could be possible in future, given SBU's planned expansion, should be considered statistically to indicate the impact to this Port Jefferson Station Commercial Hub Study area.

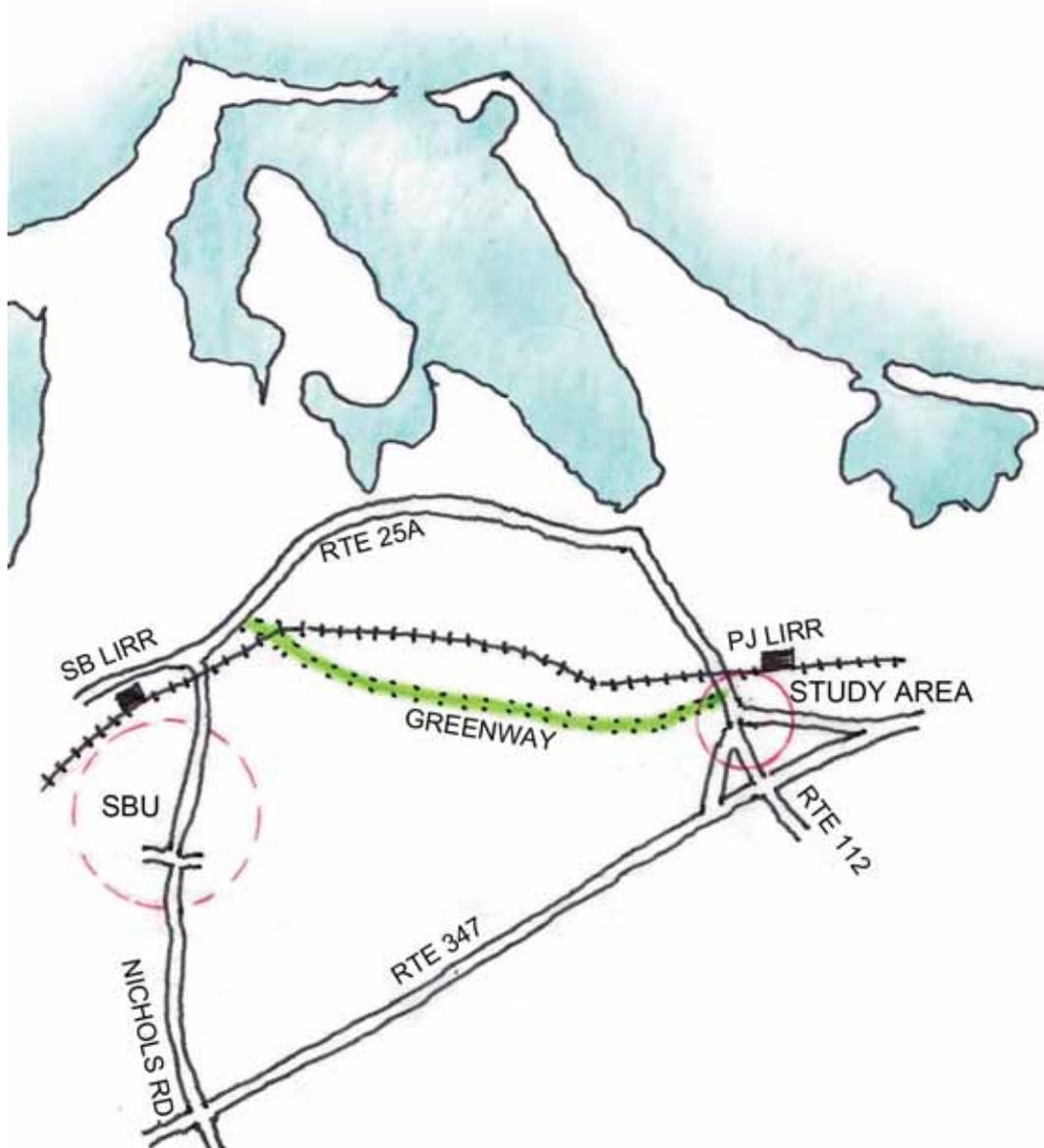
The transportation challenges include the limited daytime and weekend service of the LIRR and buses, with no bus service on Sunday. If those services are improved along with the new Greenway trail (running from PJS HUB area to Stony Brook/Setauket area), more economic interface may occur with Stony Brook. The college does not have a traditional "college town" for retail, restaurants, entertainment as well as anticipated additional housing needs given the increasing staff, professors and graduate/post-grad student-interns. The soon to be built MART medical facility, Start-Up NY SUNY economic development initiative will increase the need which this Hub area could serve. College towns are typically active and dynamic places serving both student and others interests. They do not necessarily disturb, and often enhance, other activities and generate positive commercial revenue.

A good mix of various age groups as well as family types could be an element in redeveloping this into a multi-generational walkable community. The draw of a major university for a community to utilize, and the employment potential, would help in promoting both the retail as well as housing potential of this commercial hub area. With 25,000 students, 10,000 living on campus plus 15,000 employees, the

interconnection between the Hub Study area & surrounding hamlet and Stony Brook University could be a benefit to both groups.

An improved LIRR/Bus service both to the University and NYC to the West and bus service East & South, as feeders and a North link to Port Jeff Village with the Port Jefferson-Bridgeport Ferry (its link to metro north/Amtrak in New England) would give this Study area its true Transportation Hub status and lead to a Transit Oriented Development. This would encourage the needed re-development of the commercial Hub Study area in both Port Jefferson Station and the Upper Port Jefferson area (all part of the Comsewoque School district).

In conclusion this walkable community would tie into the three elements that could lead to revitalization of the Hub area. Those elements being multi-use structures with ground floor retail/offices with housing on floor(s) above, open community space with planned parking and improved transportation connections to critical points. Given the area's good school district, public library and fire service, along with Greenway and proposed community park just south of the Hub area, the timing of this planning for proper redevelopment is critical.



Design Studies



Consultants:

Dr. Lee Koppleman LPP RLA
Campani and Schwarting Architects



Figure 1: Plan - Existing Buildings and Roads

Data Collection and Site Analysis

The project area is outlined on the aerial photo and several diagrams. A plan has been created of the existing conditions for the study area indicating streets and buildings, fig.1. This map indicates the larger scale commercial buildings along Rt. 112 and 25A and the surrounding low density residential fabric. The residential blocks are generally rectilinear but there is no consistent grid pattern through the study area. The plan also shows that there are three areas along Rt.112 and 25A that have distinctly different characteristics. The land is divided into large parcels along Rt. 112 in the central section and smaller divisions along the south section and on Rt. 25A, fig. 1 & 4. The land use map, fig. 5, indicates the dominance of commercial as a *corridor* on Rt. 112 and Rt. 25A with low density, single family residential surrounding the corridor. There is no industry or multifamily housing developments. Some single family houses on Rt. 112 and 25A have been converted to office use. The entire Study Area is Zoned J-2 – General Business with spot areas of B-1 within. The Study Area is surrounded by B-1 residential use which is low density One-Family.

The north segment from the LIRR to Hallock Ave. is within a ¼ mile (5 min. walk) of the LIRR station to the north, and is also ¼ mile from the Jefferson Plaza shopping center to the south. It has rectilinear blocks parallel and perpendicular to Rt. 25A and the most street intersections on the corridor. It is also a narrower street than to the south resulting in traffic blockage going north. It has the greatest number of vacant buildings.

The commercial density is in the center segment with the Jefferson Plaza shopping center and semi-dense, individual commercial buildings across on the east side. There are only two intersecting streets onto Rt. 112 between Chereb Lane and Oakland Ave.

The south segment has commercial on the west side from Terryville Road to Jayne Boulevard and single family residences on the east side, and this pattern switches sides south of Jayne. There are only three intersecting streets from Oakland to Rt. 347, all on the east side.

There is a lot of off street parking in the commercial strip along 25A and Rt. 347, fig. 2 & 8. There are approximately commercial parking 1,525 spaces. This would permit 150,000 square feet of commercial floor area at 1 car / 100 s.f, or 300,000 square feet of floor area at the recommended 1 car / 200 s.f. (see appendix F). There is approximately x square feet of commercial area presently along the strip.

There is very little vegetation or open space along Rt. 25A and 112 (more on Hallock). One large open area of Kunz Nursery (now for sale) provides some connection to nature, fig. 3. There is also the remnant of the former traffic circle at the Rt. 347 intersection.

The vacant lot plan, fig.6, indicates a number of parcels of land that are boarded up and vacant for sale or rent. Some of these are contiguous and lots along Rt. 112 and 25A.

There is good public transportation for the study area, fig. 8. From Hallock Ave. north is within a ¼ mile, or 5-10 walk, of the station. The Jefferson Plaza shopping center which includes the post office, two banks and a super market has a bus hub on Cherub Lane, and is ¼ of a mile from the Train Station and ¼ mile to Terryville Road.

Fig. 9 indicates the Sewer District and private sewer facilities that are near the study area. None of the study area is in the Port Jefferson Sewer District.

Census figures, fig. 10, indicate very little surrounding residential population that could walk to the commercial corridor. This map extends beyond the study area that has an insignificant residential population. This is an important issue in relation to the interest to create a *walkable* community.



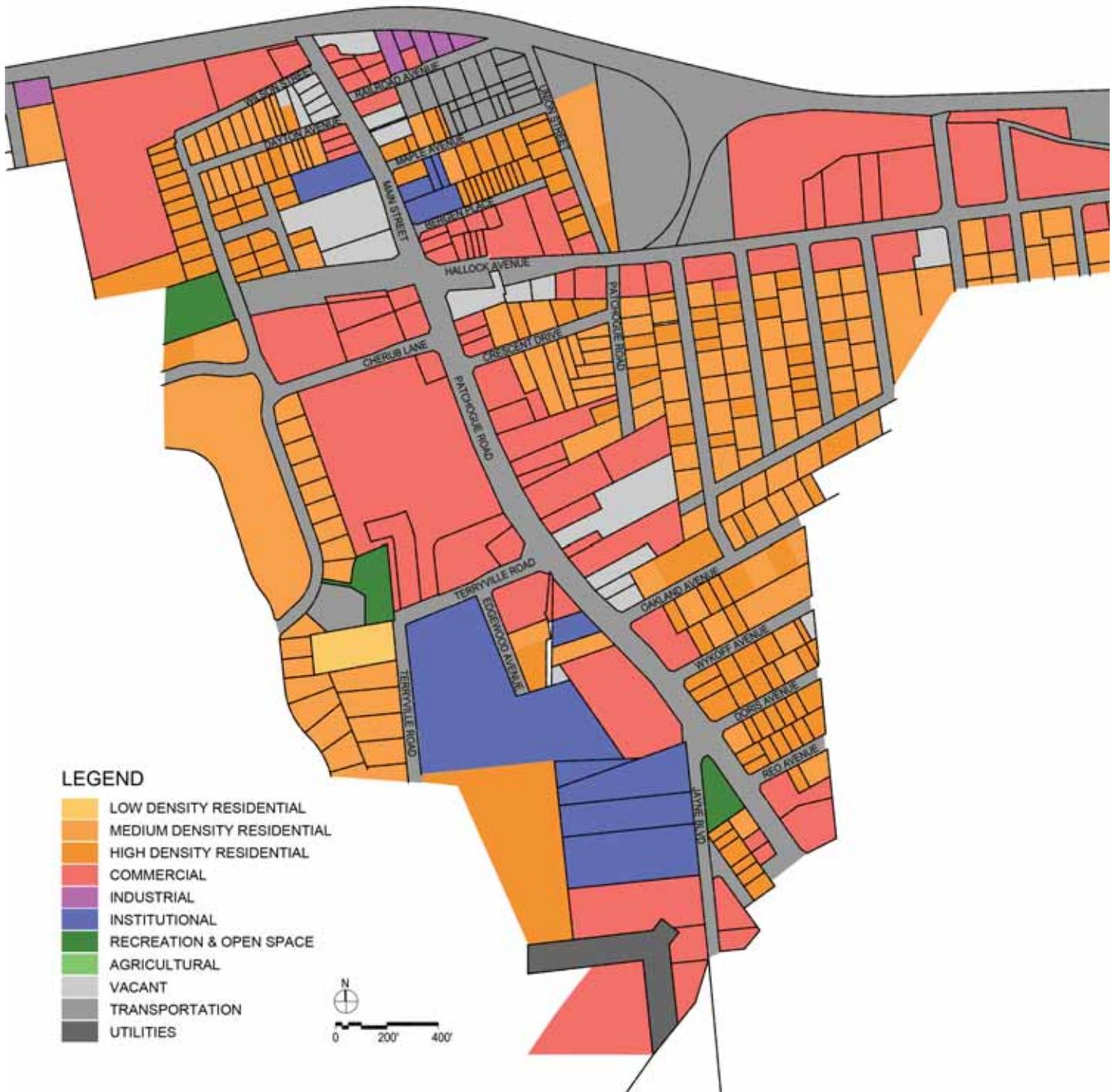
Figure 2: Plan - Existing Buildings, Parking, Roads and Study Area



Figure 3: Plan - Existing Buildings and Open Space



Figure 4: Existing Property Divisions - Tax Lots: Numerous lots have been combined over time.



Properties on Main Street are predominantly commercial retail or office use with a few single family dwellings. The south end had predominantly single family dwelling except on the east side at Rt. 347. The properties to the east and west of Rt. 112 are single family dwellings.

Figure 5: Existing Land Use

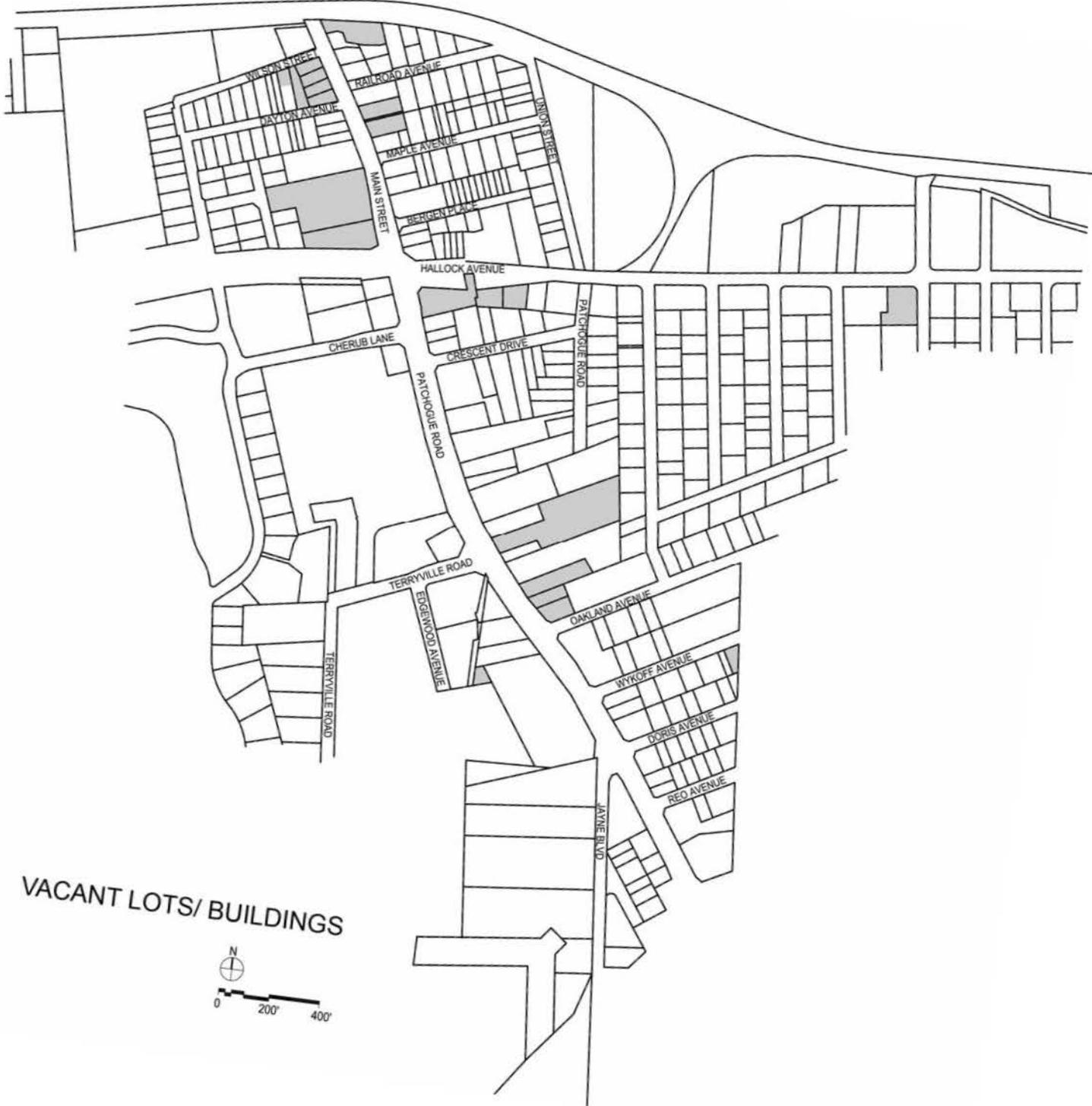
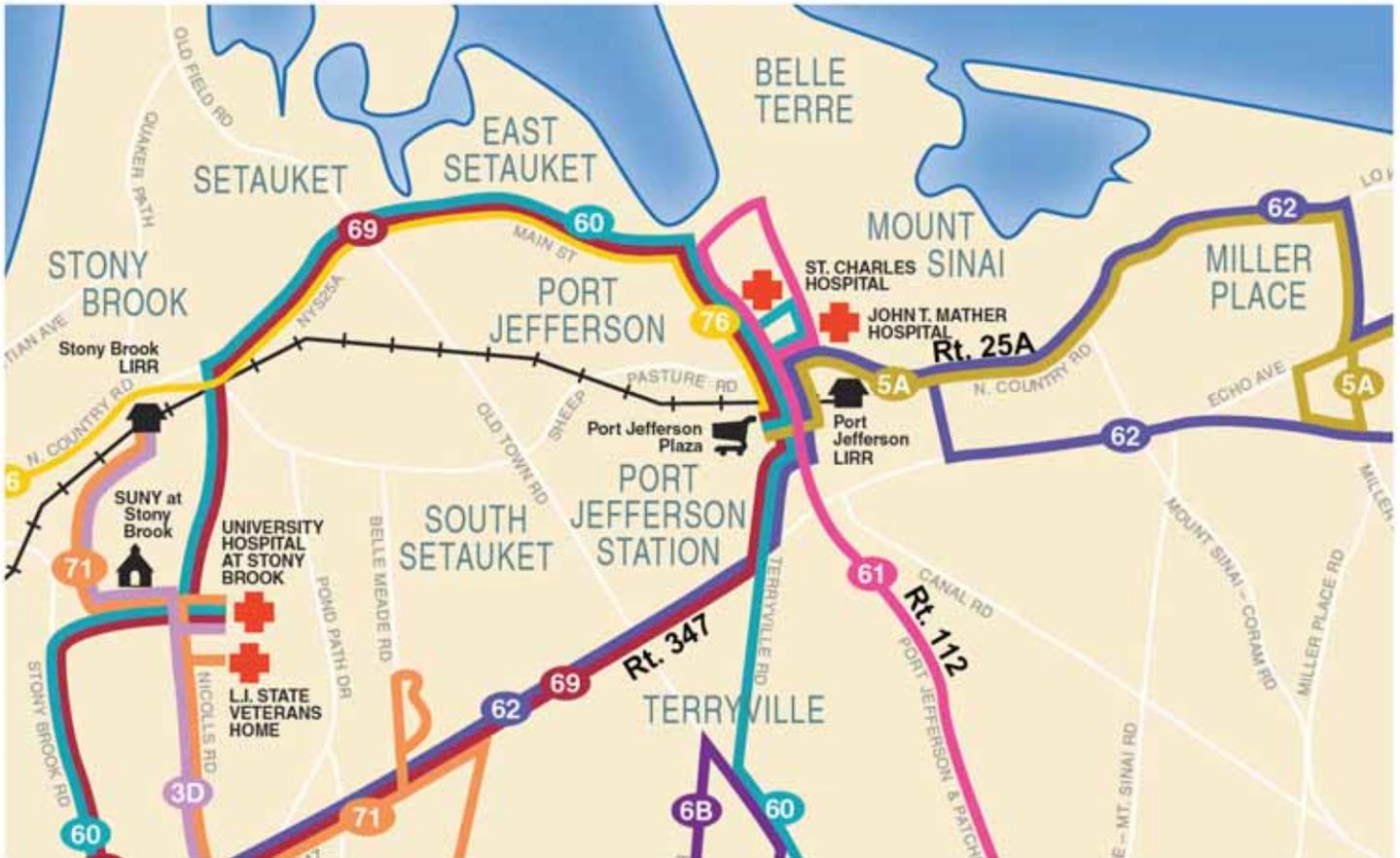


Figure 6: Vacant Lots - For Sale, Rent or Boarded: 12 parcels, some contiguous as of summer 2013



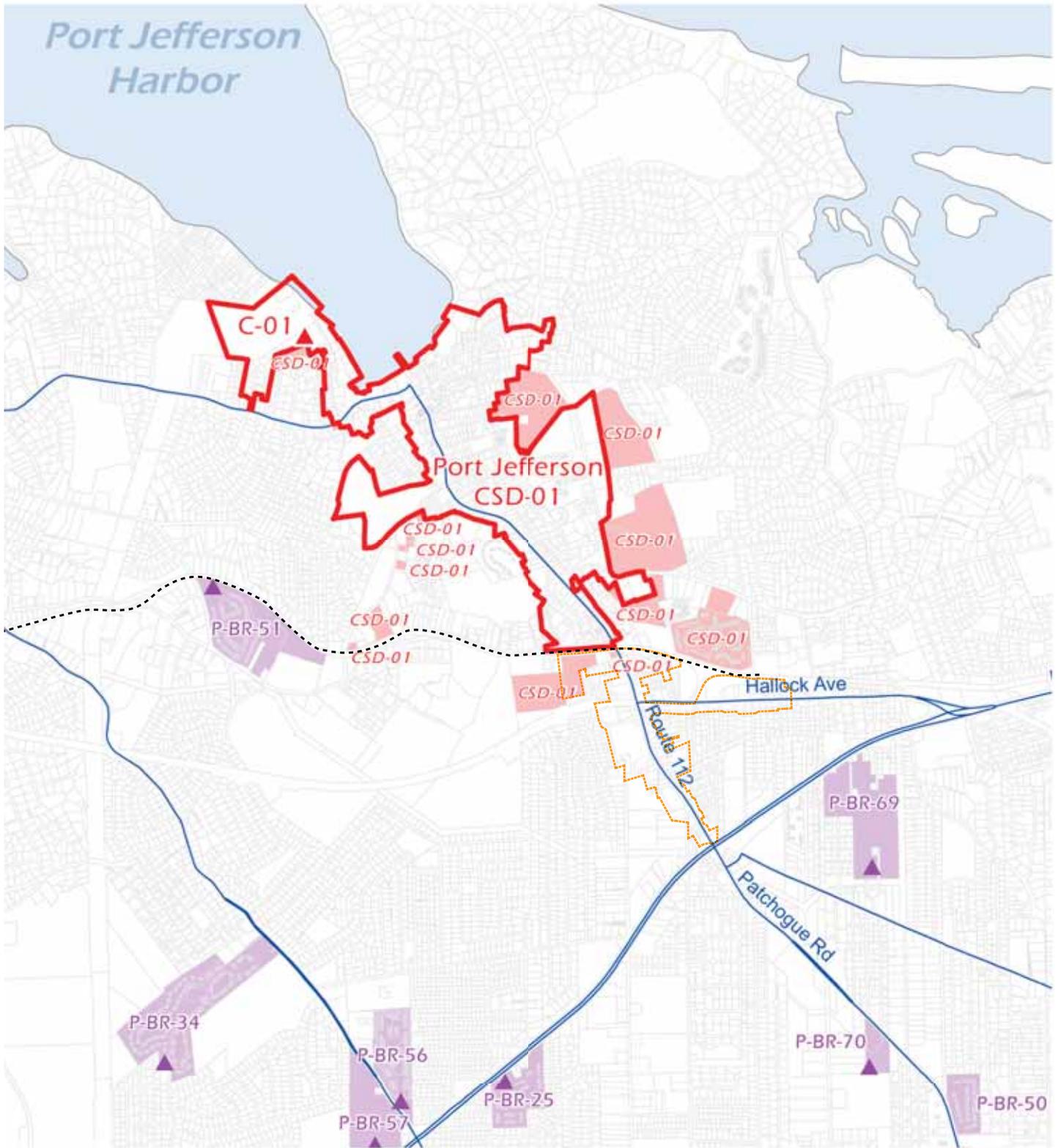
Figure 7: Existing Paved Areas and Parking Calculations: Study Area 97.5 acres, Parking area 35.6 acres - 36.5%, Street area 14.7 acres - 15% Parking 1m525 cars (not including LIRR and Hallock Ave.



