Route 25A - Three Village Area: Visioning Report

For the Hamlets of Stony Brook, Setauket and East Setauket
Route 25A - Three Village Area: Visioning Report
For the Hamlets of Stony Brook, Setauket and East Setauket

Prepared for:

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July 2017
Dedication

“This Visioning Report is dedicated to Dr. Robert “Bob” DeZafra: friend, mentor, advocate, community and civic leader, preservationist, environmentalist, physicist, professor and academic.

Your tireless work and commitment to our community over countless decades has left an indelible mark on the Three Village area. You are greatly missed but always in our hearts.”

Thank you.
In the pages that follow is the Route 25A Three Village Area Visioning Report, a citizen-driven planning document for this critical corridor along our North Shore. This Visioning Report will be used as a reference tool to help achieve the goals and objectives of the Three Village community.

The report covers the area along Route 25A from the Smithtown / Brookhaven Town line in the west to the Poquott Village line in the east and includes the hamlets of Stony Brook, Setauket and East Setauket, including the Stony Brook University area along Route 25A.

This road was once part of the original “Kings Highway” that provided the primary east-west route along the North Shore of Long Island from New York City to the East End. A number of historic communities have grown along different portions of this road. However, growth creates issues and concerns that this report hopes to address, such as maintaining the historic and rural character of the area while alleviating congestion and safety concerns.

Through community outreach and a series of public meetings, numerous residents, business owners, local organizations and other stakeholders provided critical input to create this visioning document.

Through this process, shared goals and strategies were identified to create a corridor that has a well-functioning road, quality building and site design, improved pedestrian and bicycle friendly facilities, and preserved historic and natural open spaces.
The report addresses a number of issues, including:
- Traffic congestion;
- Safety;
- Priority intersections;
- Pedestrian and bicycle infrastructure;
- Public transportation;
- Land use and zoning;
- Streetscape design;
- Street amenities;
- Gateways;
- Open space; and
- Signage.

I thank the Citizens Advisory Committee for all they have done and look forward to working with them to help make their vision a reality along Route 25A.

Sincerely,

Edward P. Romaine
Supervisor
The 25A Corridor Visioning report is the culmination of efforts by many segments of our community. This reference document reflects the collaborative effort by residents from different walks of life, community organizations and government. Over the last several years I have consistently heard from residents that there are serious concerns about the 25A corridor. These concerns included traffic and pedestrian safety problems, fear of losing the historic and rural character of the corridor over time, and the lack of an attractive, cohesive aesthetic. Residents wanted the opportunity to discuss these issues and offer thoughts and solutions that can be referenced for future planning decisions. The Visioning Process allowed community residents, business owners, regular visitors, University affiliates and other community stakeholders to discuss their questions, concerns, and suggestions about the Corridor.

This community loves the historic Main Street feeling and charm that exists and wants to preserve existing open space wherever practical. The Visioning document offers thoughts and ideas for improving traffic and pedestrian safety, creating and maintaining a more cohesive architecture and visual aesthetic and enhancing the existing public and open spaces. We are deeply appreciative of the participation of the many residents who spent their weeknight evenings and Saturday mornings attending meetings to provide their ideas, thoughts and input about the Corridor.

This document would not be possible without the diligent work of the Chairpersons, and all of the members of the Citizens Advisory Committee and the many residents who participated in the public meetings and provided feedback. A special thank you is extended to the Stony Brook School and Head of School Joshua Crane for the warm and generous hospitality in hosting the majority of the community meetings and providing such a beautiful space. A special thank you also to the Three Village School District who provided additional meeting space.

In closing, I would like to take this time to acknowledge our dear friend and fellow committee member Dr. Robert "Bob" DeZafra, who recently passed away. Bob was an invaluable champion of the Three Village Community, an integral member of the Corridor Study
Advisory Committee and a long time community and civic leader. Bob cared so deeply for community land use issues and for this project. We thank him for his significant contributions to this process and for all of his immeasurable efforts over the years to preserve the Three Village Community.