The following buses stop at Main Street and the LIRR:

- S60 Smith Haven Mall – SUNY - Gordon Heights
- S61 Port Jefferson – Patchogue
- S62 Hauppauge - Riverhead
- S69 Stony Brook – Port Jefferson : nightloop
- S76 Stony Brook Village – SUNY - Port Jefferson
- 5A Middle Island – Port Jefferson

Figure 8: Public Transportation - Bus Routes



LEGEND

- ▲ SC Sewage Treatment Plants
- SC Sewer Districts, 2012
- SC Sewer District Contractees
- ▲ Private Sewage Treatment Plants
- Private Sewer Areas
- LIRR Port Jefferson Line
- Study Area Boundary

Figure 9: Sewer Map - SCWS (See Appendix D)

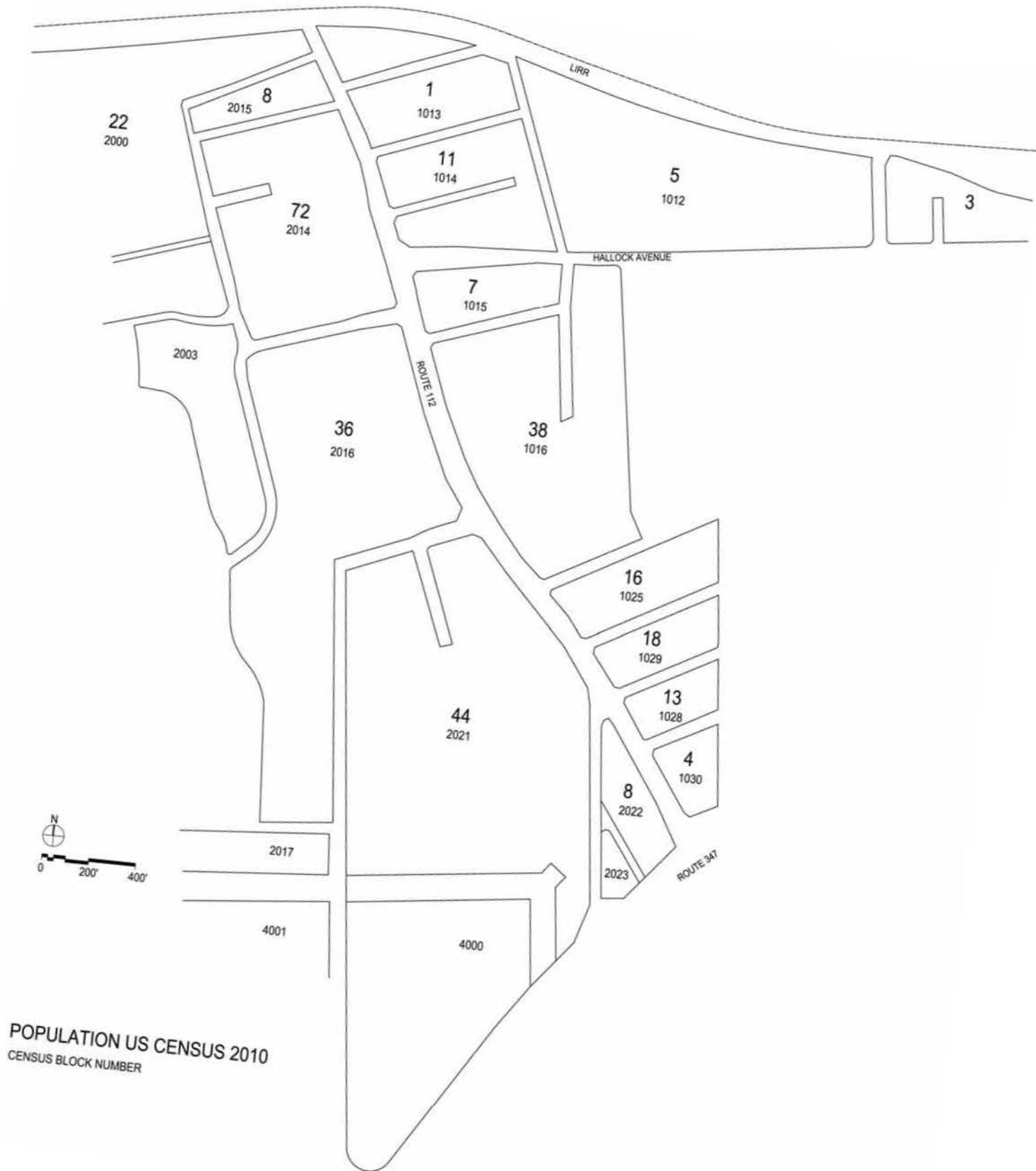


Figure 10: Census: 306 people in the Study Area - 96 families at 3.2/family

Design Studies

The design studies were done as a *form based* planning study to provide a framework for zoning codes. *Form based codes* address the relationship between new and existing buildings in terms of the form and mass of buildings in relation to one another including facades. It is primarily concerned with the public realm, including the scale and types of streets and blocks, signage and lighting, sidewalk materials, colors and street furnishings. Although form is the primary design issue, it is done in relation to existing socio-economic conditions and the realities of potential development. Revisions to the zoning code in terms of zoning overlays are derived from the design. *Form based* design has been used to create new downtowns and neighborhoods, to preserve existing quality and, where possible, to integrate the two.

This design adds buildings to define a “downtown”, “Main Street” and pedestrian oriented character fig. 10-12. Buildings would have a front setback of 0-5 feet. The proposed buildings are to house commercial on the ground floor and one, two or three (at corners) floors of residential above. Parking would be at the back of the buildings and shared where possible to reduce the quantity required and number of curb cuts.

The design proposes to bring the Greenway Trail to Main Street, creating a primary *node* for the proposed linear development, fig. 17-21. A secondary *node* is proposed at Main Street, Railroad Street and Dayton Street to the north fig. 23-26.

Two and/or three story town house type residential developments are proposed at the Fun-for-All site, LIRR parking lot, fig.23-24, along the Greenway Trail extension, fig.17-19, and across from Terryville Road, fig 27-30.

Small pavilion shops are proposed to front Main Street at the Jefferson Plaza shopping mall, fig. 10-12. This was favored by the Committees but not in the survey and it is possible that it was misunderstood in the Survey. They do seem to help close that large gap created by the mall parking lot and thus continue the Main Street intent. The design proposes that the shopping mall on Main Street north of Jayne Blvd. be rebuilt at the street with parking behind if redeveloped fig. 27-28.

New Parks are proposed, extending the Greenway trail fig.19, at the LIRR pedestrian track crossing, fig.22-24, and a memorial park across from the Fire station, fig/27-28. The plan suggests to plant trees in the area of the previous traffic circle at Rt. 347 to make a connection of the community park, that is being built at the south east corner, with the Main Street design to the north. It could serve as a visual ‘gateway’ to the proposed Main Street from the south.

A first phase of the design is suggested to have new buildings where there are presently vacant buildings or lots, which means that it could happen now, fig. 14. The second phase is the build-out of the plan, although this would happen over time as development interests occur, fig. 15.

Hallock Avenue

Hallock Avenue is an important business corridor. It is currently a mixture of professional offices and retail uses not associated with Main Street (automobile repair, lumber and building supplies, equipment rental). It is important and has potential to be a link between the study’s proposed greenway extension to Main Street at the intersection of Hallock and 112 and the proposed “Rails to Trails” bicycle route. The Rails to Trails proposal starts near Hallock Avenue and Crystal Brook Hollow Road—a few blocks east of the study area. Bicycle paths within a green planted strip, as in fig. 38-41, would connect the Greenway trail to the Rails to Trails project through the Hub study area, creating a green bicycle route from Setauket through Wading River. The treed bicycle route would follow Hallock (Route 25A) for this segment of approximately one mile. Though this segment of bicycle lanes flanking a roadway may be less desirable for the trail, its presence in the community would be a vivid signal of these local recreational resources west and east of the site. The connection to the Rails to Trails should be designed for the functional transition of bicycle lane to trail and to make the presence of the trail visible in the community.

The current condition of the road is one lane of traffic in each direction with wide shoulders. Sidewalks are present occasionally on both north and south sides of roadway. Curbs and curb cuts are also inconsistent. The study proposes two lanes traffic, common left turn lane, 9' planted area with bike lane each side, 4' sidewalk one or both sides – fig. 38. All businesses should be limited to two curb cuts on Hallock Avenue and, where possible, driveway access should be from side streets. Trees should be planted on both sides of these bike path /sidewalks as a visual extension of the greenway through the community. New construction should place buildings toward Street and parking at rear with access from side streets when possible. Existing parking in front or side yards must be screened with hedges.

Design Elements

The Design Study proposes several elements to achieve the desired 'Main Street' pedestrian oriented character.

- Distinctive sidewalk paving – Any new sidewalks should tie in with the concrete color of the recently built sidewalks. A *score line* of approximately 3' x 3' in the concrete, would provide a smaller scale. Sidewalks should be 8 feet wide north and 10 feet south of Hallock Ave.
- Planting strip with curvilinear bicycle path – As noted below, the preferred plans for road improvements is a wide planting strip with trees and plantings (perhaps maintained by a Main Street Business Improvement District (B.I.D.)). The strip would be 9 feet wide north and 18 feet wide south of Hallock Ave.
- Pedestrian lighting – A pedestrian light fixture has been selected by the Design Committee. This should be used throughout the Main Street at about a 50 foot distance. These could be purchase an installed by the B.I.D.
- Building and sign lighting – As proposed by the Design Committee.
- Benches – Benches are often not wanted because of loitering. They should be used sparingly where there might be a tendency for gathering. The *World's Fair* wood bench has hoops every 2' to prevent lying down.
- Signage – As per the Design Committee and the J-6 Main Street guidelines.

Traffic Studies

The recent reconstruction of route 112 from Hallock Avenue at the north to Rt. 83 at the south has one travel lane each way except at the Rt. 83 and 347 intersections and from Rt. 347 to Hallock which have two travel lanes each way and center left turn lanes. There is a bottle neck at Hallock to the LIRR tracks due to the lane reduction just north of the Hallock intersection.

The design concept to create a pedestrian friendly, "Main Street" character from the LIRR to Rt. 347 can only be achieved if the roadway is modified in this area. Several study plans were developed to achieve a calmer better scaled street. They involve changing the present 5 lane condition to three, one travel lane in each direction and a center left turn lane fig. 34-35. This would alleviate the present bottleneck going north of Hallock by keeping the 5 lane condition only at the Rt. 347 intersection as it is at Rt. 83. The Rt. 25A portion north of Hallock is not as wide, but it is possible to have a center left turning lane, fig. 32-33.

The design studies replace the two lanes that are proposed to be eliminated with a bicycle path and a separate planting strip, fig. 34 or combined (preferred), fig. 35. There was also a design study to have parallel parking for traffic calming and buffer and another study to have center through lanes and outer local lanes, but these were not preferred. At Rt. 25A, north of Hallock, a narrower planting strip with bicycle path is also preferred, fig. 33. The design study sections show both a two and three story build out at the property line and sidewalk to be able to see the ratios of height to width.

In meeting with Lynn Weyant – Transportation Planning and Traffic and Highway safety Consultant (see Transportation Committee Report) to Brookhaven, we understood that proposals to change the roadway could be tested by temporary striping. We also understand that the Town of Brookhaven will be issuing guidelines for TOD standards and are employing these in the Ronkonkoma TOD project. These include a change in travel lane width to 11 feet and turning lane to 11 or 10 feet. We have utilized these dimensions in the design studies – refer to Appendix B transportation meeting notes.

Parking

If too little parking is provided for potential customers outside the walking distance, business suffers. Alternatively, if large parking lots are provided, they will diminish pedestrian access and disconnect near-by residences. The very characteristics that are needed for a walkable business district to thrive. Therefore parking requirements for retail businesses should be set as low as practical for the operation of business. Design requirements should be established to reduce parking lots negative impact on pedestrian and neighborhood qualities.

Actions are needed to increase parking efficiency, shared parking and lot directional signage. Shopping centers use a factor of 4 cars/1,000 s.f. (1/250 s.f.) of retail space. This is a similar sharing condition which might also be adequate for a small downtown parking requirements. This study recommends 1 space / 200 s.f., changed from 1 / 150 s.f. and also a deduction for shared parking in mixed-use buildings.

Zoning

A change of Zoning to J-6 – Main Street Business District is proposed. A comparison with the present J-2 Neighborhood Business was made, Table 1, J-6 permits 2 story residential or office. A zoning overlay is proposed that would to permit a third story of residential on Main Street in the area around the extended green way and Hallock Ave. intersection, with the possibility of a fourth floor corners on buildings, fig. 21.

Cultural, Entertainment and Neighborhood needs

The existing Post Office and Fire Station are important assets as is the near-by Chamber of Commerce office. The Fun-for-All and Bowling Alley are valuable entertainment venues. A daycare could provide for the surrounding populations as well as business employees. The idea of having an automobile museum to exhibit this historical activity could add to the unique character of the Main Street area in Port Jefferson Station.

Schools

According to a Nassau and Suffolk County Planning Departments, the Long Island Planning Council and the Long Island Housing Partnership study, for Suffolk County the ratio is 0.18 school-age children per dwelling unit in multifamily housing complexes. At 266 to 433 units there would be 48-78 school age children. Distributed evenly over 12 grades, there would be 4 - 6.5 students increase per grade.

Sewer

Cameron Engineering and Associates made an analysis of wastewater requirements and sewer capacity for development in the hub study area (see Draft Memorandum, October 16, 2013 - Appendix E. The study analyzes two mixed use development options based on J-6 and MF zoning for the area. Alternative #1 assumes 612 units of housing and Alternative #2 assumes 322 units. The range of housing units in this design study is 433 to 266, thus below the wastewater requirements assessed.

The Cameron analysis notes that both development circumstances would exceed the SCHDS requirement for unsewered on-site wastewater treatment systems. The study notes the opportunities and limitations for servicing the study area in existing nearby wastewater treatment plants—Suffolk County SD#1, Tallmadge WWTP, and the expansion of the privately-owned WWTP of Woodcrest Estates (approximately .5 miles east of the study area).

Ecology

New development in the Study Area should take urban ecology and sustainability solutions such as bio-swales, cistern for watering, grey water re-use, pervious (plowable) paving, etc. into consideration. The Design Committee addressed some of these issues in their report.

Conclusions

During its development the Design Study was presented several times to the Committees and met with strong approval. The consensus was to change from the present J-2 to J-6 zoning, permitting mixed-use development. The plan indicates a change from isolated commercial uses, often franchises that are antithetical to a Main Street character. The two story buildings with third story corners at critical intersections were favored. Three story buildings were also presented recognizing that compromise might be required to attract development. Attention was paid to proposing buildings that would contribute most to the re-definition of Main Street. Most of the housing is proposed over commercial on Main Street. This most likely would be rental although the Committees wanted to encourage owner occupied. Single family owned or condominium town houses are proposed to line the extension of the green way trail to Main Street and in the site on the east side of Main Street across from Terryville Road. Housing is also proposed at the LIRR parking lot as this lot is underutilized and if there is a need for more parking in the future, an area for a garage has been established in the plan. This is for transit oriented development – TOD that is intended to create a density around public transportation to relieve automobile usage. Some of the site of the present Fun-for-All establishment along the LIRR tracks, west of Main Street could also be residentially developed for TOD.

The Design Studies recognize the three zones of differing existing character of Main Street described in Site Analysis. The north and center segments offer the best opportunity to achieve the visual character and scale of a Main Street, while the south segment will have less development along the Street and will be characterized more by the proposed planting strips with pedestrian lighting and bicycle path.

Along Hallock Avenue, where the uses are different and do not lend themselves to a Main Street character, the proposal is to add street trees and planting, sidewalks, a center left turning lane and a bicycle path to connect the Greenway trail extension to the Rails to Trails path just east of the study area.

Five existing buildings are suggested to be recognized as historically significant and images of possible improvements to two of them are made (see History Committee Report).

Two parks are proposed, the extension of the Greenway trail to Main Street, and a small passive 'memorial' park in front of the fire station. The Greenway gate at the intersection of Hallock is seen as the center of the new Main Street.

A critical key to the creation of a Main Street is the transformation of Route 112 to a narrower, slower street with large planter strips, containing a bicycle path, and pedestrian lighting defining new sidewalk streetscapes along it.

Table 1 - Town of Brookhaven Zoning Code Summary

<p>Business 2 District (Neighborhood Business)</p>	<p>J Business 6 District (Main Street Business District)</p>
<p>“Fully integrated mixed-use pedestrian-oriented Main Street Centers- with a storefront character -designed to give priority to pedestrians and provide transit service, when available”</p>	<p>“Fully integrated mixed-use pedestrian-oriented Main Street Centers- with a storefront character -designed to give priority to pedestrians and provide transit service, when available”</p>
<p>Permitted Uses</p>	<p>Permitted Uses</p>
<p>Bank (no drive-thru), Bowling alley, Church, Commercial center, Day-care, Deli, Dry cleaner, club, Laundromats, Schools (non-degree), Office, Personal service shops, Pharmacy, Retail (consumer merchandise & services), Shops for custom work, Take-out restaurants, Undertaking, Veterinarian</p>	<p>Artist studio, Bank, Bar/tavern/night club, Billiards, Movie theater, Deli, Dry cleaner, Health club, Health Indoor rec., Laundromat, Community theater, Museum-Cultural Center, School (non-degree), Office, Personal service shops, Place of worship, Restaurant, Retail sales, 2nd story residential or office, Shops for custom work, Take-out restaurant</p>
<p>Town Board Special Permit Uses</p>	<p>Town Board Special Permit Uses w/ Hearing</p>
<p>College or Univ., Large commercial retail use, Family-family dwelling, Two-family dwelling</p>	<p>Hotel, 3rd story residential use, Private or public parking field or garage,</p>
<p>Planning Board Special Permits</p>	<p>Special Permit</p>
<p>Assembly and recreation hall, Parking field, Bar/tavern/nightclub Day care, Billiard hall, Lodge, Manufacturing (up to 10,000 sf w/ sale of goods), Car rental, Nursery-garden center, Outside display, Public utility, Restaurant, Convenience stores – freestanding, Uses in a Redevelopment Initiative (J6, MF, PRC, PRCHC)</p>	<p>Assembly and recreation hall, Convenience stores, Day care, Lodge, Major Restaurant, Veterinarians, Funeral Home, Uses in a Redevelopment Initiative</p>
<p>Accessory Uses</p>	<p>Accessory Uses</p>
<p>Customary accessory uses incidental to the principal use (no business)</p>	<p>Customary accessory uses incidental to the principle use (no business), Outside retail display, Outside seating for a restaurant, Walk-up counter or service window</p>
<p>Town Board Special Permits for Accessory Uses</p>	<p>Town Board Special Permits for Accessory Uses</p>
<p>Major Restaurant accessory to commercial center, Outside seating for a major restaurant, Regional movie theater accessory to a commercial center</p>	<p>Drive-thru for bank, pharmacy or major restaurant</p>
<p>Planning Board Special Permits for Accessory Uses</p>	
<p>Drive-thru bank of pharmacy, Outside seating for a Restaurant or take-out</p>	

Prohibited Uses

All uses not expressly permitted

Dimensional Criteria

Min. Lot Area 15,000 sf
65,000 sf for drive-thru bank or pharmacy
5 acres for commercial center
10 acres for regional movie theater

Min. Lot Width 100 ft
150 ft for bank or pharmacy w/ drive-thru
300 ft for commercial center or regional movie theater

Min. Front Yard 25 ft
Setback 100 ft for commercial center or Regional movie theater

Min. Side Yard 10 ft
Setback 25 ft for bank or pharmacy w/ drive-thru
50 ft for commercial center of regional movie theater

Min. Rear Yard 25 ft
Setback 40 ft for bank or pharmacy w/ drive-thru
75 ft for commercial center of regional movie theater

Max. Floor Area 35%
Ratio 20% for commercial center or regional movie theater
16% for commercial center w/ large commercial retailer

Max. Permitted Height 35 ft or 2 ½ stories

Prohibited Uses

All uses not expressly permitted

Dimensional Criteria

Min. Lot Area 4,000 sf
2 acres for hotel, place of assembly, public or private parking field or garage

Min. Lot Width 50 ft
100 ft for hotel or place of assembly

Min. Front Yard 5 ft & max. 25 ft
Setback 10 ft & max 25 ft for hotel, place of assembly, private or public parking field or garage

Min. Side Yard 0 ft
Setback

Min. Rear Yard 30 ft
Setback

Max. Floor Area 60% Max. Building Area
Ratio 60,000 GFA

Max. Permitted Height 35 ft or 2 ½ stories
50 ft for hotel, 2nd or 3rd story residential, or public or private parking garage