Sincerely,

Valerie M. Cartright
Councilwoman, District One
ACKNOWLEDGEMENTS

Citizens’ Advisory Committee (CAC)

Co-Chairs
  George Hoffman
  Jane Taylor

Town of Brookhaven
  Valerie Cartright, Councilwoman
  Edward P. Romaine, Supervisor
  Diane M. Mazarakis, Principal Planner
  Jennifer Martin, Legislative Aide
  Beth Reilly, Deputy Town Attorney

Suffolk County and NY State
  Steve Englebright, New York State Assemblyman, District 4
  Kara Hahn, Suffolk County Legislature
  Paul Hennings, Sen. John J. Flanagan
  Maria Hoffman, Chief of Staff, NYS Assemblyman Englebright

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  Nicole Jones

Three Village School District
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  William Connors

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  David Sterne, Setauket Fire District

Stony Brook University
  Joan Dickinson, Stony Brook University

Civic Organizations
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  Robert de Zafra, Three Village Civic Association
  Jonathan Komreich, Three Village Civic Association
  Shawn Nuzzo Three Village Civic Association
  Cynthia Bames, Three Village Community Trust
  Michael Varley, Three Village Community Trust
  Bruce Sander, Stony Brook Concerned Homeowners
  Matt Grosso, Stony Brook Concerned Homeowners
  Denise Cronin Kirby, Strong’s Neck Civic Association
  Charles Pieroth, Ward Melville Heritage Organization
  Gloria Rocchio, Ward Melville Heritage Organization

Residents
  Laura Emst
  Robert Isaksen
  Kara Hahn
  Tuck Harvey
  Annemarie Waugh

At Large Members
  Mitch Pally
  Michelle Rampone
  Robert Reuter
  Michael Russell

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INTRODUCTION

The Three Village - Route 25A Visioning Study is a locally initiated planning effort to develop a shared community vision for the future development of the RT 25A commercial corridor through the hamlets of Stony Brook, Setauket and East Setauket. The Visioning focused on various aspects of land use planning including improvements to pedestrian safety, transportation, aesthetics, landscaping, design standards, and land use. The visioning process was first and foremost about listening to residents and stakeholders and providing them with a forum to share and discuss ideas. Maximizing citizen participation was an essential part of creating a consensus vision for the future of the area. This report is a snapshot of community sentiment in the period between January and March 2017, which involved the input of over 300 participants at six community meetings.

The Visioning Report has taken the input received from community residents and stakeholders to identify shared goals and strategies to create a corridor that has a well-functioning road, quality building and site design, improved pedestrian and bicycle friendly facilities, and preserved historic and natural open spaces. Feedback also helped the Town understand which issues are not in agreement or are in need of further study. The Vision document will be ultimately accepted by the Town Board as guidance for the Route 25A Corridor Plan for Stony Brook, Setauket and East Setauket.

The Visioning Report informs future planning by the Town, County, State and other agencies, which may include decisions related to land use and zoning, capital expenditures and the establishment of other policies. It is recognized that the vision presented is advisory in nature, and that over time, changing local conditions will need to be considered during the Town’s future efforts. The next phase of this project is the development of a community-based land use plan which will lead to an implementation phase of the adopted recommendations. These efforts, to be undertaken by the Town will involve further public input and review before any recommendations are adopted.
Background

Route 25A Land Use History

Route 25A was once part of the original King’s Highway, the primary east to west road along the North Shore of Long Island extending to New York City. The road meandered considerably as it followed the shoreline. A fresh water source provided for mills (e.g. the Grist Mill, 1699) that were among the first commercial enterprises for the Three Village Area of Stony Brook, Setauket and East Setauket. In East Setauket, the harbor supported the growth of shipbuilding and waterborne trade opportunities. Roads and commercial centers developed organically within the communities, and population growth concentrated around these commercial centers, with agricultural lands separating them, and Route 25A (North Country Road) as the connector.

The second half of the 19th century saw a shift away from shipbuilding towards manufacturing, which was accelerated by the arrival of the railroad in 1873. In Setauket, businesses concentrated around the short stretch of North Country Road that had a relationship to Setauket Harbor and a direct route to the train station. In the 20th century, North Country Road was straightened to accommodate more efficient traffic, which in effect cut off a central portion of Main Street from traffic along the corridor.

The early 20th century ushered in the automobile era and the road was straightened again to align with Nicolls Road. This Route 25A bypass (from Main Street to Ridgeway Avenue) across farm land provided clear and flat land as an opportunity for commercial development. Commercial growth was limited until the post war boom era, beginning around 1950.
In 1957, Ward Melville, an American philanthropist, donated 400 acres of land and money to establish SUNY Stony Brook. In the ‘60s, Route 25 was straightened again to accommodate Nicolls Road, a major north south corridor with connections to Route 347 and I-495/Long Island Expressway. This change spurred the growth of the shopping centers east of Ridgeway Avenue. Westward expansion of the commercial strip-style development was forced to stop at Nicolls Road, which established a prominent divide. The isolated commercial section at Nicolls Road, called Woods Corner, saw the growth of small, stand-alone businesses, with a disjointed relationship to the University and the wider Three Village community.

The commercial area opposite the Stony Brook Long Island Railroad (LIRR) train station was similarly developed in a haphazard fashion to accommodate the automobile, and includes parking in front of stores and minimal landscaping or other considerations for site design such as spaces for people to congregate. The train station was built in 1873 by the Smithtown and Port Jefferson Railroad. Ridership at the station significantly increased when the Flowerfield station (to the west) closed in 1958 and the Setauket station (to the east) closed in 1980.
Prior Planning Efforts

During the last 40 years, the Route 25A corridor was developed in conformance with an auto-centric zoning code which favored the automobile to the determent of pedestrians and cyclists. There was no overall vision for building design or architecture and chaotic random site development ensued that was neither context sensitive nor accommodating of pedestrians. Increases in population and development, growth of Stony Brook University, and changes in the function of the corridor have led to increases in traffic congestion that have had adverse impacts on travelers, the environment, and overall corridor aesthetics. As a result, there are a myriad of strip centers and single-use and underutilized properties that do not have coordinated access, shared parking, cohesive architecture or encourage foot traffic.

Some of these issues have been addressed through previous planning efforts listed below. A short summary of these documents is provided in the appendix of this report.

- Three Village Area Study (1985) – Suffolk County Planning Commission
- Town of Brookhaven 1996 Comprehensive Land Use Plan
- Three Village Hamlet Study (1997) - A Citizens’ Blueprint of Our Future
- Three Village Conservation Strategy 2030
- Framework for the Future - 2035 Suffolk County Comprehensive Master Plan

These studies, which are summarized in the appendix, show the long history of planning for commercial development along the corridor. The Town recognizes that the Comprehensive Plan was adopted 20 years ago, and while some identified issues continue, new issues have arisen. The current effort seeks to build upon this foundation through a neighborhood-oriented rather than a town-wide focus. The Town has recently completed comparable corridor studies such as the Route 25A Corridor Study for the hamlets of Mount Sinai, Miller Place, Rocky Point, Shoreham and Wading River. In addition to the plans listed above, research for this Report involved site visits, interviews, analysis of data from the Town and Suffolk County, and a review of prior land use proposals and development plans.
Planning Process and Public Outreach

Citizen Advisory Committee (CAC) for the Route 25A Corridor Study and Land Use Plan.

The current planning effort was initiated by Councilwoman Valerie Cartright in June, 2015 after convening a community meeting on the future of the RT 25A corridor. In January, 2016 the Town appointed a Citizen Advisory Committee (CAC) for the Route 25A Study and Land Use Plan to assist the Town in guiding future development along the corridor.

The CAC, a diverse group of community members comprised of local organizations, elected officials, and agencies met regularly over the course of the past year (2016-2017) formulating a plan, selecting a consultant and offering feedback to Town officials and staff on the land use planning process for the corridor.