Figure 11: Proposed Design Study Plan

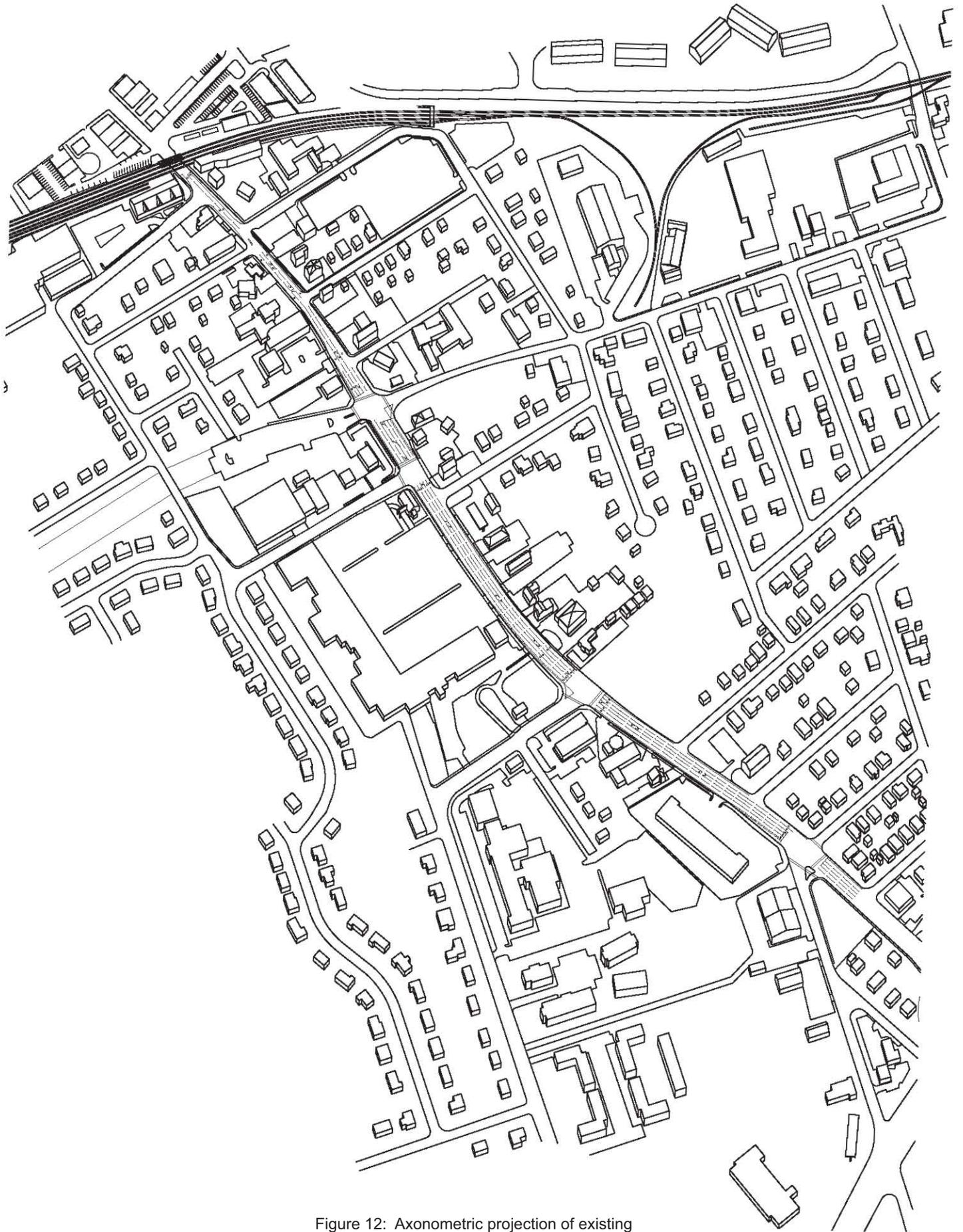


Figure 12: Axonometric projection of existing

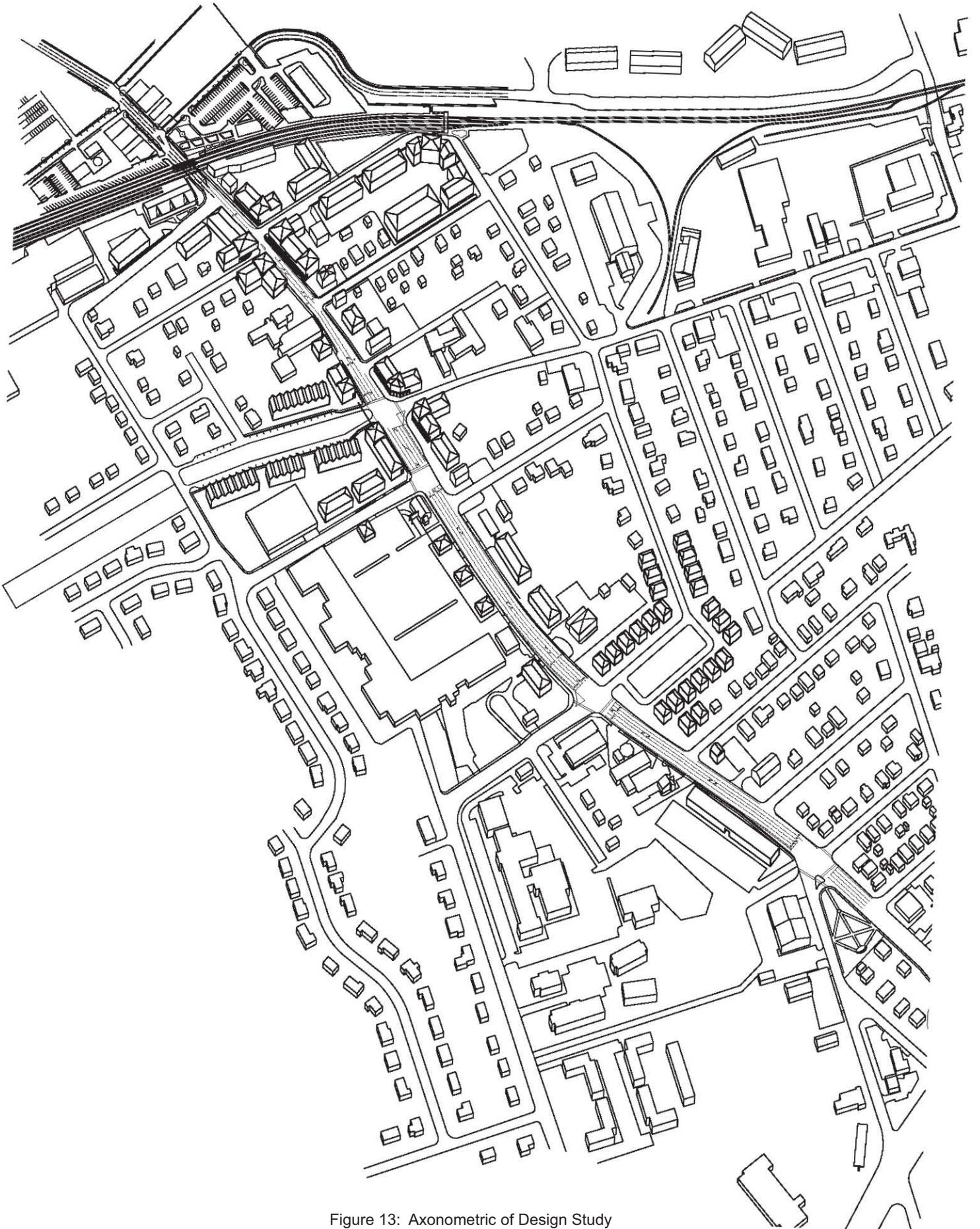


Figure 13: Axonometric of Design Study



Figure 14: Design Study - Phase 1: A first phase could be accomplished where there is vacant property.

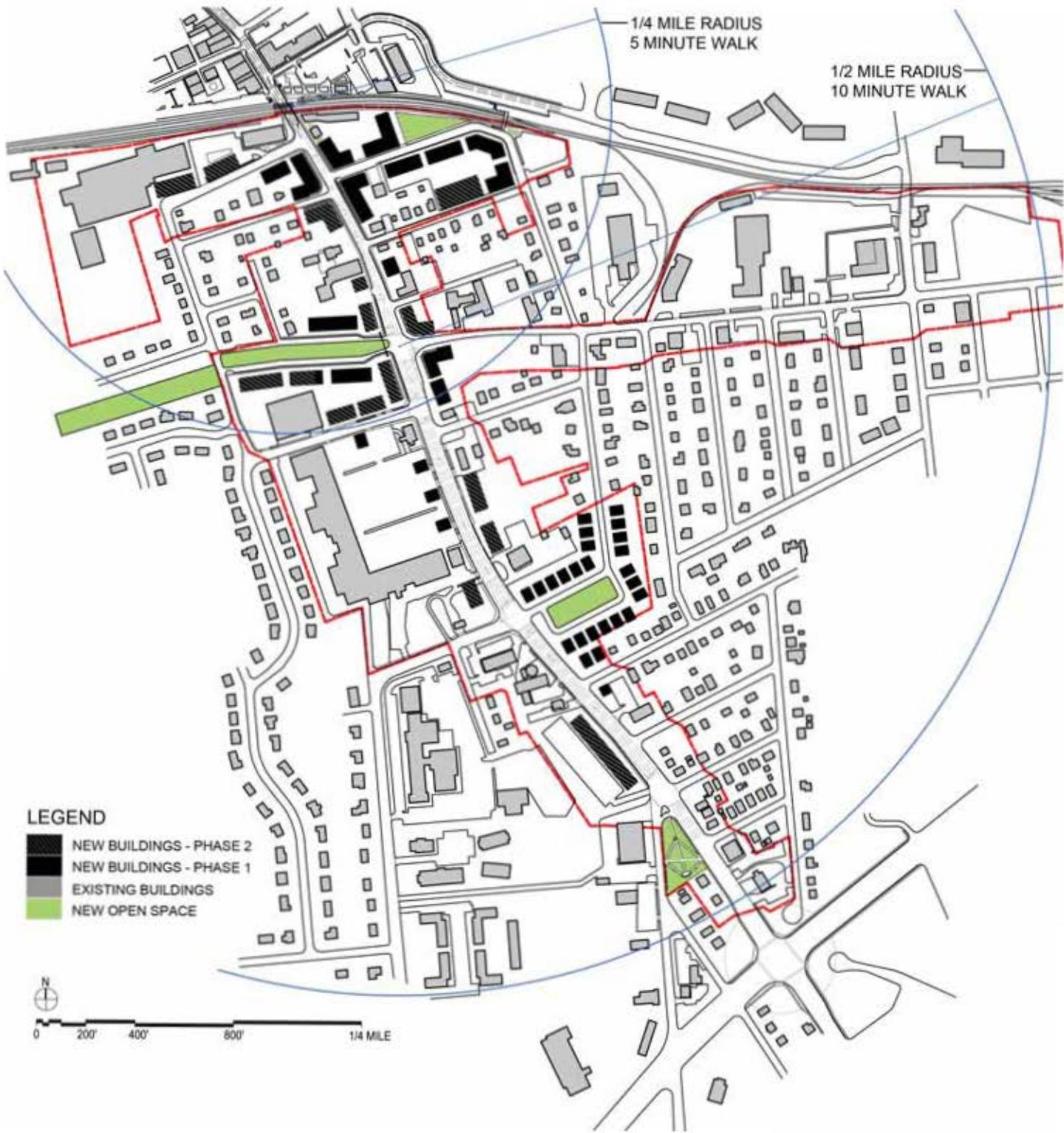


Figure 15: Design Study - Phase 2

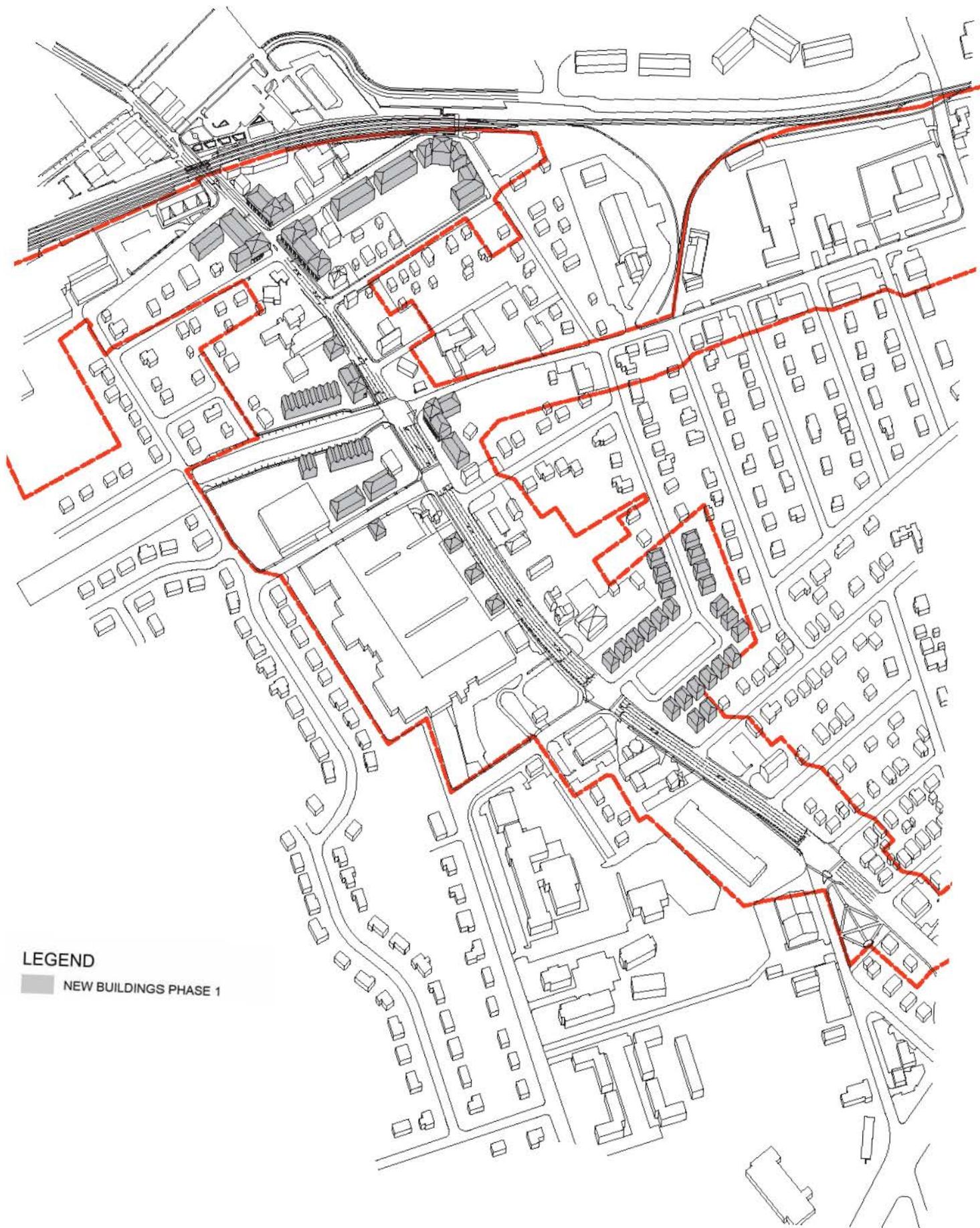


Figure 16: Phase 1 - Buildings on Vacant Properties

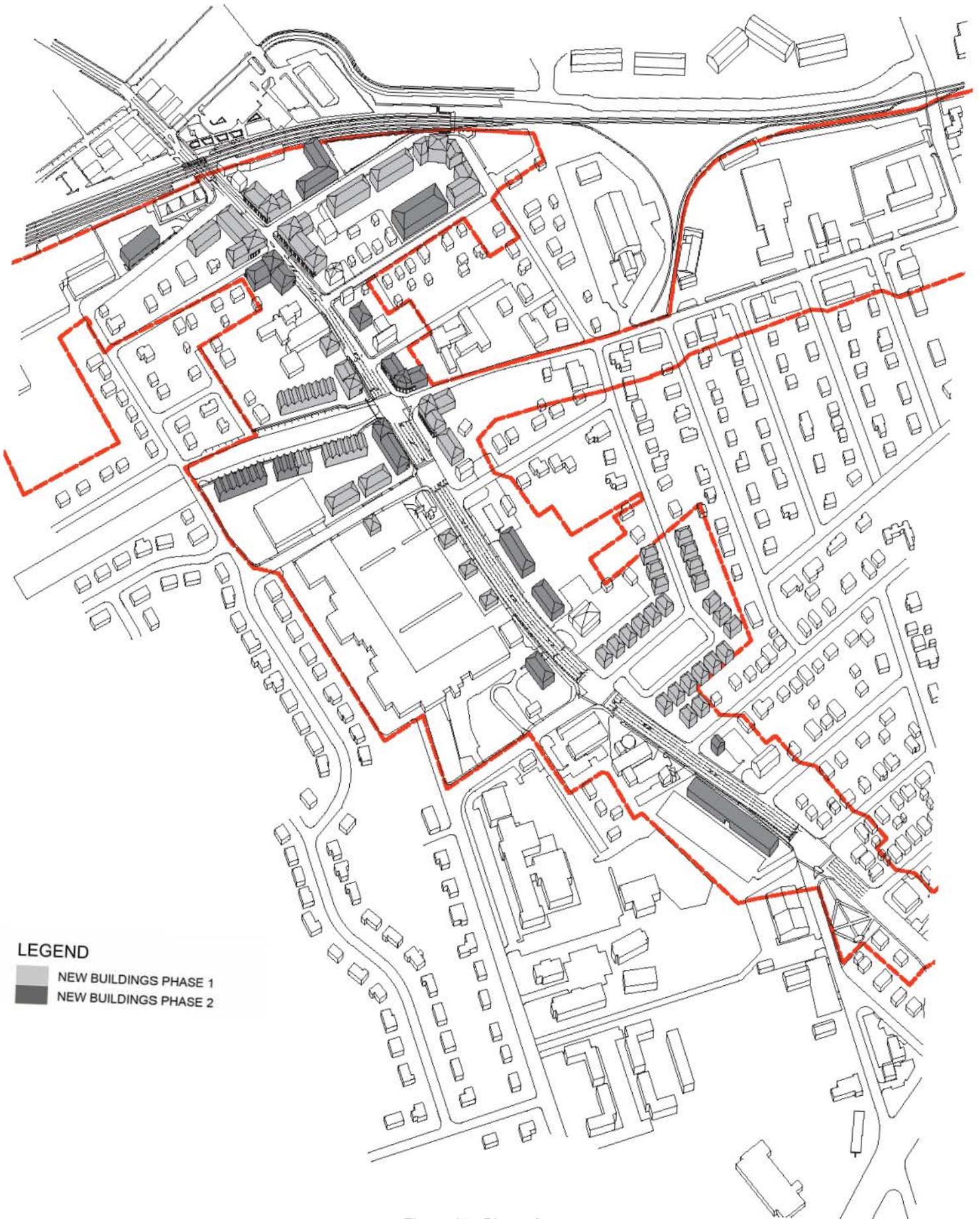


Figure 17: Phase 2



Figure 18: Plan - Main/Hallock *node* with Greenway Trail



Figure 19: Axonometric - Main/Hallock node

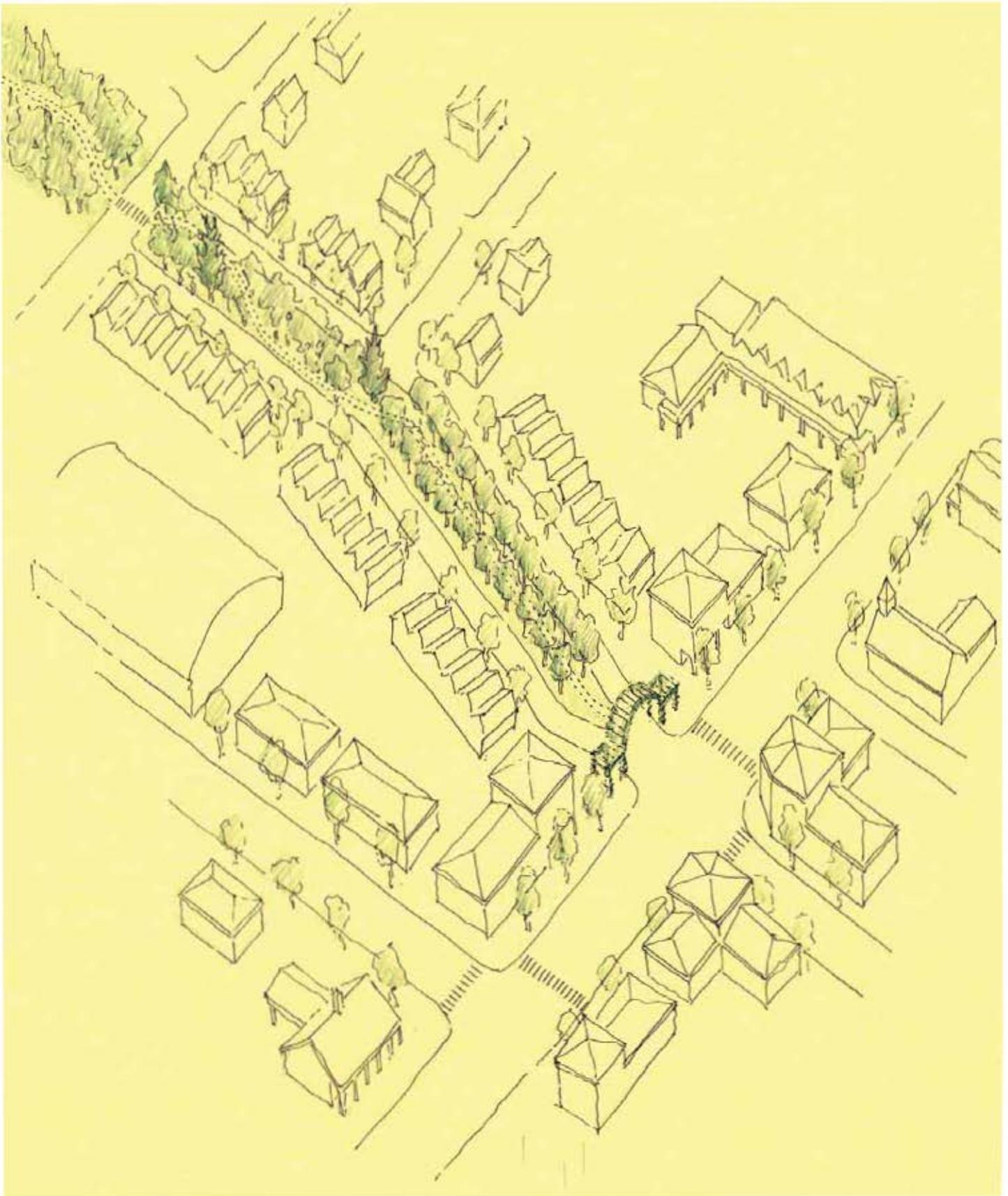


Figure 20: Bird's Eye sketch view of the Main/Hallock *node*



Figure 21: Perspective sketch view of the Main/Hallock *node* - 2 story with 3rd story corners

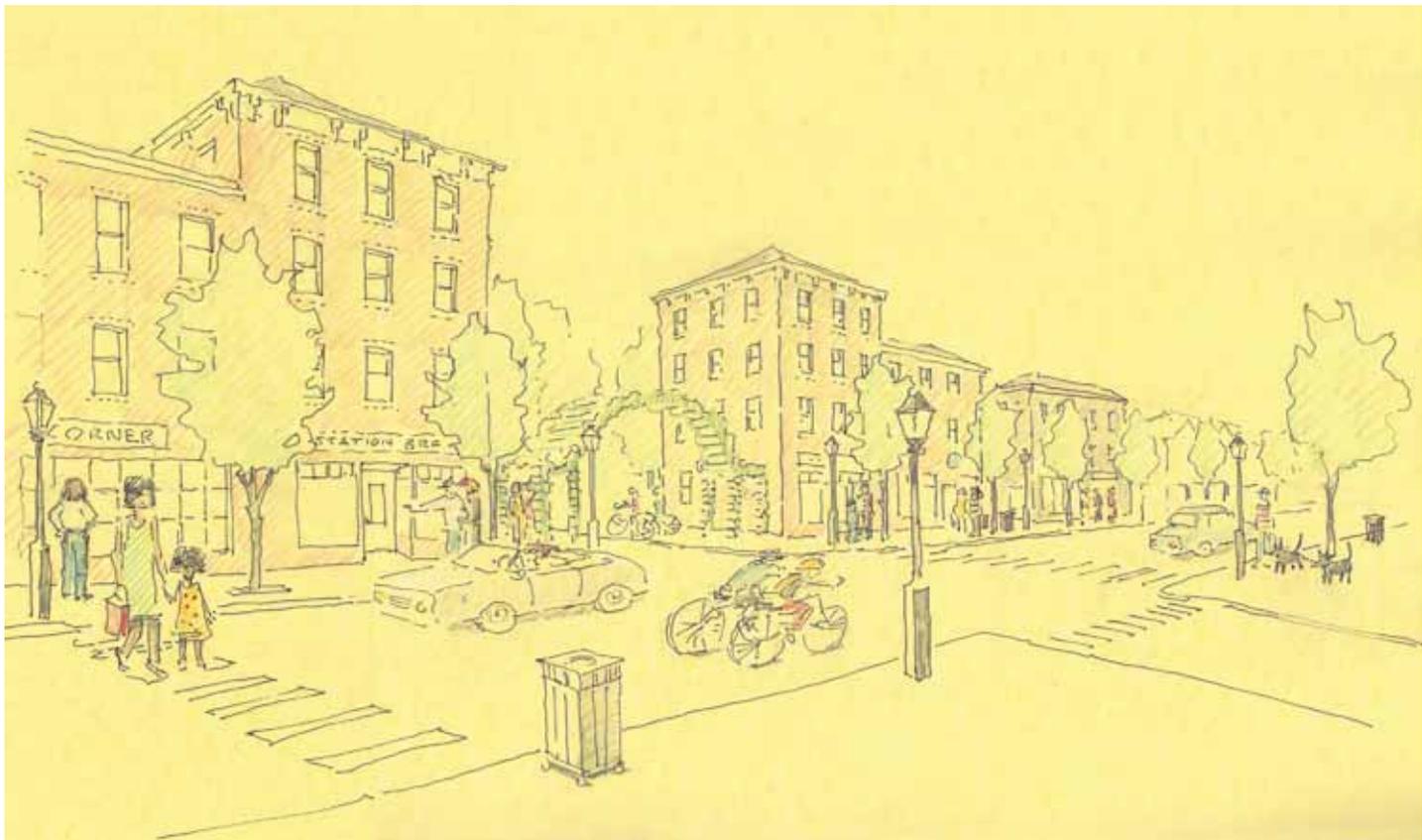


Figure 22: Perspective sketch view of the Main/Hallock *node* - 3 story with 4th story corners