The CAC’s roles and responsibilities are as follows:

- Promote public awareness of the development of the Route 25A Corridor Plan, and encourage participation by citizens and other interested parties.
- Assist in promotion and dissemination of public information and related materials.
- Provide continuous and balanced public representation in the development of the Corridor Plan.
- Provide Local Officials, Planning Staff, and Consultants with guidance that conveys residents’ perspectives.
- Act as local advocates for the Corridor Plan.
- Support Implementation of the Corridor Plan after its adoption.

The CAC includes representatives from the following offices, organizations and groups:

- Town of Brookhaven
- New York State Assemblyman Steven Englebright
- New York State Senator John Flanagan
- Suffolk County Legislator Kara Hahn
- New York State Department of Transportation
- State University at Stony Brook
- Civic Association of the Setaukets and Stony Brook
- Three Village Chamber of Commerce
- Concerned Homeowners of Stony Brook
- Ward Melville Heritage Association
- Three Village Historical Society
- Setauket Fire Department/District
- Three Village Community Trust
- Three Village School District
- “At large” resident members
Public Meetings

In the winter of 2016, the CAC and Town of Brookhaven selected a team of consultants to work on the first phase of the project, which included the facilitation of Focus Group Sessions and Visioning Workshops, and the production of a Final Visioning Report. The next phase of planning will be the development of a Route 25A Corridor Land Use Plan which will integrate the ideas and recommendations contained within the Visioning Report in a form that will allow them to be legislated and implemented. This phase will include the development of a Draft Generic Environmental Impact Statement (DGEIS), which evaluates the environmental, social and economic impacts of the Plan’s recommendations.

The visioning process featured six workshops; which included three focus group meetings, two Community Visioning Workshop and one All Hamlet “Report Back” Meeting. Outreach by the CAC and Town involved direct mailings, advertisements, emails from Town Council, door-to-door invitations to adjacent neighbors and other means to spread the word.

Prior to the public workshops, smaller focus group meetings were held in coordination with the Route 25A Citizens Advisory Committee (CAC) to outline key issues and opportunities to be addressed at the larger Community Visioning Workshops. The purpose of the focus group meetings was to engage residents and business owners directly adjacent to the corridor (within 500 feet) to understand their specific concerns. Participants were encouraged to attend the public Visioning Workshops to share their input with the wider community.
The first Public Visioning Workshop focused on issues and opportunities for the corridor in Stony Brook. The second focused on Setauket and East Setauket. The final “Report Back” workshop was used to communicate what was heard and discussed to date, to insure accuracy and provide opportunity for further input. This combined forum provided an opportunity for residents to see the interconnectedness of issues facing their hamlets along the corridor and for them to comment on and discuss the ideas put forward.

**Focus Group Meetings**

Stony Brook – Adjacent Corridor Residents  
January 9

Route 25A Business Owners  
January 31

Setauket & East Setauket – Adjacent Corridor Residents, February 11

**Community Visioning Workshop**

Stony Brook Hamlet  
February 4

Setauket & East Setauket Hamlets  
February 25

All Hamlet “Report Back” Meeting  
March 4
Each workshop included a presentation followed by participatory exercises such as roundtable discussions, a written survey, a town hall style forum, a “dot point” survey, and other means of facilitating input. A more detailed summary of the workshops is provided in the appendix of this Visioning Report.

**Stony Brook Visioning Workshop**

The Stony Brook Community Visioning Workshop took place on Saturday, February 4th at the Stony Brook School from 2:00-4:30pm. There were approximately 125 participants in attendance. After the presentation, participants joined roundtable discussions organized around central planning themes such as transportation, architecture and historic preservation, and streetscape. A volunteer from each table reported back to the wider audience the key themes and ideas discussed.

**Setauket and East Setauket Visioning Workshop**

This workshop took place on Saturday, February 25th at the Stony Brook School from 10:00am-1:00pm. There were approximately 80-100 participants in attendance. The format for this meeting was similar to the Stony Brook Workshop, however, after the roundtable discussions, participants were invited to vote with stickers on those issues that came up that were most important to them. While the “Dot Point Exercise” was not a scientific survey, it was helpful to get a rough idea for which issues are more important, which have consensus, and which need further investigation.