Figure 23: Plan - Main/Railroad/Dayton node - Phase 1



Figure 24: Plan - Main/Railroad/Dayton node - Phase 2



Figure 25: Axonometric - Main/Railroad/Dayton node

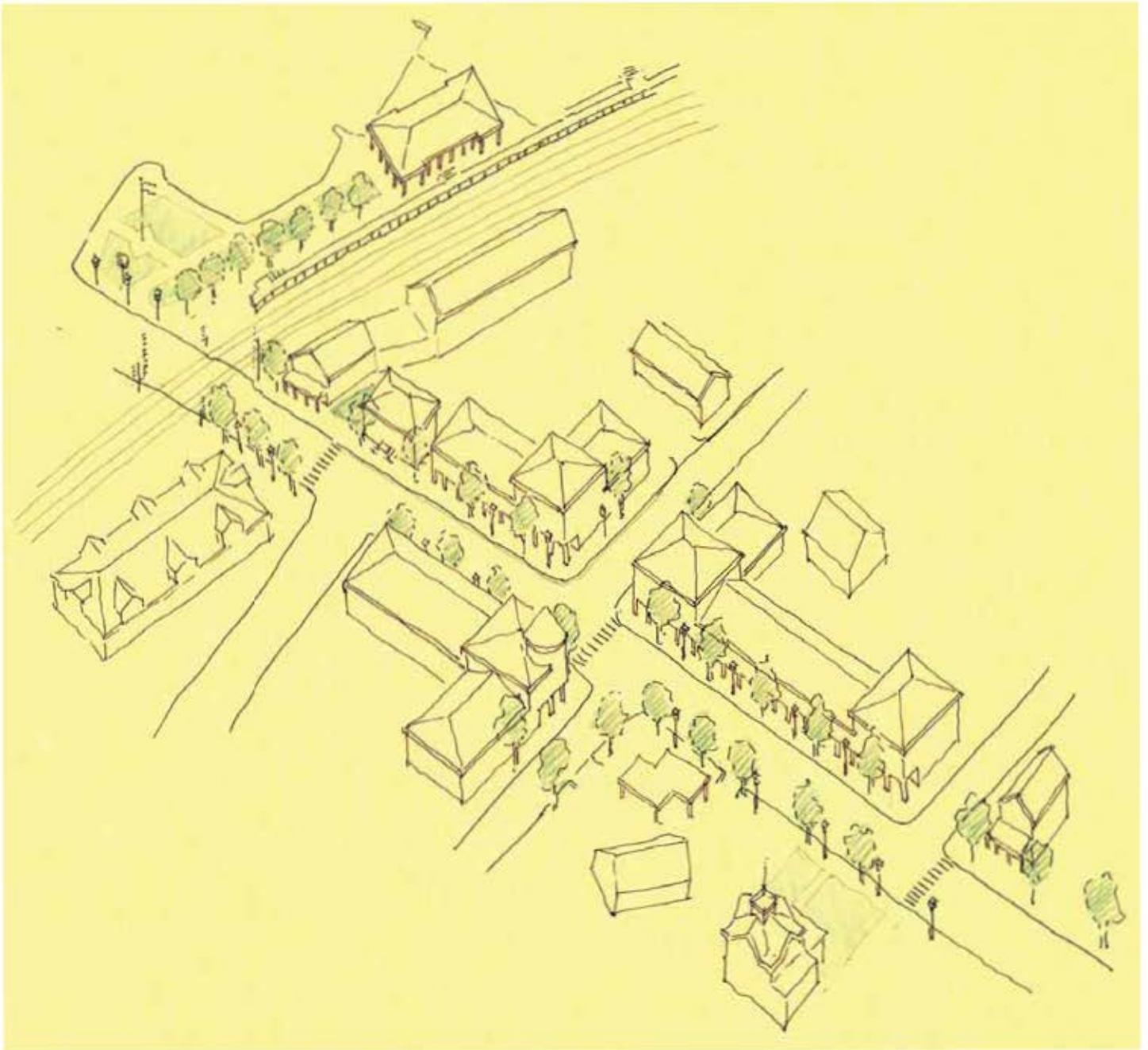


Figure 26: Bird's eye view of Main/Railroad/Dayton node



Figure 27: Perspective view of Main/Railroad/Dayton node



Figure 28: Plan - Main/Terryville to Jayne

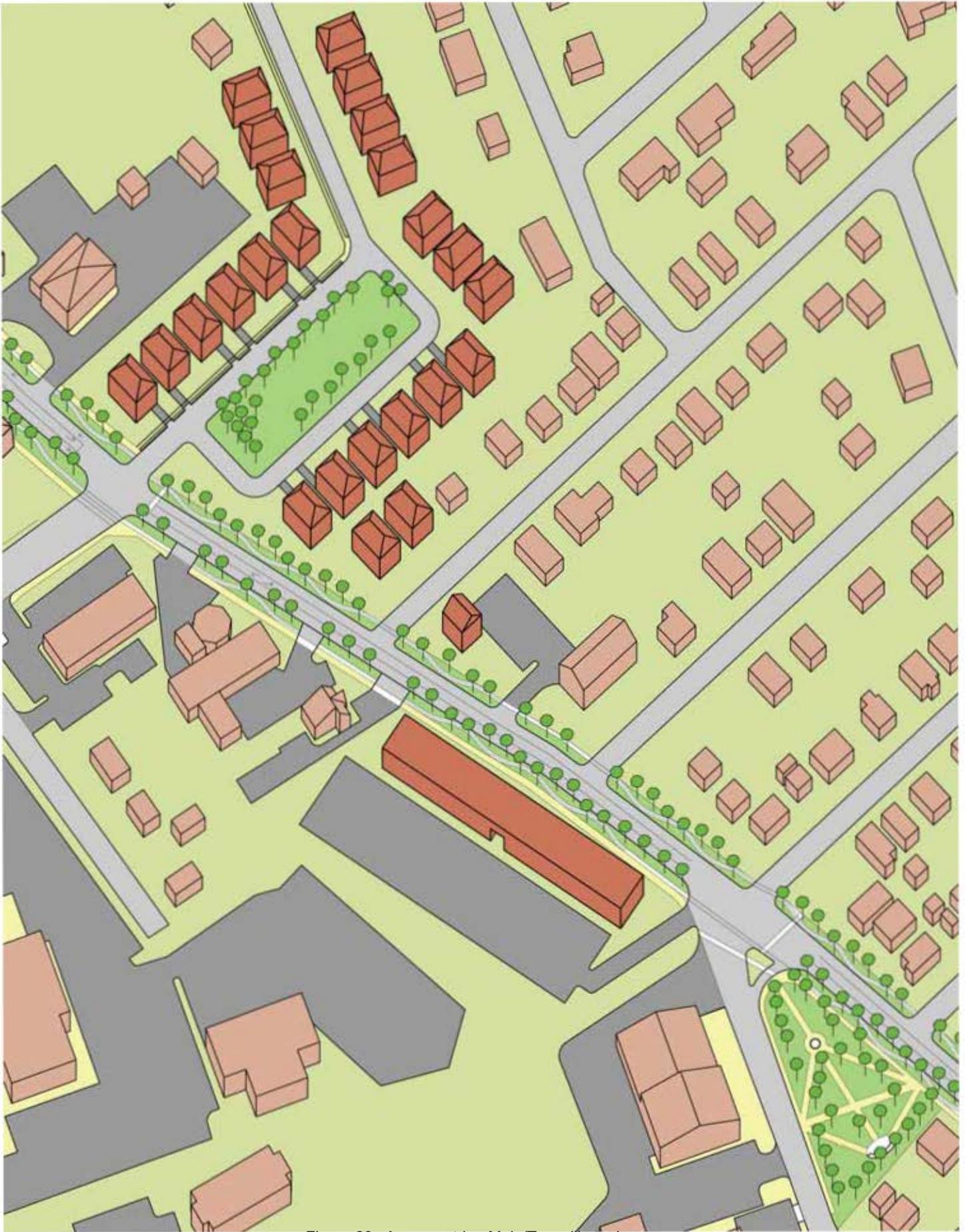


Figure 29: Axonometric - Main/Terryville to Jayne

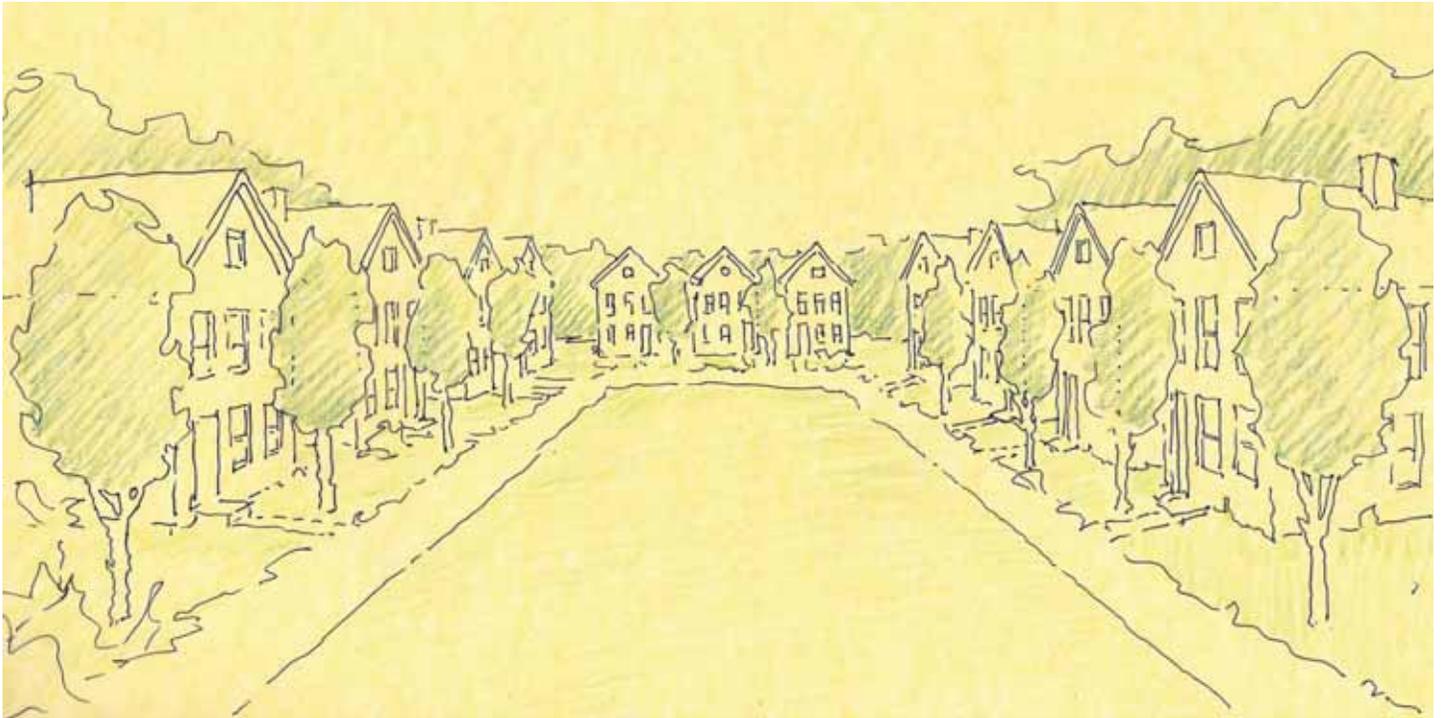


Figure 30: Perspective view of single family townhouses



Figure 31: Perspective view of multi-family townhouses



Figure 32: Plan Sketch - Planted circle gateway at Rt. 347

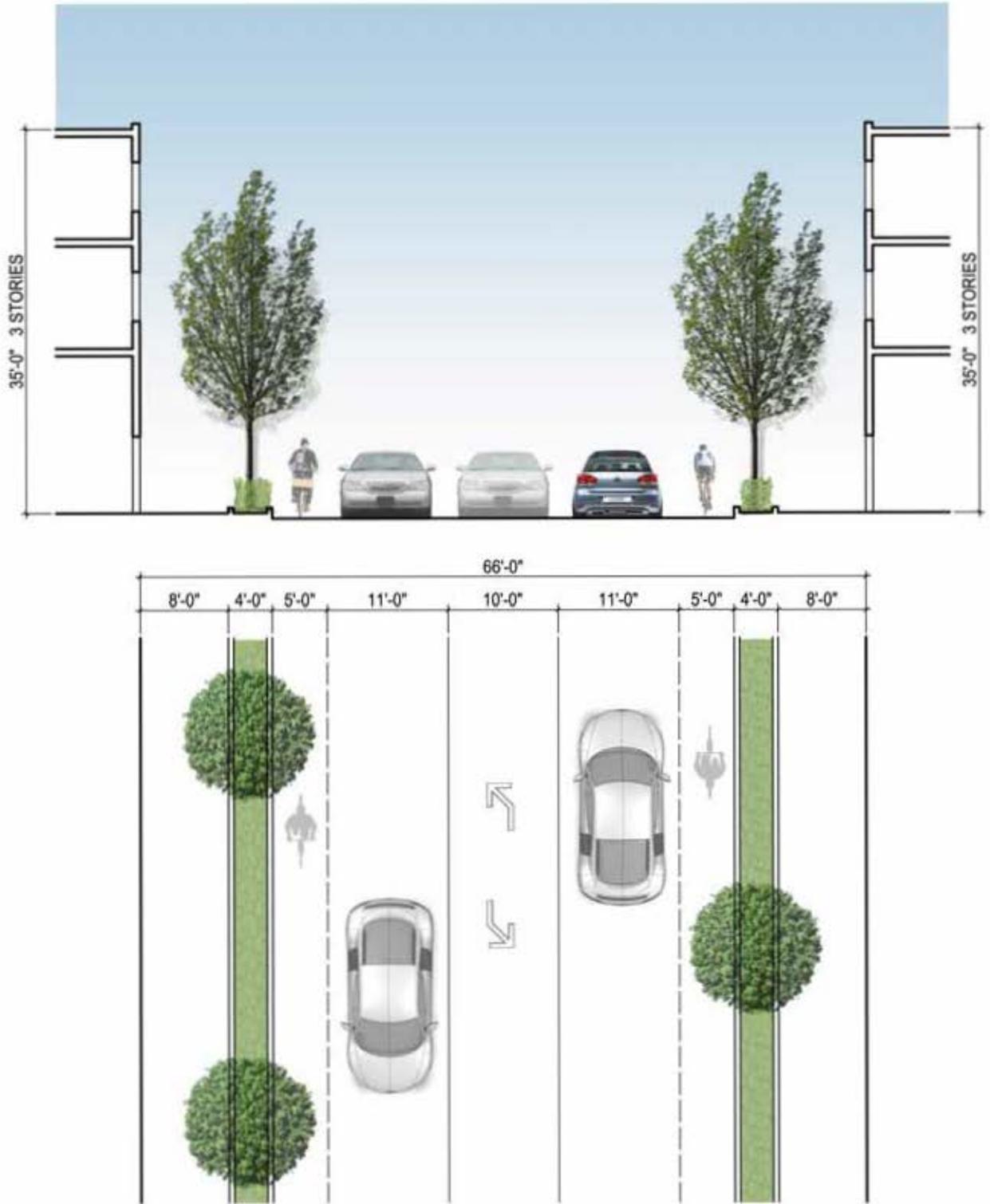


Figure 33: Street Plan and Section - LIRR to Hallock Ave with bicycle lane and planting strip

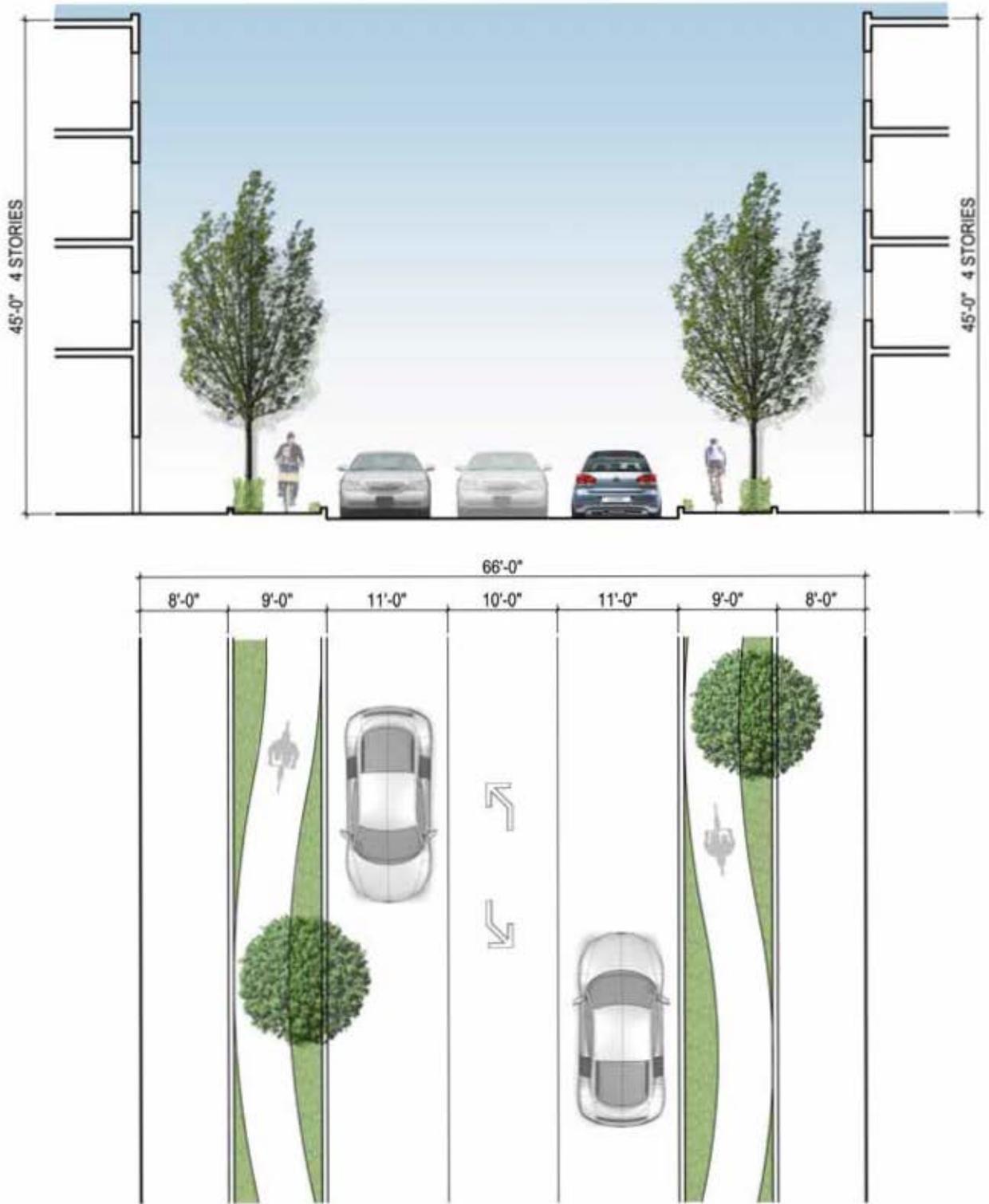


Figure 34: Street Plan and Section - LIRR to Hallock Ave with bicycle lane in planting strip

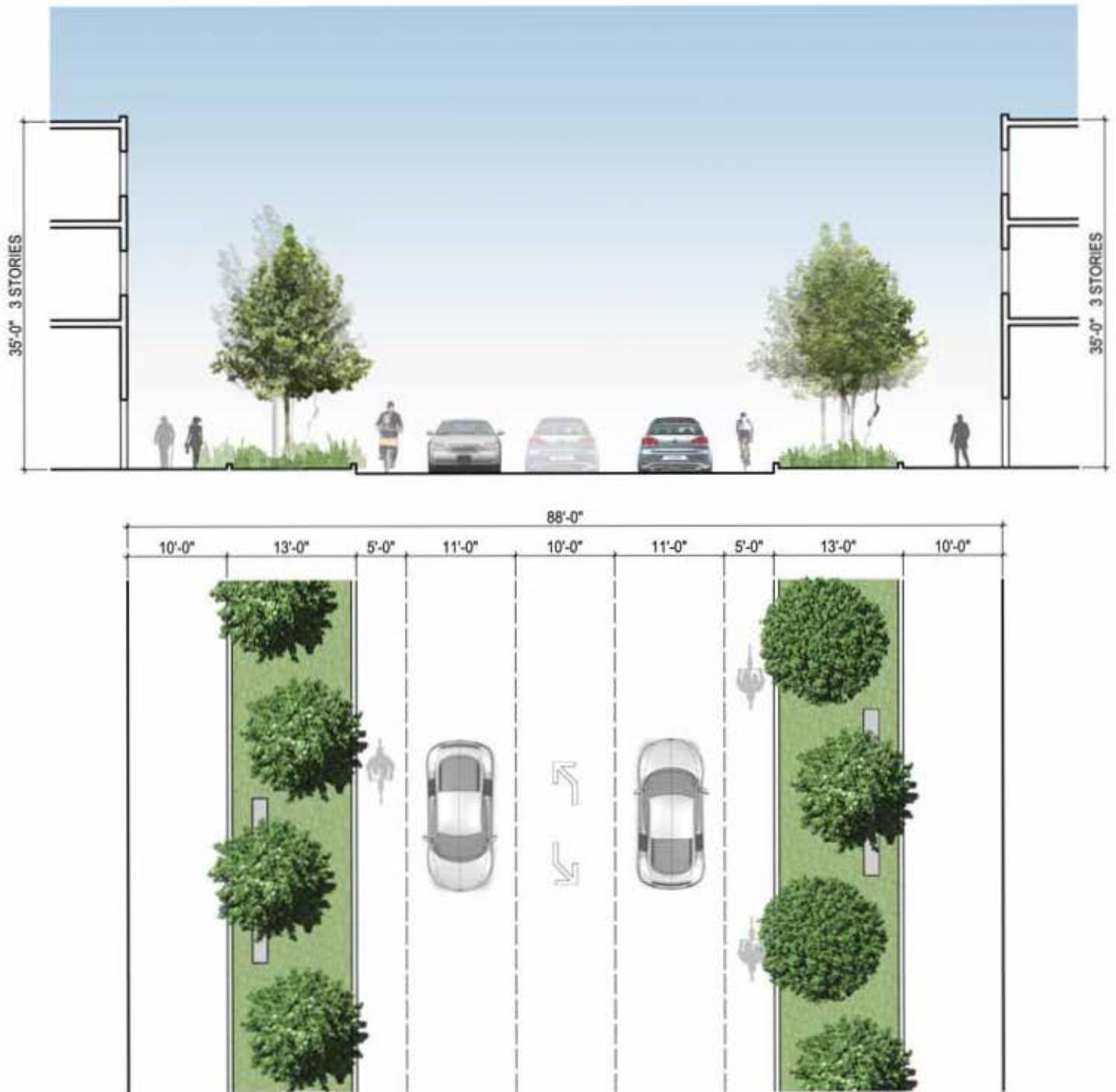


Figure 35: Street Plan and Section - Hallock Ave. to Rt. 347 with bicycle lane and planting strip

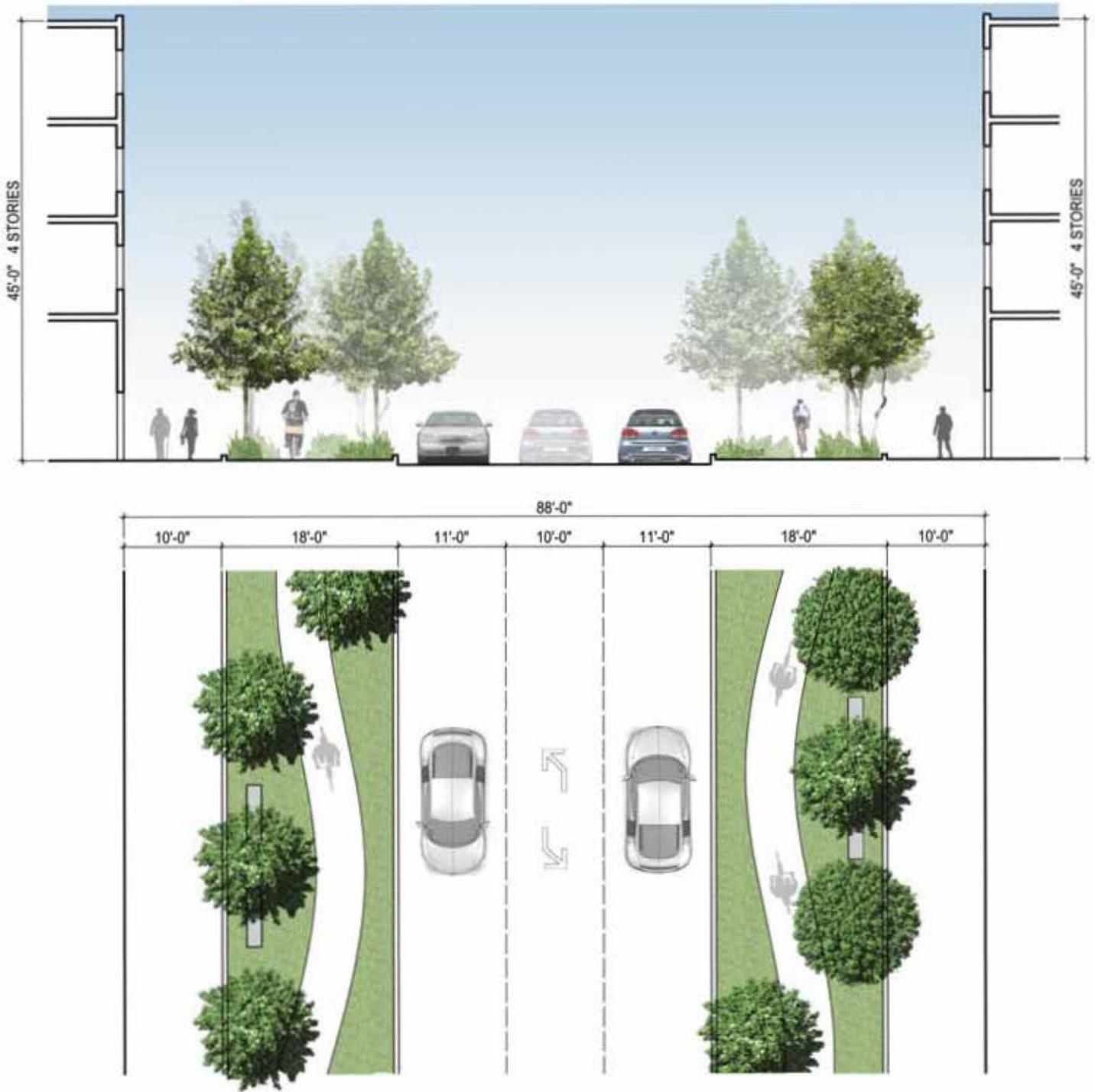


Figure 36: Street Plan and Section - Hallock Ave. to Rt 347 with bicycle lane in planting strip

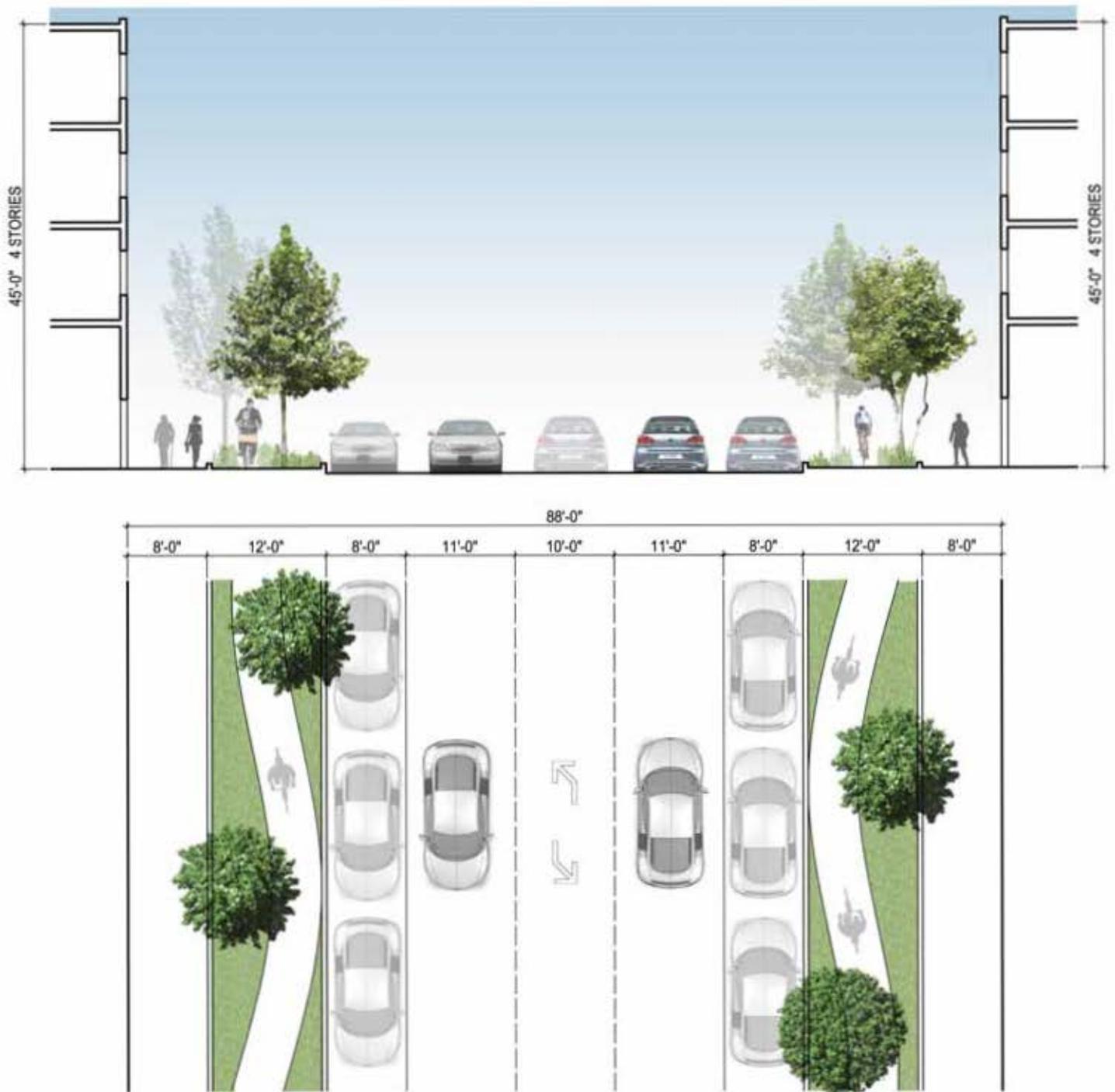


Figure 37: Street Plan and Section - Hallock Ave. to Rt 347 with parking and bicycle lane in planting strip

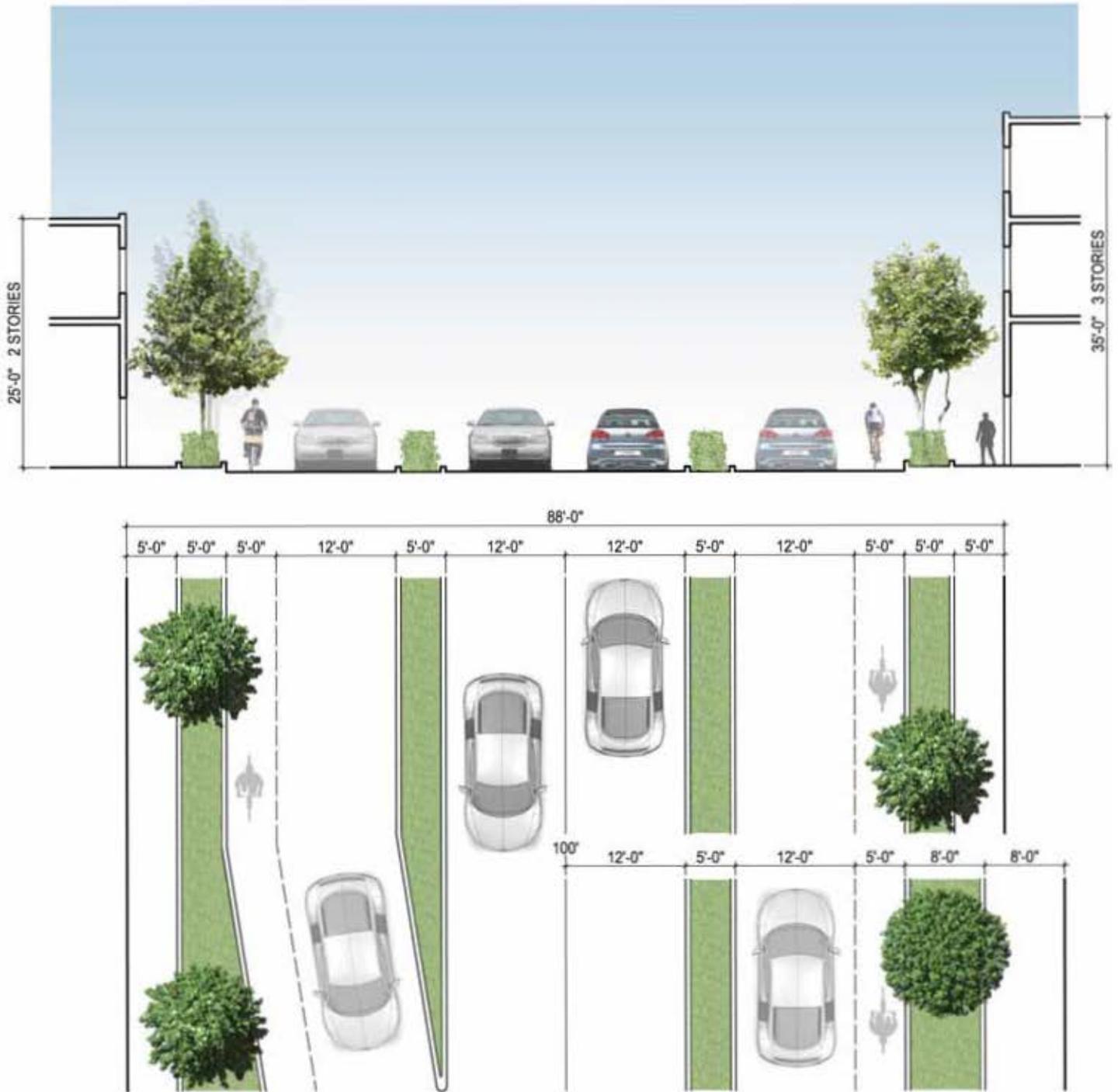


Figure 38: Street Plan and Section - Hallock Ave. to Rt 347 with through and local lanes and bicycle lane in planting strip 64

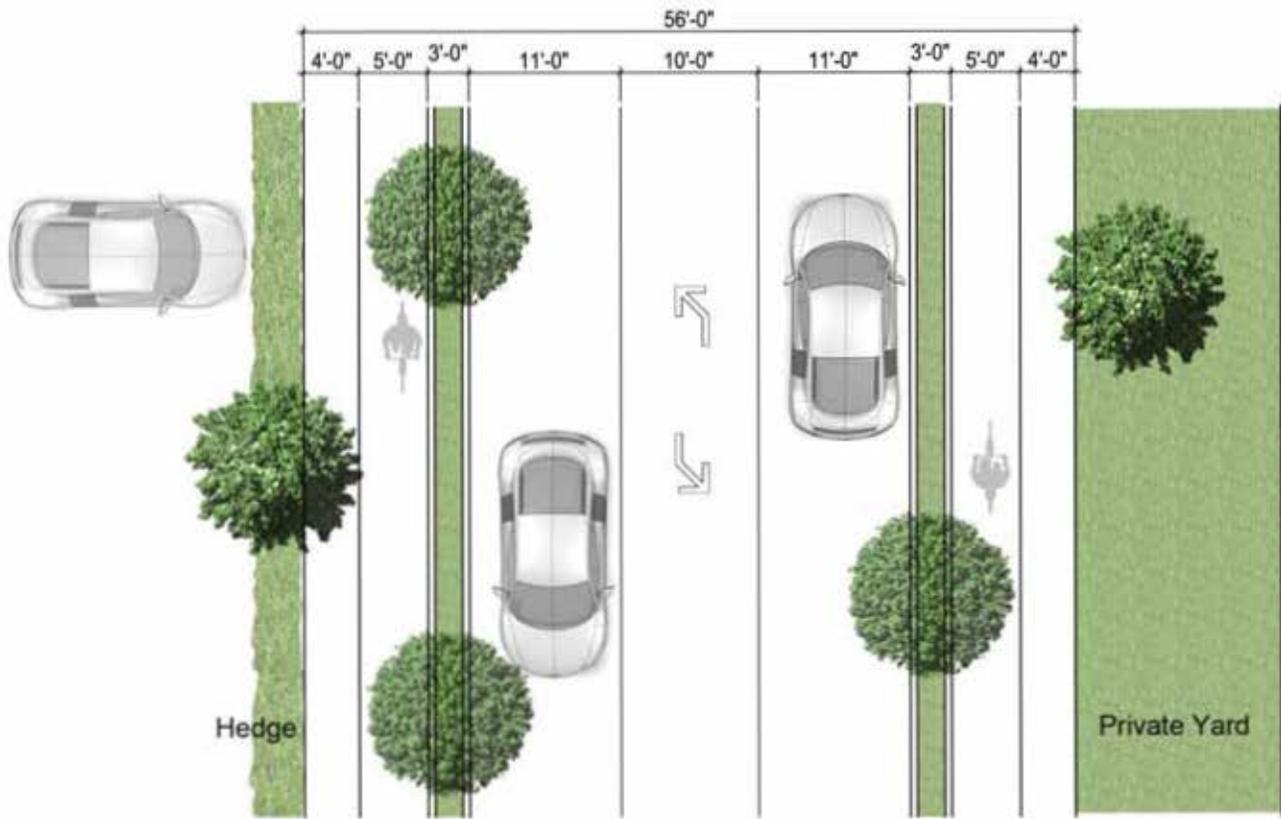


Figure 39: Street Plan and Section - Hallock Ave. with bike lanes

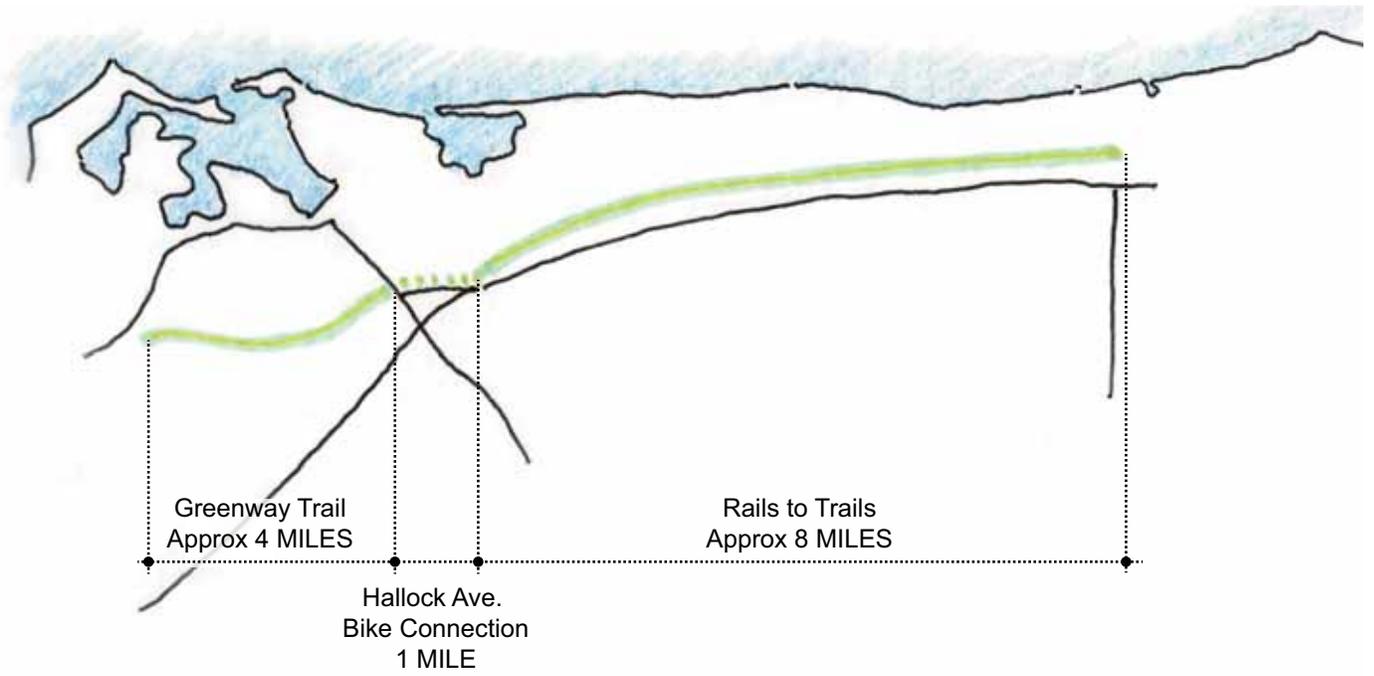


Figure 40: Hallock Ave. Bike Trail Connection

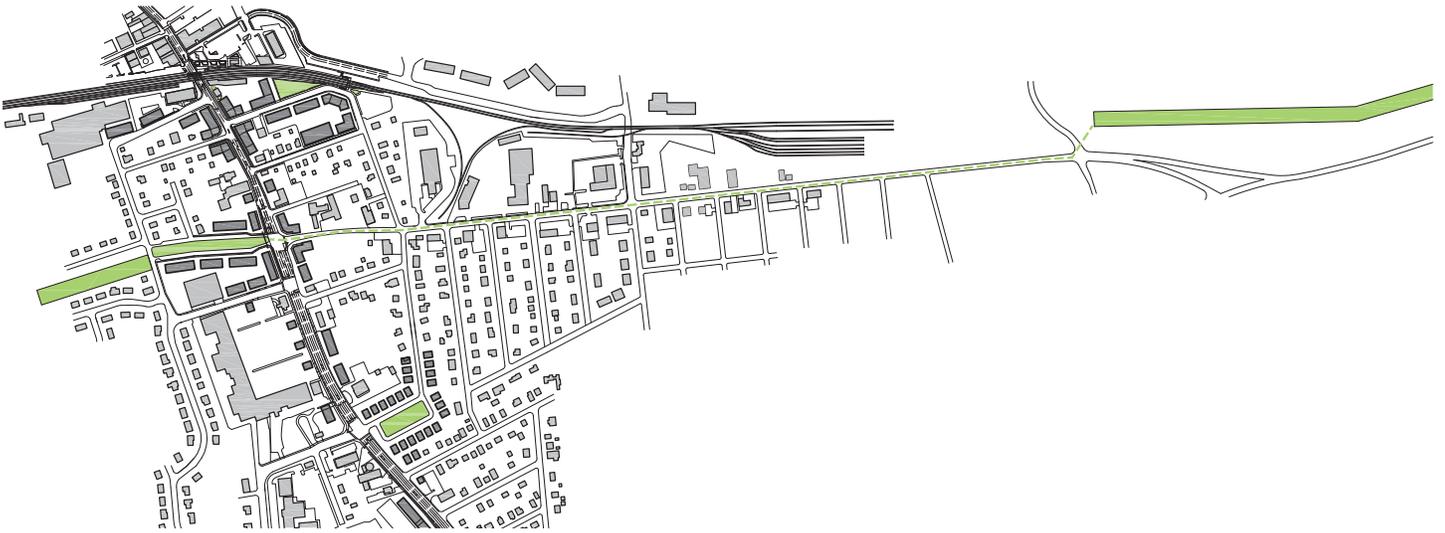


Figure 41: Hallock Ave. Bike Trail Connection



Figure 42: View of Proposed Hallock Ave.

APPENDIX A

Survey, Responses & Comments

Port Jeff Station-Terryville Civic Assoc
P.O. Box 371
Port Jefferson Sta, NY 11776

STANDARD RATE
U.S. POSTAGE PAID
PERMIT #63
PATCHOGUE, NY
11772

POSTAL CUSTOMER

IMPORTANT MESSAGE, PORT JEFFERSON STATION-TERRYVILLE SURVEY*PLEASE RESPOND*

Port Jefferson Station Commercial Hub Study Survey

Dear Neighbor and Friend,

As a resident of Port Jefferson Station-Terryville, you are the local "eyes and ears" of our Town of Brookhaven. It is your highly valued input that will help shape an aesthetically pleasing, safer, convenient, and more enjoyable Main Street. I encourage you to use your power as a citizen and participate in this survey including your thoughts, ideas, and concerns in order to ultimately improve the quality of life for you and your children. It is my pleasure to support the tireless volunteer citizen efforts of the Port Jefferson Station Citizens Advisory Committee in the creation and distribution of this 2013 survey.

Thank you,

Councilman Steve Fiore-Rosenfeld

Supervisor Edward P. Romaine

Yes No Undecided

Do you think we have sufficient housing to meet our needs?

Does anyone in your family need additional housing now?

Will anyone in your family need more housing in next five years?

Do you have plans to leave Long Island for retirement?

Are there recent graduates in your family who are unable to find work?

In the Hub study area do you see areas that could provide housing needs for persons affiliated with Stony Brook University?

In the Hub study area do you see areas that could provide retail/business needs for persons affiliated with Stony Brook University?

Would you consider more use of public transportation to Stony Brook and Suffolk County if a North-South connection existed for the Three LIRR East-West branches?

Would you consider more use of the LIRR along Port Jefferson Branch if improved service occurred during the day and weekends?

If you travel to Stony Brook University area which methods of travel do you use?

Personal vehicle

Public Bus

LI Rail Road

Taxi/car service

Walk/Bike

Are you interested in working on any of the following sub-committees of this Hub Study? (Please include your email address if interested _____)

Housing and residential needs?

Commercial and industrial zoning?

Hamlet history?

Design, aesthetics and architecture?

Traffic, pedestrian safety and transportation?

Stony Brook Univ. Interface (transportation & housing)

Name(s) or name of business: _____

Address: _____

Email: _____ Phone: _____

PJS Commercial Hub Study Survey 2013

A "Main Street" from the LIRR tracks to Chereb Lane (7-Eleven) should have....

Yes No Undecided

Traffic calming?

Wide sidewalks with distinctive paving?

Street landscaping?

Architectural lighting?

Well designed signage?

Create pocket parks?

Permit outdoor dining?

Provide Wi-fi?

Security and surveillance?

Shops built to the sidewalk with parking & second entry in back?

Shops with awnings or porticos?

Shops at grade, office or residential on the 2nd floor?

Residential use on a third floor?

Historical looking downtown?

Combine parking of adjacent businesses rather than require individual parking lots for each business and reduce the number of curb cuts and street turns ?

Complete NYS road improvement to the LIRR tracks?

Add pedestrian crosswalks at Railroad and Maple Avenues?

Redevelop a portion of LIRR parking lots not being fully utilized?

Replace existing LIRR parking lots with a parking structure?

The Street from Chereb Lane (7-Eleven) to Route 347 should be

Yes No Undecided

A landscaped traffic median with dedicated turning lanes should be installed? _____

Add small shops along sidewalk of Port Plaza Shopping Center (like the existing bank)? _____

Additional landscaping, improved sidewalks and pedestrian amenities in Port Plaza and adjacent areas? _____

Permit mixed-use, commercial/residential on Cherub Lane? _____

Make a dedicated passive parkland at the triangle in front of the Fire Station at Rt. 112 and Jayne Blvd.? _____

Create a safe, pedestrian friendly crosswalk with count-down timer at Rte. 347 from the north to the new park to be built on the S-E corner? _____

Combine parking of adjacent businesses rather than require individual parking lots for each business and reduce the number of curb cuts and street turns? _____

Rt. 25A- Hallock Avenue from Route 112 to Columbia Street should be

Yes No Undecided

Should have sidewalks and street trees to create a better visual street? _____
Should try to keep the converted residential buildings on the south side? _____

Should encourage changing the existing converted residential buildings on the south side to new commercial or office buildings? _____

Should require any new building to be built close to the street with a planting buffer in front and parking behind? _____

Create left hand turning lanes? _____

General survey Questions for Hub Study area

Yes No Undecided

Is distance to Stony Brook Univ. a factor in choosing to live here? _____

Is it important to live near the following:
US Post office _____
Grocery store _____
Public library _____
Education Center _____
Museum and Theater _____
Train station _____
Retail shops _____

Park/Outside exercise areas? _____

Is a pedestrian friendly Main Street neighborhood important to you? _____

Do you think shade trees by community sidewalks are appealing? _____

If you drive a car, would you patronize stores if you had to pay to park? _____

Would you patronize stores that made efforts to utilize environmentally sound practices? _____

Are there adequate activities available for kids, tweens and teens? _____

Is the preservation of open space on development of parks & recreation facilities on Main Street important? _____

Having multi-family housing built in the Commercial Hub study area? _____

Are you satisfied with the current conditions in the Hub study area? _____

Would you favor improved public transportation in the Hub study area? _____

Would you favor a senior citizens center in the Hub study area? _____

Would you favor police foot/bike patrols in the Hub study area? _____

Would you choose to develop the commercial and residential use in the Hub study area to mirror similar architectural design/look that the Upper Port study has recently completed? _____

Are the roadways reasonably safe in the Hub study area? _____

My family feels reasonably safe walking in the Hub study area? _____

Do you favor more use of Don't Block the Box zones in Hub study area? _____

Do you favor more use of One way traffic flow in the Hub study area? _____

Is traffic in the Hub study area too congested? _____

Do you favor local businesses in the Hub study area? _____

Are you concerned with any of the following issues in the Hub study area?

Vacant lots _____

Condition of houses and businesses? _____

Vandalism? _____

Illegal activities? _____

Port Jeff Station-Terryville Civic Assoc
P.O. Box 371
Port Jefferson Sta, NY 11776

Port Jeff Station-Terryville Civic Assoc
P.O. Box 371
Port Jefferson Sta, NY 11776

Please Fold & Return your Completed Survey to
The Port Jefferson Station-Terryville Civic Association
Address Above
Thank you.

Port Jefferson Station HUB Study Survey Comments

Pro PJS - Quality of Life Issues

The idea for a real “downtown” is great.
P.J.S has a great school district.
P.J.S. is great for raising kids.
The doctors here and the library are fantastic.
We look forward to a new hub area to enjoy,
Change Port Jefferson Station name to anything but “Station”.
Hold local businesses responsible for litter.
Maintenance is the key! Maintain whatever you build.

PJS Problems

Too much noise, traffic and crime.
The area is terrible. Clean it Up!!
The current area is a design mess. Scottsdale Arizona is a better example.
This is not a community to retire to.
Community has become more crowded, dirtier, noisier, subject to vandalism.
There is no sense of community in Port Jefferson Station.
Invite DOT and Suffolk DPW to a meeting to discuss the traffic problems.
The community is unaffordable for seniors.
Community has become more crowded, dirtier, noisier, subject to vandalism.

Pro Visual Improvements

Beautification is always welcome.
Corner planters are preferred to street trees.
We need more landscape designing.
Eateries should not have outside dining and entertainment.
Area should be beautified with landscaping, center islands and turning lanes.
Hallock Avenue is a deplorable mess.
Median gardens would be nice; but the Town never maintains them.
Preserve the old homes, trees, and protect the wildlife.
I like the idea of a “Main Street feel”.
The existing shops need a facelift.
I’d love to see improvements (what kind).

No Visual Improvements

Don’t waste money on sidewalks, plantings, etc. Keep spending a minimum.
Public Safety don’t waste my money on visual improvements like landscaping and lighting.

Pro commercial Development

Up-scale store are better than multi-family housing.
The Arby’s and Blockbuster should be put to better use.
B.J. cinema Plaza (Blockbuster Building) GMA building, Old Kentucky Fried Chicken,
Dairy Bam; either revitalize or raze them.
Build new modern stores.
Large scale reconfiguration of buildings is necessary. No public money should be spent
on private enterprises.

Need to attract larger businesses to increase job availability.
We need more P.J. Village amenities, and less of the taxi hubs, convenience stores, etc.

No Commercial Development

No more new buildings to replace abandoned ones. (Kentucky Fried Chicken at Hallock & 112.
No more businesses and housing.
No new stores. Too many vacant ones now.
Businesses on the south side would put the parking in the rear in residential neighborhoods
The parking should be on the Hallock side.
Don't make PJS like NYC.
Use up the vacant commercial before building more.
Too many new businesses are being built.
Too many stores now. Don't need more.
Evaluate all current vacant commercial properties before building new ones.
Build new housing and stores at Stony Brook; not here.
No more banks!!!

Residential Development

We need affordable housing.
Apartments should be built along 112 in order to increase business.
Use unused properties with housing on 2nd story.
Affordable good housing for the young is just as important as senior citizen housing.
A planned over 55 community would be desirable.
We need affordable housing over stores.
Our three sons need affordable housing.

No Residential Development

No more businesses and housing.
Get rid of the homeless. No multi-family housing
No housing over stores. Renters lead to overcrowding.
No multi-family housing! Don't attract vagrants.
Renting is causing overcrowding.
Multi apartments results in drugs and alcohol use. Unsafe
More housing will burden the school district.
No additional welfare housing. Can't lose to gangs, homelessness, blight.
112 should only be commercial. Housing should be on the side streets.
No homes above the stores!!!

Infrastructure

Flooding on Hallock at Columbia needs to be fixed.
Give consideration to emergency response. Volunteers at Terryville Fire Department
Station #1 on Jayne Blvd. has been gridlocked from 347 to 112; and the apparatus
Bury all utility lines for all new or reconstruction.
A sewer district will only raise taxes.
Bury the power lines.
The study should consider the consequences of Lawrence Aviation.

Public Transportation

The train schedule from P.J. is poor. Ronkonkoma is much better.
Need better signed bus stops with shelters.
Buses should run longer hours and on Sunday.
LIRR should be electrified.
Bus fare to Stony Brook is too costly. It's easier and more convenient to use private car.
Electrify the LIRR.

Pedestrian Safety

We need pedestrian safety. (Crosswalks).
Pedestrian crossings will help.
Walking is too dangerous.
Pedestrian safety is a top priority.
Provide overpass walkways over 347.
The big concerns are the lack of sidewalks, safety, and connection to P.J. Village.

Traffic Calming

There is a need for a safe segregated bike lane
Build more bike lane access.
Traffic calming would be fantastic.

Traffic Flow

Improve traffic flow!
112 should have been widened to 27 A. It is still a one lane nightmare.
We need traffic control.
I'm against landscaped medians because government doesn't maintain them.
The shopping Plaza has to be reconstructed for better traffic flow; less pavement and more landscaping
Need left turning lanes and better traffic control at 25A & 112; and 25A and N. Country Rd.
Jayne Blvd. is in poor condition. Traffic tie-ups are due to the lights not in sync.
City tire on Hallock creates traffic problems due to inadequate parking.
A reprogramming of traffic lights from Chereb Lane to Sheep Pasture Road & re-routing of
buses off Chereb (or closing access from Port Plaza to Chereb).
Traffic flow should be improved.
Center turning lanes now on 112 are unsafe.
LIRR crossing should be replaced.
The road work on 112 was a joke and waste of money. What was needed was more lanes.
The 112 "improvements" were a waste! It's still 2 lane instead of the needed 4 Lanes.
The buses on Chereb Lane are unsafe.
No more traffic lights!
Why are we ripping up 347 and 112 again?

Parking

Should have better usage of the excessive parking area by 7 -11 and the LIRR.
Enforce No Parking in Fire Zone regulations in Port Plaza could be a help.
Make better utilization of the surplus parking at Rite Aid, Post Office etc. Plaza.

Open Space – Recreation

We need a senior center and a walking track.
Need parks for teens -skateboards, BMX bikes, inline skating.
Create a skate park at the 7-11.
We need more places for the youth.
Need safe provision for youth - a teen-age rec center would be great.
A skate park would be great
The new bike/walking path is great.
We need facilities to keep teenagers off the street.
I would like a park similar to Mt. Sinai's Heritage Park.
No more parks until illegals and druggies are dealt with.

Security – Code Enforcement

More police are needed near Hallock. Speed racing on Hallock is a danger.
I favor many of the proposed improvements. Eliminate the present hangouts.
It is not safe near the station for a 65 year old woman.
A drug dealer is peddling pills at the 7-11.
Clean out the vagrants.
Police patrol of any form is good.
We need more bicycle cops.
Illegals and homeless must be dealt with.
Too much noise, traffic and crime.
Put a police sub-station in the Port Plaza shopping center.
Disgusted with vacant buildings, vagrancy, litter, illegal rentals, that lead to crime.
We dislike undesirables who congregate in the P.J. Plaza shopping area. Citizens call it
“Bum Square Garden”.
More police presence!!
Clean up the crime problem.
Town should enforce codes to control illegals.

Homeless

Get rid of the homeless.
Homeless are a big problem. The station area is a hangout.
Clean out the vagrants.
Illegals and homeless must be dealt with.
Over the years litter, homeless and “undesirables” have increased.
Disgusted with vagrancy.
Clean up near the P.J. train station. Too many homeless and drug activities.
Require homeless shelters to mitigate problems of the homeless.

Stony Brook University

Keep Stony Brook University away. P.J.S. is congested enough.
We don't need Stony Brook students!
No housing for Stony Brook!!! They would create more traffic and their driving is no good.
S.B. students and faculty are not needed.

The study seems to have a hidden agenda vis-a-vie Stony Brook University.
We don't want Stony Brook University that will accommodate transients.
Let Stony Brook University house their own.

Miscellaneous

Thanks to the CAC for a great idea.
This survey is biased because it doesn't say what the improvements would cost. Taxes now are too high!
Ebenezer Reeves house should be restored. (Perhaps into a museum).
Thanks for the survey.
Businesses along Hallock shouldn't infringe on housing.
Medical offices fit well into the community.
Former Carl's Equipment is an eyesore.
Sagamore Hills is an upgraded and attractive community.
Thank you for your hard work.
I hope I live long enough to see improvements in Port Jefferson Station.
I am opposed to anything that will raise taxes.
This is not a good survey! And why do it when the PJS-Terryville Plan already did a Survey?
What will the cost be?

Not Related to the Study Area

'New' Rte. 112 lacks a turning lane from 112 south to Pine Street in Coram. Provide turning lanes...
Close the road at 112 and Joline, except for emergency vehicles.
Clean up the area North of the tracks! !
Need a turning light at 347 & Crystal Brook Hollow Road.
Use Lawrence Aviation for light industry and expansion of Cedar Hill Cemetery. Move the LIRR station to eliminate closings at 112.
Need better street lighting near the library.
Traffic congestion on 347 is bad.
Build a sidewalk from Old town Road to Norwood Avenue on the north side.
Build a high noise wall along Fairfield Meadows by Sylvan Lane.
Install a pedestrian light near Fairfield to the side of Pathmark.
Save the Railroad Car. It is an historical part of the Hamlet.
Provide a new configuration of the intersection of Norwood -Avenue and Terryville Road.
Central Avenue is now a major cut through from 112 to Canal Road since the closure of Rose Lane. It is now a heavy truck route destroying a residential street.
The corner of 112 and 347 near Pathmark is hideous.
Why are our taxes so outrageous?
How can Admiral Street be made safer?
Traffic on Pine Street, Crystal Brook Hollow, and Canal St. is out of control.
Examine the ridiculous island from Norwood onto 347.

APPENDIX B

Committees:

Design- Specific Sites Recommendations

Traffic - Meeting Notes and LIRR Letter

Appendix B: Specific Sites Recommendations

Gateway at the end of the Greenway Trail on Route 112

Create a 'gateway' to the greenway on Rte 112, maintaining the four mature trees/tree clusters that are growing on the side of the GMA building and behind the buildings on Chereb Lane, and adding evergreen and deciduous trees and vegetation throughout. The driveway 'gateway' needs to be of a height and breadth to allow cars and SUV's.

1. Gateway requires 'site selection' to minimize tree loss.
2. Single or two story 'townhouse' style structures and define the greenway. The gateway should have a pedestrian arch, gateway or likewise decorative entrance.
3. The gateway and the pedestrian arch should be the entry to the greenway with a lush native vegetation landscape planted with perennial shrubs and perennial flowering beds, exhibiting public art structures.



The block of businesses on Chereb from the parking lot of the bowling alley to the taxi stand, which sits behind 7-11

We recommend retail businesses and/or municipal space (education center/gallery/ museum) on Chereb Lane. It is a prime location for one owner to develop- with the careful design and historic charm intended for our HUB Business District – based on 19th century Queen Anne architectural elements similar to those on Echo Arms building, with cornices and brackets, eaves, mouldings, etc., or with the updated barn styling of Dr Letourneau on Terryville Road; with recessed entries, awnings to separate main floor windows deep enough to shade sidewalk. It could be designed as a single unit with adjoining pitched roofs, gables, to break the lines and add interest– with preferred resident-owned studio and single units with recessed terraces- above- with a setback at top floor and balconies.

Parking needs situated to the rear-to the DOT lot-completely behind the buildings, with entries front -built to the required building line, and entries rear - with pathway to parking. The parking needs landscaped buffer from the DOT lot and entrance to greenway trail.

Special care needs be taken at the west end sitting at a residential area on Clifton Avenue- This side street façade –**especially**- needs to have a residential look with shrubs, plantings along the street at a single or two story max.

Port Plaza Rte 112/Main Street

We recommend the removal of ingress and egress curb cuts into this shopping center along Rte 112/Main Street. Wherever 'entrance' and 'exit' and 'all traffic directional' signs **may exist**, they must be redesigned visually for GREATER CLARITY, and situated at eye level for drivers- constructed with substantial wood frame and post.

We also recommend that individual pavilions be constructed within the parking lot along the Rte 112/ Main Street, which will share parking with the stores behind them. This is a prime opportunity to build in a treed courtyard with shade trees, planting beds, trash and recycling receptacles, benches.

- Former Carol's Drive Thru/D&M- Rte 112. This structure could be reinvented for a possible skilled craftsman or artisan type of business such as shoe repair or dry cleaner, etc. This, and the seamstress/tailor business in back, will invite pedestrians with daily errands. A minimal number of parking spots behind carvel, or shared with the lot behind the former KFC..
- Jayne Blvd. and Rte 112 Strip Mall next to Fire Station #1- This center with its predominant front acreage of black top is in great need of redesign, to put the glaring parking in the rear, and move the building to the sidewalk, to encourage pedestrian use and alleviate the glare from cars, the heat from the blacktop and create an attractive center at the 'beginning' of our 'downtown' walkable community.
- Baby's First Appearance- Former Jewelry Shop- is 'for sale'. This is a prime location for business or possibly a museum space. It could house antique autos, in honor of the PJS Porter automobile, and include an annex for carriages from the Carriage Museum, in Stonybrook. It could also feature local artists. Emphasis needs be put on curb appeal with plantings at the property border near Rte 112.
- Connect the new business in KFC and tailor business with planted borders and sheltered walkways until developed as per the Design Studies proposals.
- Former GMA building- Rte 112. This structure could be reinvented as a 'townhouse' style building for business on main floor and residential above to enhance the greenway gateway.
- Formerly Carl's Equipment-Hallock Ave. This is a prime business location. Emphasis needs to be put on curb appeal and removal of blacktop parking from the frontage and move building toward the street line.
- Former vacuum repair shop- Hallock Ave. This is a prime business location. Great emphasis needs be put on landscaping. Move building toward the street.

Appendix B: Transportation Meetings and Discussions

Transportation e-mail - from Michael Schwarting to Lynn Weyant - November 4, 2013

Lynn

We sent you several schematic sections for 'idea' changes to Route 112 from the Hallock intersection at the North to Rt. 347 that might make it compatible with creating a "Main Street" character. The issue that concerns us is that the whole 112 reconstruction work has only one lane each way except at the intersection with Rt. 83, 347 and the area noted above. This causes high speeds and a bottleneck of traffic traveling north at Hallock to the LIRR tracks, where it reduces to one lane. The question we have is whether we can make this whole stretch, north of 347 into one lane each way with a center turn lane and use the extra space for planting buffers with bike lanes? Some of the Committee have asked about even introducing parallel parking for traffic calming? We suspect this would never get approved. In any case, this is the agenda along with some no left turn possibilities for streets entering 112.

Regards
Michael

Response e-mail from Lynn Weyant – November 5, 2013

Traffic Demand Management and access control are issues we can discuss. The State supports access control (no left turns, rights in and out, etc.) but the land use and development are within the Town's control. The Town can make restrictions moving forward as plans come in. All of your suggestions are part of Complete Streets (a Town and State mandate). The issues may be capacity and Level of Service (LOS). Do you have any data on volumes and speeds? If volume is an issue then traffic needs viable alternate routes or other modes of transport to get them to their destinations. Part of TOD projects is to reduce traffic, ie., shuttles, bike sharing, transit options, etc.

Lynn

Transportation Meeting

Notes: November 13, 2013 Traffic Meeting - revised 11.14.13

Attn: Lynn Weyant, Brookhaven Transportation Planning, Traffic and Highway Safety Consultant, Frank Gibbons, Traffic and Transportation Committee, Michael Schwarting, P J S Hub Urban Design Consultant.

1. Frank provided the Traffic, Transportation and Pedestrian Safety Committee, June 20, 2013 report. He explained the idea to create one way side streets to reduce the turns onto Rt. 112.

Lynn's response was that the proposal can make these requests for Brookhaven to do a study that would involve traffic counts and reviews by D.O.T., school busing, and fire dept, She also recommended right turns in and out with no left turns onto Rt. 112 (that go across multiple lanes).

2. I had sent the graphic work that Campani and Schwarting Architects (CASA), had done to date and explained the Design Committees interest to see if the road way from Rt.347 to the Hallock turn could be reduced from two lanes each way to one, as is the case for the rest of the Rt. 211 work, and use the remaining space as a planted buffer, bike lane and possibly parallel parking zones. The intention is to move the north bound bottleneck at Hallock to 347, slow traffic in the study area, and create a "Main Street" character.

Lynn's response was that this was not too difficult because it involved a decrease, rather than increase in road bed. She said that it could be in two phases; 1, to stripe it out and test it, and 2, to implement it if it passes the test. She told us that TOB will be coming out with TOD traffic and parking requirements that will apply to the Ronkonkoma TOD and would apply in our case. Some considerations are; 11' wide lanes on main arteries and 10' on secondary roads, 10'-12' center left turn lanes. She also recommended "bump outs" where there were parking lanes, acknowledging that NYS DOT and some in TOB do not agree. The Ronkonkoma project has a zoning overlay that we should look at.

3. Lynn had other recommendations:

- Meet with Tom Chawner and others at TOB to review funding and granting sources ie. Community Development, Downtown and Main Street grants. A number of Suffolk county towns have received sizable grants for street lighting, memorial park lighting etc.
- Meet ASAP with the new Council person to complete the study and establish a liaison for after the study is complete. Also work with Senator LaValle and Assemblyman Steve Engelbright.
- Keep Highway Dept. Losquadro and Dan Sullivan informed about road concerns.
- She agreed that a BID would be valuable for maintaining planting, lights, street furniture etc.
- She felt that relocating the bus hub from Chereb Ln. to the LIRR station was a good idea.



December 24, 2013

Hon. Kara Hahn
Suffolk County Legislator, 5th District
306 Main Street
Port Jefferson, NY 11777

Dear Legislator Hahn:

Thank you for your recent letter to MTA Board Member Mitch Pally, Chair of the MTA Long Island Rail Road Operating Committee, which was referred to us for review. We appreciate the opportunity to respond to the matters you recommended for inclusion in the MTA's next five-year (2015-2019) Capital Program. We share your goal of meeting the needs of future rail customers and communities in your district.

As we enter the final year of the current Capital Program, we will be analyzing our needs for the next five-year program. Funding sources for proposed capital spending plan during the 2015-2019 period have not yet been identified, and the level of proposed funding will likely be a major discussion in the coming year.

The Capital Program is designed to address both infrastructure investments on Long Island required for East Side Access service to Grand Central Terminal and ensure that the LIRR's rolling stock, stations, track, bridges and viaducts, communications and signals, shops and yards, and power assets are modernized and/or brought to a state of good repair. We are also facing repairs and recovery efforts resulting from the substantial damage inflicted by Sandy.

In regard to future enhancement to service east of Huntington, the LIRR is currently preparing a Technical Scope of Work to update its Network Strategy Study (NSS), which was issued in 1994. We recognize that electrification between Huntington and Port Jefferson was an important element of the long term strategy identified in the study twenty years ago. The updated NSS will identify service objectives, potential markets and any additional infrastructure requirements for LIRR service to Grand Central Terminal. With the current cost of track electrification estimated at \$18M per mile, the study will consider alternatives for bolstering service east of Huntington, including scoot service.

As you may be aware, the LIRR has been evaluating car equipment currently on the market for scoot service in an effort to identify cars which fit our operating dimensions. To date, we have been disappointed to find a lack of suitable car equipment on the market. The LIRR remains committed to future scoot service opportunities on all diesel branches, including the Port Jefferson Branch. Scoot service addresses a number of LIRR goals, including serving Intra-Island travel needs by providing more frequent

service to and from Long Island destinations, such as Stony Brook University on the Port Jefferson Branch. In addition, scoot service in diesel territory would provide a very suitable compliment to frequent electric service to two Manhattan terminals, as part of East Side Access service.

Thank you again for the recommendations you submitted on behalf of your constituents. The LIRR seeks to be responsive to the needs of the communities we serve, and we will continue to strive to improve our operation. Your suggestions will be considered as we work to develop the 2015-2019 Capital Program, in accordance with the funding available.

Sincerely,

A handwritten signature in black ink that reads "Helena E. Williams". The signature is fluid and cursive, with a long horizontal flourish extending to the right.

Helena E. Williams
President

cc: Mitch Pally

APPENDIX C

Building Survey & Photographic Survey

Port Jefferson Station HUB – Buildings Survey

West side of Main Street from LIRR Tracks, south to Terryville Road

Address	Building	Photo #
102 Main	<i>Port Jefferson Business Center</i> – medical office, laundry	2, 3, 4
Piedmont	<i>Fun for All – Indoor Park</i> and Industrial Park – Trophy Hut	5
104 Main	<i>El Limeno Bar</i>	7, 8
108 Main	Commercial building - vacant – for lease 5,000 sf	9, 10, 11
200 Main	76 gas station	12, 12a
204 Main	<i>Echo Arms – Adult Home</i>	13, 14
208 Main	Shopping center – office – mostly empty –for rent	15, 16, 17
320 Main	Commercial-office building – vacant formerly GMA Mech. Corp. Parking lot – Greenway Trail <i>Lemon Leaf Grill, Opticians, Collage hair</i>	18, 19 20,21
408 Rt 112	<i>7 eleven</i>	22, 22a, 23, 24
	<i>Taxi</i>	2
Cherub La	Port Jefferson Garden Center	25, 26
	Something for Everyone Thrift Shop	27
	Angel Touch Nails – Skin Care	27, 28
	Jefferson Plaza – <i>Shopping Center – Staller</i> Bravo Supermarket, Rite Aid, Family dollar, Seasons, Aboffs, Laundromat, Ichiban, U.S. Post Office, Carpet Flooring, Pizza, Optidal, Sandy’s Hair Salon, Win & Liquor, Cell phones, GNC, Restaurant, Printing, Deli, Subway, Zorba the Greek, Kioto Brazilian jiu jitsu, HSBC	32-42
590 Rt 112	Office/retail – new 2,000 sf	43,44
Terryville Rd	Firestone Tire	46

East Side of Main street from LIRR south to Terryville Road

101 Main	Office building – space for rent –Station Auto body @ back	52, 54
103 Main	Office building – Law offices – brick historic	53, 54
11 Railroad	<i>Americas Discount Tires</i>	54a, 55
Railroad	<i>Port Jeff Beverage Center</i>	55
	<i>Meineke – mufflers</i>	56, 60

205 Main	House – vacant	61
209 Main	House	62
301 Main	House	63
309 Main	St. Paul's Lutheran Church	67, 68
Hallock Av	<i>Farsi Fuel – Port Jeff Tire and Brake</i>	69, 70
403 Rt 112	vacant building – fast food (KFC)	72, 73
407 Rt 112	<i>Carvel</i>	
	<i>Perfect Fit Tailoring & Alteration</i>	74
407a Rt 112	<i>D & M Dairy Store – for sale</i>	74
409 Rt 112	Law office – house	74a
501 Rt 112	<i>Hess gas station</i>	75
509 Rt 112	<i>North Shore Immediate Medical Care</i>	76, 77
513 Rt 112	<i>I H O P</i>	78
	Phone Store	79
	commercial - office building – for rent	80
523 Rt 112	<i>Moloney Funeral Home</i>	81, 82
	commercial building – for sale – formerly ultra sound	84, 85
527 Rt 112	nursery – for sale	86

Main Street west side Terryville Road to Rt. 347

Main Street east side Terryville Road to Rt. 347

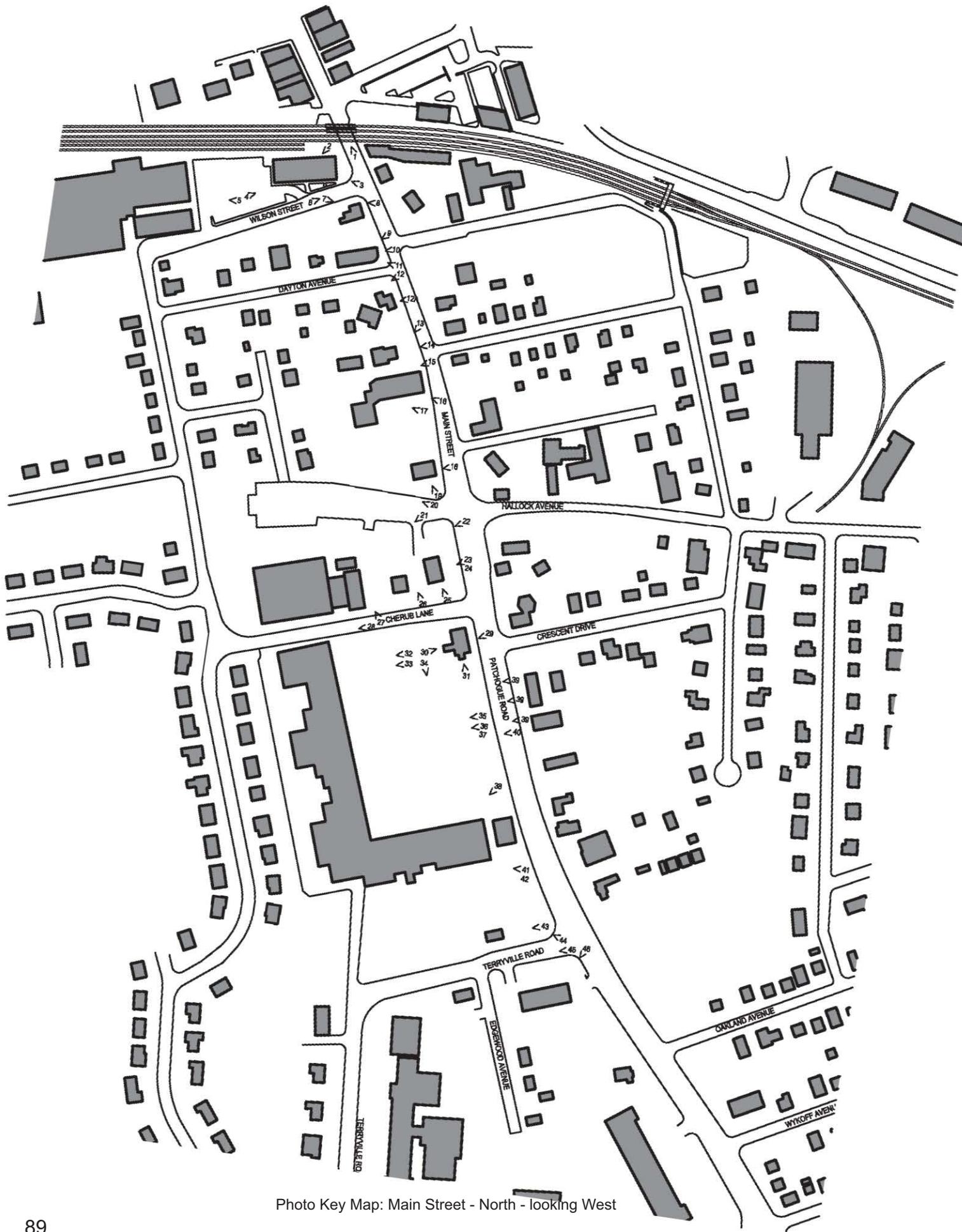


Photo Key Map: Main Street - North - looking West



1-NW



2-NW



3-NW



5-NW



7-NW



8-NW



9-NW



11-NW



12-NW



13-NW



14-NW



15-NW



16-NW



17-NW



91

19-NW



20-NW



21-NW



22A-NW



22-NW



24-NW



25-NW



26-NW



27-NW



28-NW



29-NW



30-NW



31-NW



32-NW



33-NW



35-NW



93

38-NW



39-NW



42-NW



43-NW



44-NW



45-NW

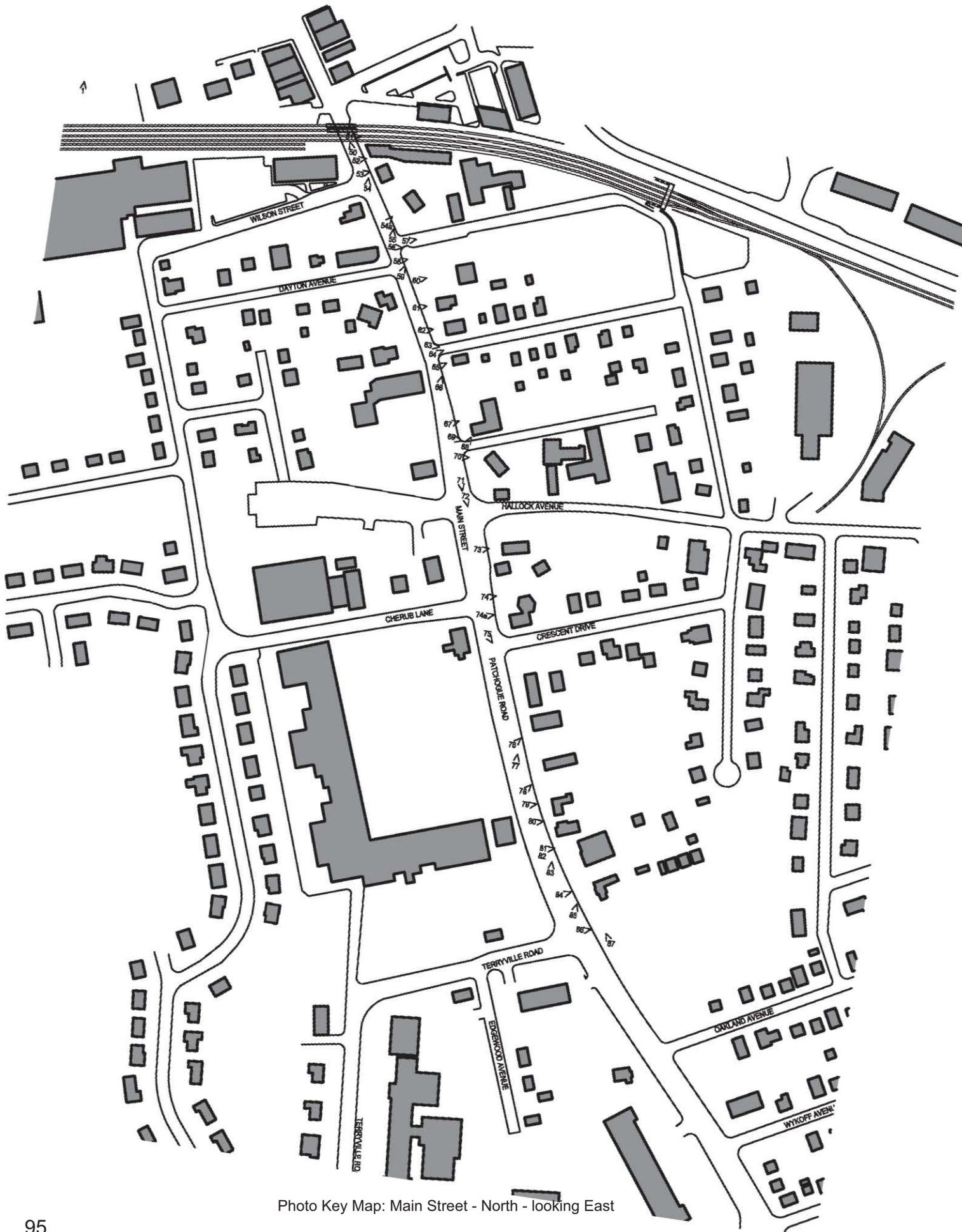


Photo Key Map: Main Street - North - looking East



46-NE



51-NE



52-NE



53-NE



54-NE



55-NE



56-NE



58-NE



59-NE



60-NE



61-NE



62-NE



63-NE



65-NE



97

67-NE



68-NE



69-NE



70-NE



72-NE



73A-NE



74A-NE



74-NE



75-NE



76-NE



77-NE



78-NE



79-NE



80-NE



81-NE



83-NE



99

84-NE



85-NE



86-NE



87-NE

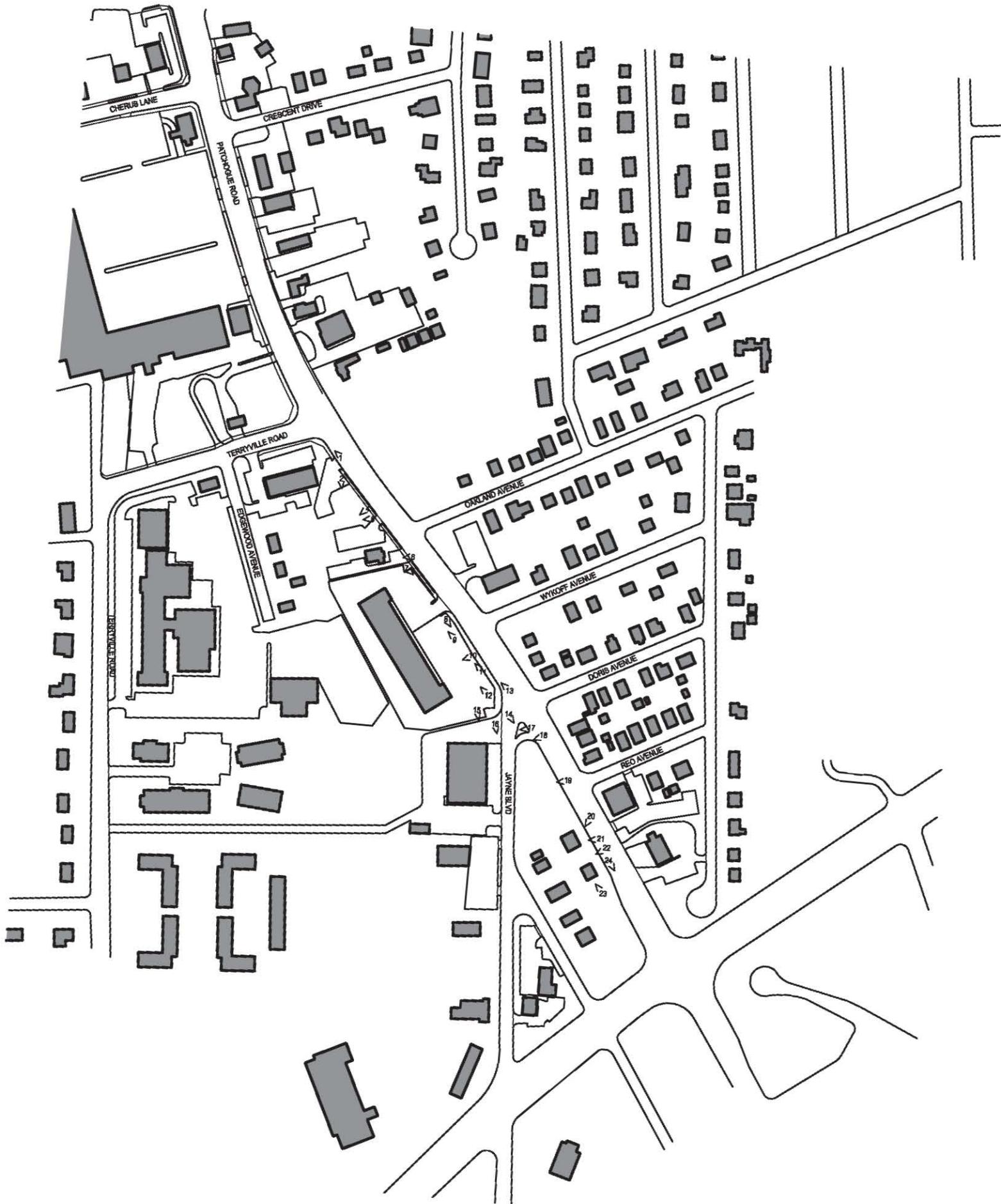


Photo Key Map: Main Street - South - looking West



2-SW



4-SW



5-SW



6-SW



8-SW



11-SW



12-SW



14-SW



16-SW



18-SW



19-SW



21-SW



22-SW



24-SW

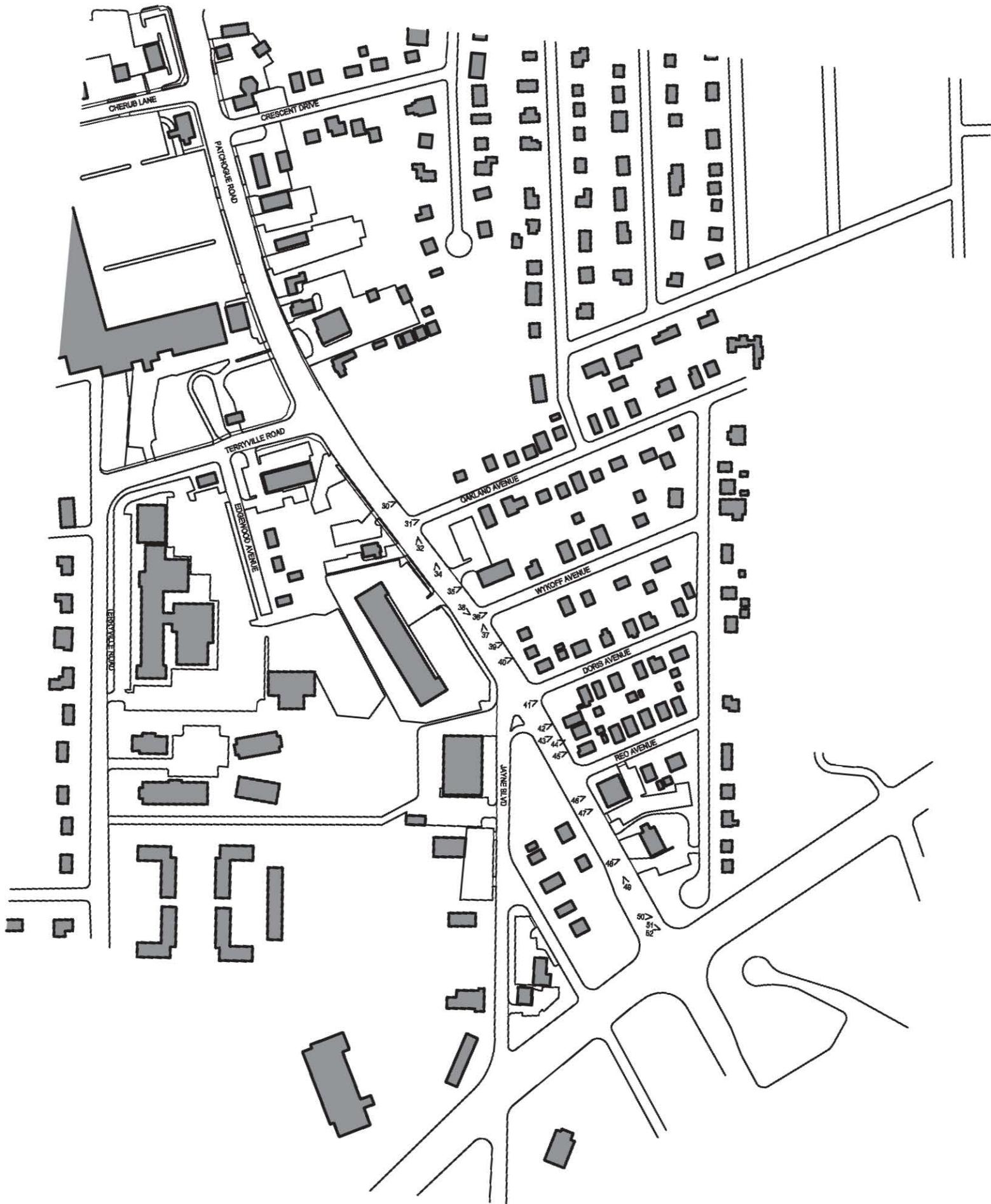


Photo Key Map: Main Street - South - looking East



30-SE



31-SE



32-SE



35-SE



37-SE



38-SE



105

39-SE



40-SE



41-SE



42-SE



43-SE



45-SE



46-SE



47-SE



48-SE



49-SE



50-SE



51-SE

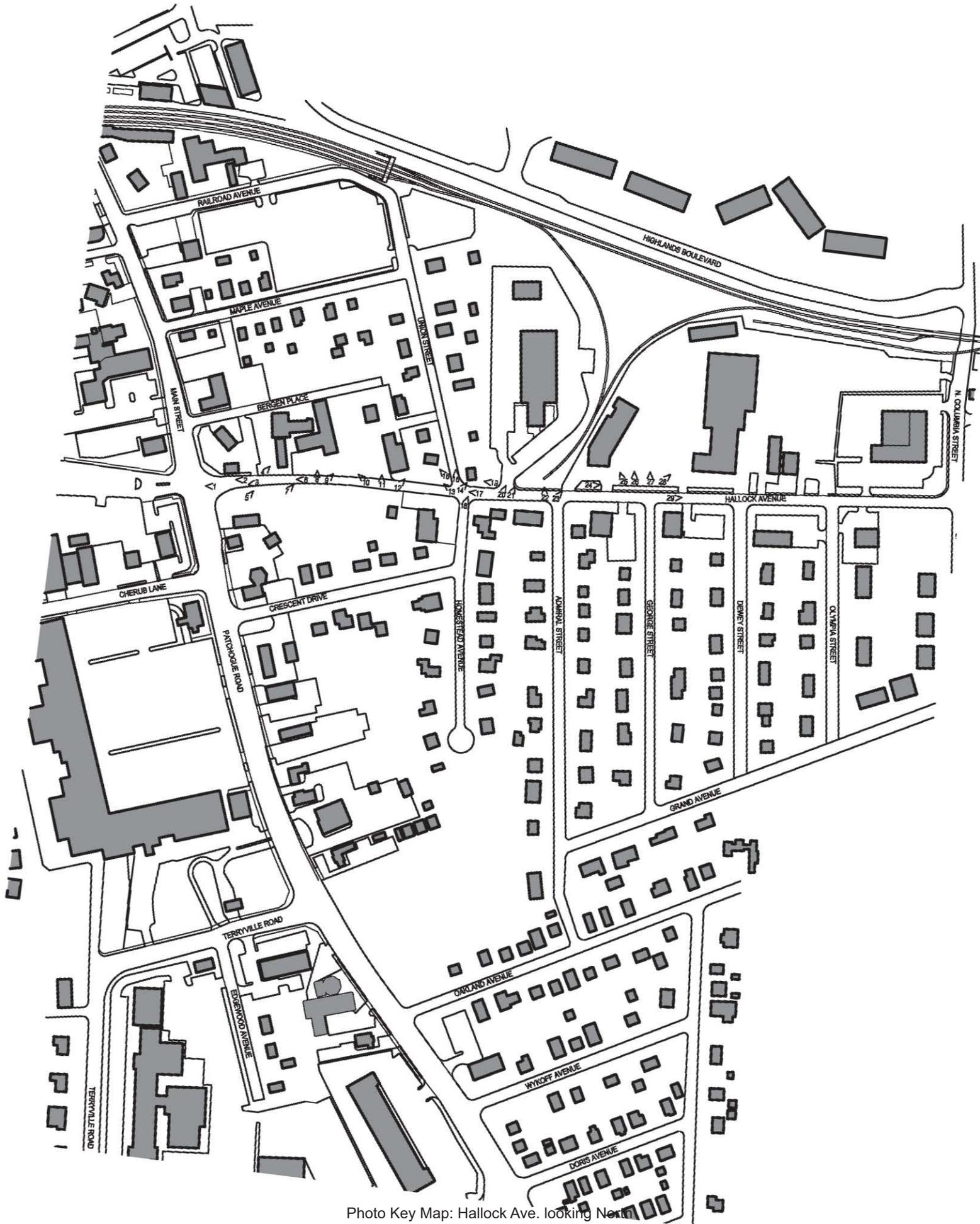


Photo Key Map: Hallock Ave. looking North



2-HN



3-HN



4-HN



5-HN



6-HN



7-HN



109

9-HN



10-HN



11-HN



12-HN



15-HN



17-HN



18-HN



20-HN



26-HN



27-HN



29-HN



32-HN



33-HN

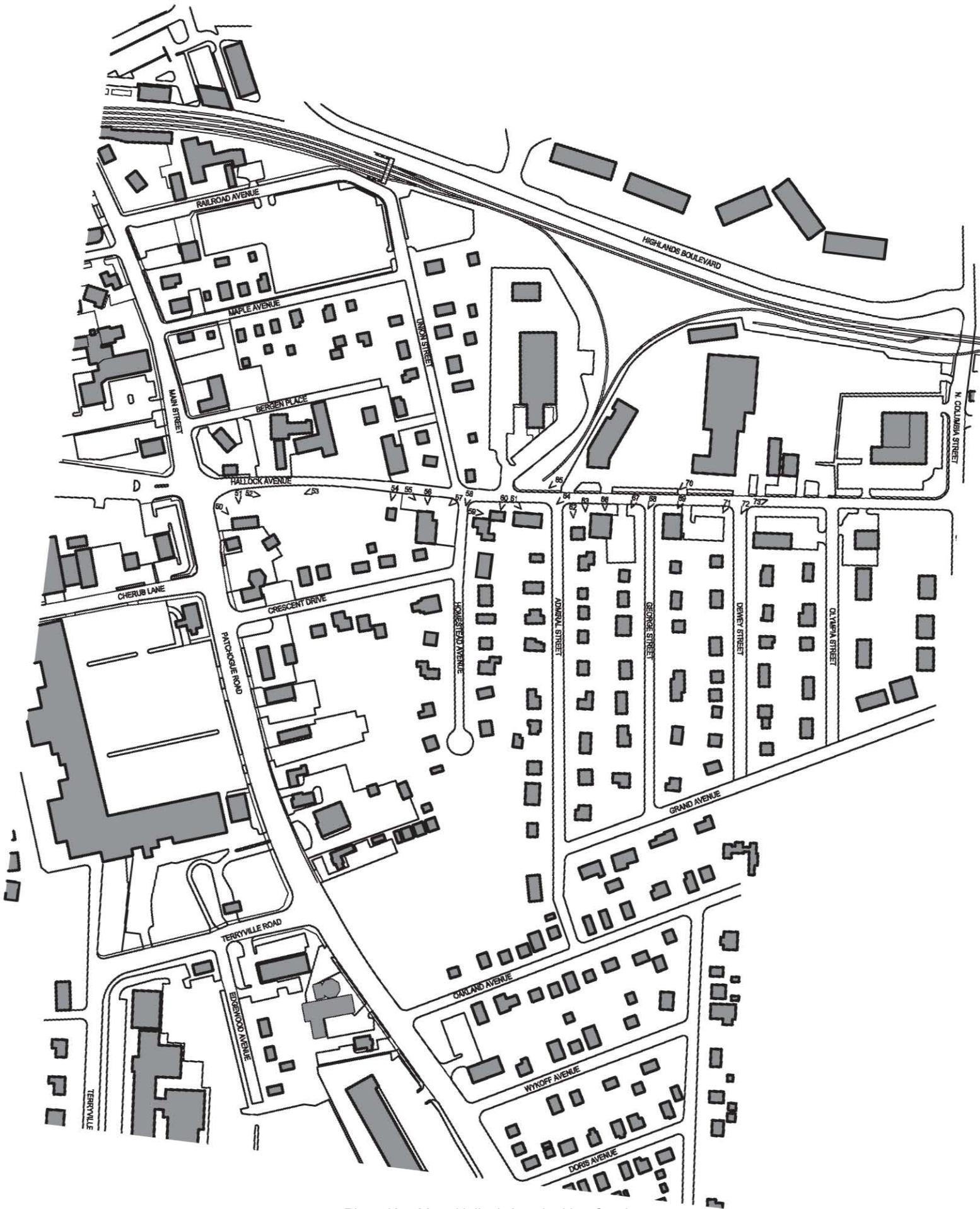


Photo Key Map: Hallock Ave. looking South



50-HS



51-HS



53-HS



54-HS



55-HS



56-HS



113

57-HS



58-HS



59-HS



60-HS



61-HS



63-HS



66-HS



67-HS



68-HS



69-HS



70-HS



72-HS



73-HS

APPENDIX D

Proposed New Development

Port Jefferson Station Commercial Hub Study – Proposed New Development

The Study involves two kinds of development. One is the development of the public realm with the design of public spaces such as plazas and parks, sidewalk improvements, etc. to enhance their character and function, and revisions to streets to improve the flow of traffic. The second is private development of buildings with commercial and residential use to create a better balance between these two uses in order to create a more coherent and vital neighborhood. The development of the public realm has been described and discussed in the report. Through proposed changes to the Zoning Code in a zoning through an overlay, the Plan is intended to concentrate the commercial use on Main Street and to encourage residential development over this Main Street commercial, with the *mixed-use* permitted in the J-6 category. The zoning overlay involves proposed discretionary changes to building height limit and parking requirements.

The Design study proposes to remove some buildings that are presently vacant and thus could be replaced with the type of mixed use buildings proposed, fig. 1 (gray). Others whose present use is not compatible with the creation of a Main street character, such as automotive related commercial gas stations, tire and muffler shops could be replaced with the proposed uses over time when they become available, fig. 1 (white). Numerous stand-alone small businesses and franchises could potentially be replaced with more profitable/denser development to include the proposed multi storied mixed use by the Owner or through development. Some might be consolidated into more economically lucrative development by the Owners or through development. The area calculations of the buildings proposed to be removed are tabulated on Table 2.

Table 3 has calculations of the area of proposed buildings. The ground floor gross area and net area for commercial uses is listed. There is also a tabulation of one and two story residential over the ground floor commercial. The gross calculation for residential units uses 1,000 square foot per apartment including circulation and common spaces. The net area of a typical unit (average of predominantly one bedroom and few two bedroom) is approximately 800 square feet.

The parking required for the commercial area and residential units is also tabulated in Table 3. A total build-out of the plan is approximately 130,000 square feet of commercial area. 80,000 square feet of this is existing and 50,000 square feet is new. The parking required by the present zoning code is 1 parking space for every 150 square feet of commercial area. The study proposes that this be changed for the zoning overlay to 1 space / 200 sf., or 650 parking spaces (see Design Studies-Zoning).

If the plan is built out with one floor of residential above the ground floor commercial and some with corner third story, there would be approximately 266 units. If two floors of residential are proposed with a four floor at corners, 433 units could be built. At the present zoning code this would require between 266 to 433 parking spaces at one space per unit. The plan proposes to require 50% of this because of the possibility of shared parking with the commercial or 133 to 216 spaces. The total parking required by the plan for residential is 783-866 spaces.

There is recent research generated by the Urban Land Institute (ULI) regarding creating a walkable neighborhood with its requisite business district:

- *Neighborhood Business Node*: - 2,000–3,000 minimum residents are needed within ¼ mile to support
- *Convenience Shopping Center* is 3-20 stores, 10-30,000 s.f. for under 20,000 market population, within a 2 mile market radius. Of the 10-30,000 people in a 1-3 mile radius market area. 1/3 should be within a ¼ mile radius, 1/3 within a ½ mile radius, and 1/3 within an easy drive.
- *Neighborhood Shopping Center* is 10-40 stores, 30,000-100,000 s.f., a market population.
- Each household can support 15 s.f. of neighborhood retail space X 350 (average of 266-433) residences = 5,250 s.f. retail; or alternatively, 130,000 s.f. retail requires a population of 8,666.
- Each household can support 72 s.f. of local and larger retail centers. 11.6 s.f. food/grocery; 13.9 s.f. of eating/drinking places; 13.4 s.f. department/variety; 4.5 s.f. apparel; 3.1 s.f. drug store.)

- 1,000 households are needed to support a 15,000 square foot grocery.
- Other neighborhood uses: each household can support 15-30 s.f. of non-retail and institutional uses.
- 500 to 1,000 residences within a ¼ mile walking distance to business centers appears to be a useful goal to produce pedestrian activity and encourage the types of businesses not wholly dependent on a sub-regional customer base.

To be noted from this ULI data; the amount of existing and proposed commercial area is 130,000 square feet, which is enough commercial space for a *neighborhood shopping center*, but the residential population is not enough to sustain the smaller *convenience shopping center*. ULI studies suggest that the existing population of 306, or approximately 96 households must be increased within the study area, which is within a ¼ mile radius.

The Design Studies indicates accommodating approximately 266 - 433 units or a population of about 850-1,385 people (at 3.2) in the Study Area to create a successful commercial Main Street. This upper end approaches the ULI preferred density of 1,500 units within a ½ mile radius and another 1,500 within an easy drive.

For the Study Area to succeed as a vital neighborhood, a growth in residential development is necessary. The demographics from the 2010 census, indicates that there are only 306 people living in the area, which translated to approximately 96 families or dwellings (at 3.2 people per family). This *form based* study developed a design that increases physical bulk and a mix of functions to address this issue in the Study Area. This proposed development has a commensurate parking proposal to provide the required spaces as per the revised Code recommendations. The desired physical bulk and functional mix has been applied to the development to achieve the desired *village* character including the Main Street commercial.

In order to maintain and grow a cultural and economic diversity in the Study Area, it is recommended that an 80/20 mix of market rate to work force rate housing be required (New York State requires 90/10). Stony Brook University new and visiting faculty and graduate students should be considered a viable market for Upper Port residential growth.

The need for affordable housing on Long Island is important to consider also. Nancy Rouch Douzinas of The Long Island Index wrote in December 2011:

“Back in 2004, the first Long Island Index uncovered the extent of the Brain Drain. The exodus of talented young people, and the underlying need for more affordable housing, received much public and media attention, and in a poll later that year, 72% of Long Islanders rated the lack of affordable housing as either a “Very Serious” or “Extremely Serious” problem. Yet in the years since, we’ve made hardly any progress. In 2010 the Index investigated solutions. We published a study of Long Island’s downtowns that identified 8,300 acres of empty lots and surface parking lots-enough space to build, comfortably, tens of thousands of affordable homes. Building in town takes advantage of transit facilities and other infrastructure. Regenerates blighted area. And create vibrant social centers that attract the talented young people employers need. Yet support for such development is tepid. Participants in focus groups express concerns. Will higher density affordable housing bring neighborhoods down, instead of building them up? Will it replace empty lots with eyesores? It turns out that, while Long Island dithers all these years, folks cross the country were working. Thinking, planning and building places that answer the need of the new millennium.”

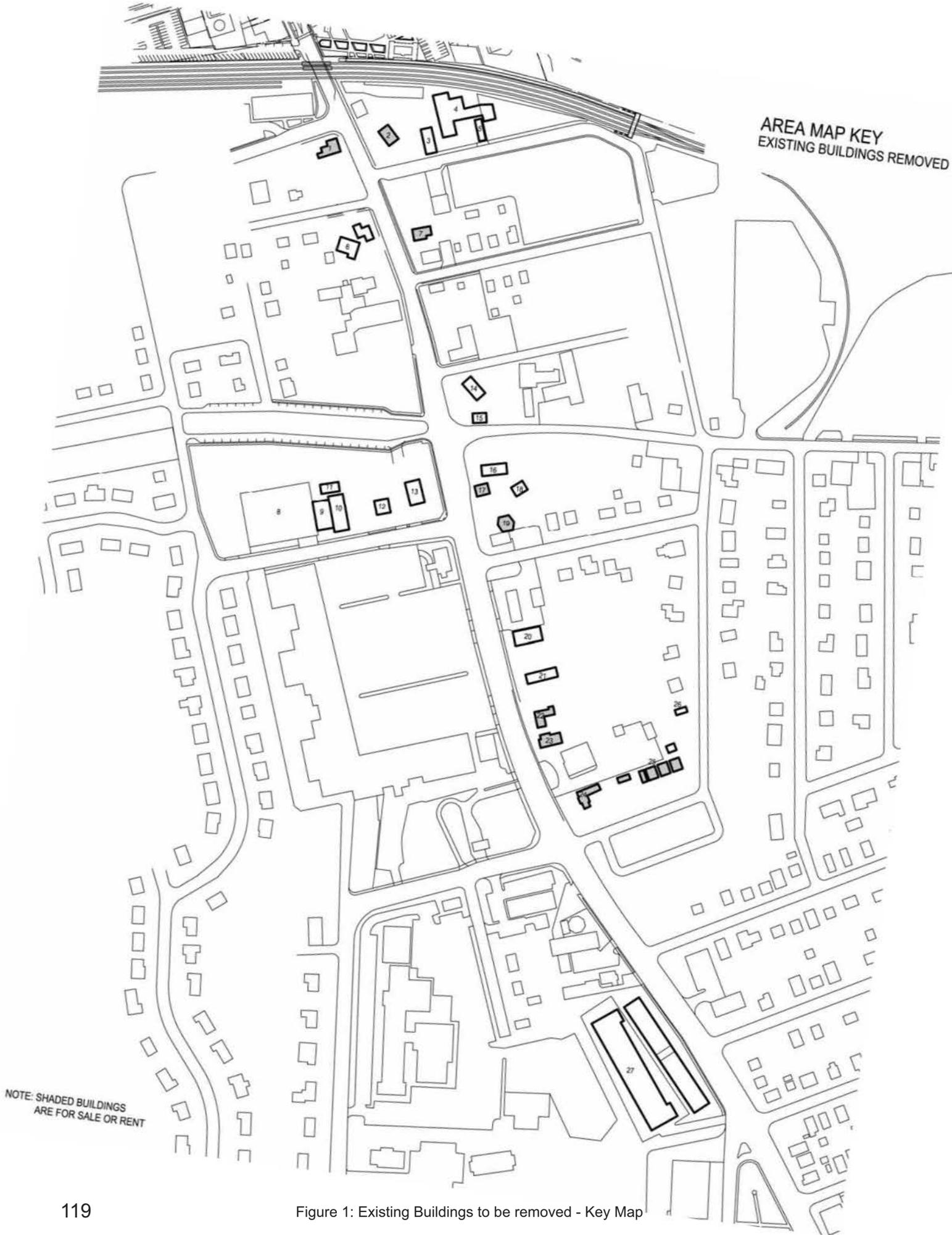


Figure 1: Existing Buildings to be removed - Key Map

Table 2: Existing Buildings and Lots that could be developed

Building Number	Ground Floor Area	Residential Units	Parking Requ. @ 1/150 sf	Parking Provided
1	1,870		13	31
2	1,650		11	na
3	2,180		15	6
4	9,950		67	-
5	1,140		8	na
6	2,380		16	na
7		1,521 gf – sf	1	1
8	na			
9	3,780		26	2
10	4,280		29	0
11	1,350		9	0
12	1,630		11	11
13	2,700		18	20
14	1,970		13	na
15	1,020		7	-
16	2,110		14	12
17	1,100		8	
18	1,100		8	
19	1,670		11	12
20	3,060		21	22
21	2,370		16	46
22	1,700		12	28
23	1,950		13	
24	1,930		13	12
25	na			
26	na			
27	25,650		171	146
Total Area	78,540 s.f.		531	349



Figure 2: Proposed New Development - Key Map

Table 3: Port Jefferson Station HUB - Proposed New Development

Building Number	Ground Floor Area Gross	Net Com.	Residential Units @ 1,000 sf incl. circ.	Parking Com.	Res.	Total 50% share
1	8,044	7,240	9 - 1 fl+ tower 18 - 2 fl + tower	36 36	9 18	23 45
2	11,090	9,980	12 - 1 fl + tower 24 - 2 fl + tower	50 50	12 24	31 62
3	5,400	0	10 - g.f. +1	0	10	10
4	8,130	7,320	9 - 1 fl + tower 18 - 2 fl + tower	36 36	9 18	23 45
5	11,600	10,400	12 - 1 fl + tower 24 - 2 fl + tower	52 52	12 24	32 64
6	11,600	5,200	11 - 1 ½ fl 22 - 2 ½ fl	26 26	11 22	19 37
7	7,200	0	10 - 2 fl 21 - 3 fl	0 0	10 21	10 21
8	7,200	0	10 - 2 fl 21 - 3 fl	0 0	10 21	10 21
9	8,000	7,200	12 - 2 fl 24 - 3 fl	36 36	12 24	24 48
10	7,200	0	7 - 1 fl 14 - 2 fl	0 0	7 14	7 14
11	3,200	2,880	3 - 1 fl 6 - 2 fl	14 14	3 6	9 17
12	2,320	2,090	2 - 1 fl 4 - 2 fl	10 10	2 4	6 12
13	4,200	3,780	5 - 1 fl + tower 10 - 2 fl + tower	11 11	5 10	8 16
14	9,550	0	18 - g.f. + 1	0	18	18
15	8,460	0	16	0	16	16
16	6,350	0	12	0	12	12
17	7,850	0	16	0	16	16
18	6,600	5,940	7 - 1 fl + tower 14 - 2 fl + tower	30 30	7 14	19 37

19	5,440	4,900	0 - 1 fl 0 - 2 fl w/ office	25 25 +16		25 41
20	4,970	4,470	0 - 1 fl 0 - 2 fl w/ office	22 22 +15		22 37
21	7,120	6,410	8 - 1 fl + tower 16 - 2 fl + tower	32 32	9 16	20 40
22	7,300	6,570	8 - 1 fl + tower 16 - 2 fl + tower	33 33	8 16	21 41
23	4,760	4,280	5 - 1 fl 10 - 2 fl	21 21	5 10	13 26
24	2,000	1,800	0 office	9 + 6		(16)
25	2,000	1,800	0 office	9 + 6		(16)
26	2,000	1,800	0 office	9 + 6		(16)
27	2,000	1,800	0 office	9 + 6		(16)
28	7,540	6,790	7 - 1 fl 14 - 2 fl	34 34	7 14	21 41
29	5,735	6,960	6 - 1 fl 12 - 2 fl	35 35	6 12	21 41
30	5,000	4,500	0 office	23 + 15		38
31	1,750 x 24=42,000		24 - 1 family 48 - 2 family	0 0	24 48	24 48
32	17,740	15,870	0 office	79 + 53		(132)
	<u>228,809</u>	<u>129,980</u>	<u>266 2 fl. units 433 3 fl. units</u>		(711) (1,060)	<u>498 2 fl. 864 3 fl</u>
existing area		80,000				
new area		<u>50,000</u>				

Parking assumptions:

Commercial 1/200 sf. Office 1/300 sf, Residential 1 / unit 50% of residential are shared

() Parking exists

APPENDIX E

Sewer - to: SCCPW from: Cameron Engineering

Town Of Brookhaven
Department of Planning, Environment & Land Management
1 Independence Hill
Farmingville, New York 11738

Port Jefferson Station TOD Study Area

Sanitary Options*

There are nine (9) existing STP's providing sanitary options for future development in the TOD Study Area - five (5) STP's are within one (1) mile of the Study Area and four (4) are beyond one (1) mile (*see Figure 3 attached*).

The closest STP's are all small systems with capacities between 9,400 – 40,000 gpd. They serve single users such as individual condominium developments, apartment complexes, and a nursing home (*see attached Table 1(a) for detail*). Very little additional flow (46,000 gpd) is available from these systems without significant expansion (*Table 2(a)*).

The four (4) STP's beyond one (1) mile offer more promise for future sanitary for the Study Area (*see attached Table 1(b) for detail*). Collectively these STP's have permitted flow of 1.4 million gpd and offer unutilized capacity of some 357,000gpd or the equivalent of 1,222 residences (*Table 2 (b)*). The two most promising STP's are SCSD #1 (Port Jefferson) and SCSD # 2 (Tallmadge Woods-Miller Place), with the latter furthest from the Study Area at 1.9 miles.

Suffolk County prefers the development of regional waste water collection and processing systems and would likely prefer expansion of their Districts # 1 & #2 as opposed to a more piecemeal approach of creating a separate STP for the Study Area or expanding one or more of the existing smaller facilities.

Even if redevelopment in Port Jefferson Village produces 500 apartment units, and redevelopment in the Study Area produces an additional 500 units, there would still be sufficient unused capacity in SCSD's # 1 & # 2 to accommodate this expansion, although some improvements would probably be needed to the STP's.

Source: Brookhaven Town-Wide Sewer Study, Port Jefferson Station Study Area,
December 2011

October 1, 2012

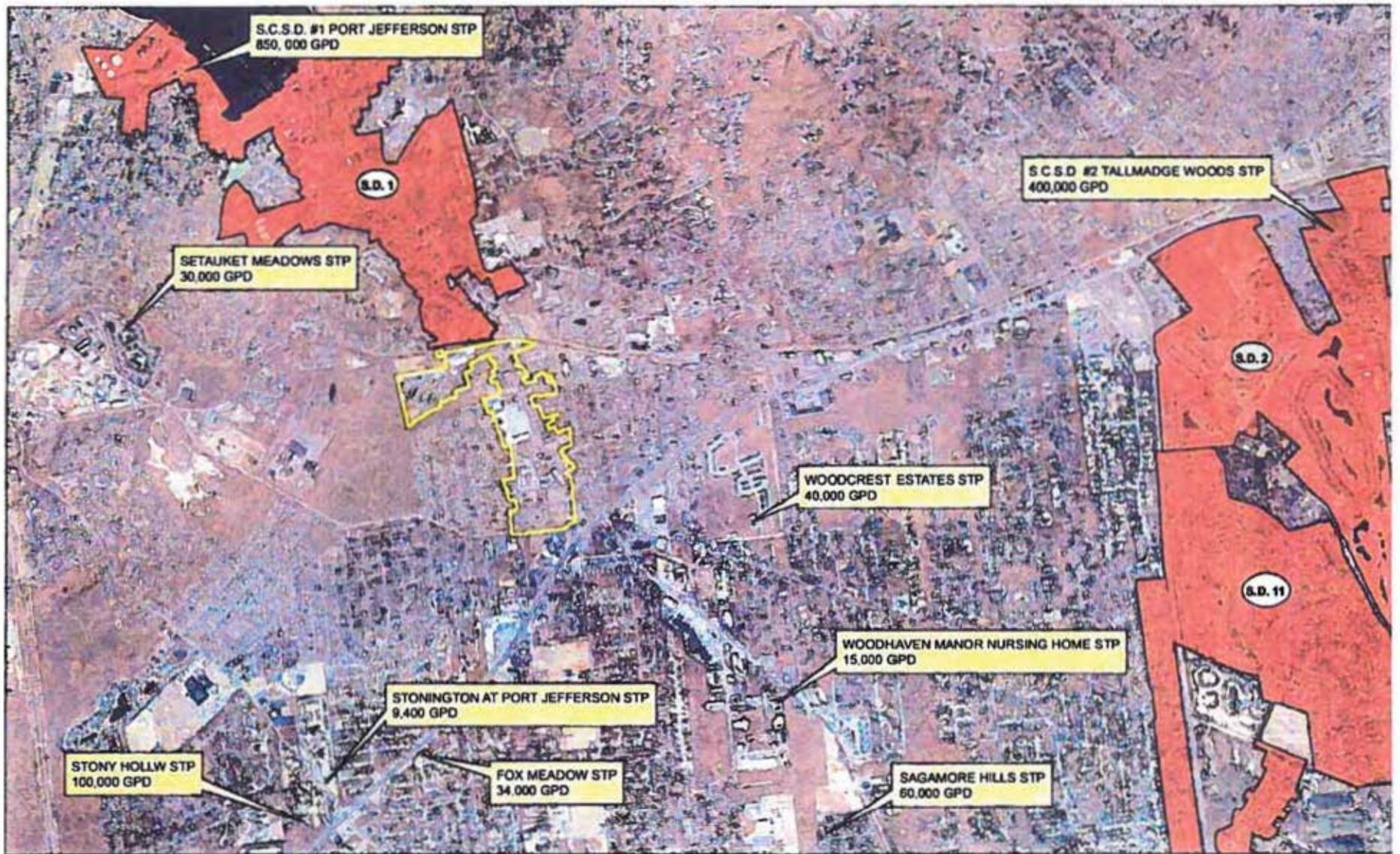
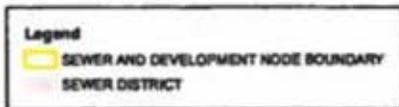


FIGURE 3
TOWN OF BROOKHAVEN
TOWN-WIDE SEWER STUDY
PORT JEFFERSON STATION
SEWAGE TREATMENT PLANTS



**Brookhaven Town-Wide Sewer Study
Port Jefferson Station Study Area**

**Table 1(a)
STPs within One (1) Mile of Node Boundaries**

STP Name	SPDES #	Coordinates	Treatment Process	Permitted Flow (1) gpd	Comment (2)
Facilities Located within One (1) Mile of Node Boundaries					
Fox Meadow	NY-0196339	40.912861, -73.058944	Influent Pump Station; Comminutor/Bar Screen; Equalization Tank; Aeration Tank; Clarifiers; Denitrification Filters	34,000	Satisfactory operations
Stonington at Port Jeff	NY-0210161	40.911528, -73.066639	Pump Station; Equalization Tank; Dual Train SBR Units (3)	9,400	Satisfactory operations
Woodcrest Estates	NY-0210684	40.924833, -73.037278	Pump Station; Equalization Tank; Dual Train SBR Units (3)	40,000	Satisfactory operations
Woodhaven Manor	NY-0068144	40.914861, -73.035444	Two Influent Pump Stations; Bar Screen/ Comminutor; Dual Aeration Tanks; Clarifiers	15,000	Marginal operations
Setauket Meadows	NY-0254517	40.935867, -73.069200	Not available	30,000	Satisfactory operations
Total				128,400	

(1) gpd - gallons per day

(2) Based upon 2010 SCDHS and USEPA data for 2010.

(3) SBR - Sequential Batch Reactor

**Brookhaven Town-Wide Sewer Study
Port Jefferson Station Study Area**

**Table 1(b)
STPs beyond One (1) Mile of Node Boundaries**

STP Name	SPDES #	Coordinates	Treatment Process	Permitted Flow (1) gpd	Comment (2)
Facilities Located beyond One (1) Mile of Node Boundaries					
Port Jefferson S.C.S.D. #1	NY-0021750	40.948583, -73.075639	Influent Pump Station; Four RBC Units (4); Dual Clarifiers	850,000	Satisfactory operations
Sagamore Hills	NY-0065455	40.908083, -73.032361	Equalization Tank; Fine Screen; Dual Train SBR Units (3)	60,000	Satisfactory operations
Stony Hollow	NY-0079529	40.909222, -73.067583	Automatic Bar Screen; Dual Train SBR Units (3)	100,000	Satisfactory operations
Tallmadge Woods S.C.S.D. #2	NY-0221678	40.932950, -72.995050	Equalization Tank; Fine Screen; Four Train, Tertiary SBR Units (3); Sand Filters; Leaching Pools	400,000	Satisfactory operations
Total				1,410,000	

(1) gpd - gallons per day

(2) Based upon 2010 SCDHS and USEPA data for 2010.

(3) SBR - Sequential Batch Reactor

(4) RBC - Rotating Biological Contactors

Per 2010 SCHDS reports, the majority of these facilities are performing within satisfactory parameters. A review of permitted and average daily flow records generated for these facilities, the unutilized capacity (Tables 2 (a), (b) and (c) below) at each facility was calculated. What portion, if any, of this capacity would be available to support the development of parcels within the developmental node or overall Study Area would require further evaluation to determine the feasibility of such opportunities. Connecting properties within the node to these STPs would require the construction of interceptor/sewer systems which economically may make their use as an interim or short term wastewater treatment solution infeasible. However, as part of a long term

**Brookhaven Town-Wide Sewer Study
Port Jefferson Station Study Area**

**Table 2(a)
Existing STPs within One (1) Mile of Node Boundaries
Current Unutilized Capacity**

STP Name	Permitted Flow gpd	Average Daily Flow 2010 gpd (1)	Unutilized Capacity gpd	Equivalent Development Opportunities
				Residential @ 300 gpd/DU
Fox Meadow	34,000	24,000	10,000	33
Stonington at Port Jeff	9,400	20,000	(-)	(-)
Woodcrest Estates	40,000	16,000	24,000	80
Woodhaven Manor	15,000	21,000	(-)	(-)
Setauket Meadows	30,000	18,000	12,000	40
TOTAL	128,400	99,000	46,000	155

(1) Based upon 2010 SCDHS and USEPA data for 2010

**Table 2(b)
Existing STPs beyond One (1) Mile of Node Boundaries
Current Unutilized Capacity**

STP Name	Permitted Flow gpd	Average Daily Flow 2010 gpd (1)	Unutilized Capacity gpd	Equivalent Development Opportunities
				Residential @ 300 gpd/DU
Port Jefferson S.C.S.D. #1	850,000	779,000	71,000	236
Sagamore Hills	60,000	38,000	22,000	73
Stony Hollow	100,000	57,000	43,000	143
Tallmadge Woods S.C.S.D. #2	400,000	169,000	231,000	770
TOTAL	1,410,000	1,043,000	357,000	1222

(1) Based upon 2010 SCDHS and USEPA data for 2010