**All Hamlet “Report Back” Workshop**

The All Hamlet “Report Back” Meeting took place on Saturday, March 4th at the Stony Brook School from 2:00am-5:00pm. There were approximately 80 participants in attendance. After the presentation, participants completed a questionnaire which focused on key issues raised in the previous focus group and community visioning workshops. While the questionnaire was limited to participants and not fully representative of the wider community, it was helpful to get a snapshot of general levels of agreement or disagreement on certain issues. The workshop concluded with a Town Hall style meeting where the floor was opened to the public to voice their concerns and recommendations for the Vision Report.
Community Outreach

One of the Town's objectives for the visioning effort was energetic and broad public outreach. This was to ensure that the report was developed in public view, with transparency and wide-spread involvement. The outreach campaign included communication through the following channels:

1) Mailed notices with all meeting dates were sent to every residence and business in the Stony Brook and Setauket zip codes.
2) Postcard invitations (multiple) for focus group meetings were delivered to adjacent residents, business owners and tenants within 500 feet of the corridor.
3) The Town Council office of Council District #1 and the CAC Co-chairs visited every business in the corridor to notify business owners and tenants about the business focus group and other public meetings, in addition to mailed invitations to each business owner and tenant.
4) Communication through social and professional networks by the CAC.
5) Advertisement through the following channels:
   - Local news media including Times Beacon Record,
   - Dedicated Town webpage,
   - Local community organization networks and contact lists (i.e. Three Village Civic Association, Three Village Chamber of Commerce, Three Village Community Trust),
   - Posters placed in key gathering areas along the corridor including the Stony Brook Train Station, and
   - Email blasts from Councilwoman Cartright.
THREE VILLAGE AREA OVERVIEW

Study Area

The Study Area for the Visioning Report includes the Route 25A Corridor in the Town of Brookhaven from the Hamlet of St James in Smithtown to the Village of Poquott (see Figure 1). The planning area generally includes those properties directly adjacent or within 300 feet of the corridor. The western section of the Route 25A corridor runs through the hamlet of Stony Brook. The boundary between Stony Brook and Setauket technically considered to be at Quaker Path, however many residents saw Nicolls Road as the dividing point. There was no clear consensus on the boundary between Setauket and East Setauket. Some residents in the public meetings commented that the boundaries were not important as they consider themselves to live in the ‘Three Village Area’.

Route 25A is a major east-west corridor in Long Island; it is approximately 73 miles in length and runs from the Queensboro Bridge in Queens County to Riverhead in Suffolk County. The roadway is owned and maintained by the New York State Department of Transportation (NYSDOT), which means that NYSDOT would be an involved party for any roadway improvements along the corridor. The 4.3 mile section of the route in the Three Village area primarily consists of two travel lanes in each direction. Some portions have a left turn lane or a two-way left turn lane.
Figure 1: Study Area: Route 25A – Three Village Area

Legend

- Route 25A Study Area

Points of Interest

1. International Baptist Church
2. Intersection of 25A and Stony Brook Road
3. Intersection of 25A and Main Street/Long Island Museum
4. Stony Brook Village Center
5. Stony Brook University
6. Stony Brook LIRR Station/Stony Brook commercial area
7. Intersection of 25A and Nicolls Road
8. Woods Corner
9. Setauket-Port Jefferson Greenway Trail
10. Three Village Shopping Center
11. Patriot's Hollow State Forest
12. Country Corner/East Setauket Pond Park
Land Use and Zoning

Zoning creates the legal development envelope as to what uses and building types are allowed in a given area. As seen in the zoning map on the following page, J-2 (General Business) and J-4 (Professional and Business Office) are the predominant business districts found in the study area. The commercial areas are generally zoned J-2, which allow for 25 foot front yards, 35% Floor Area Ratio (FAR), and a 2.5 stories/35 foot maximum building height (see table below). The J-4 district, which is found at Main Street, allows for slightly smaller commercial buildings with 40 foot front yard. Both the B and A-1 Residence districts permit the development of single family residences only, A-1 Residence has a minimum lot area of approximately 1 acre and B-Residence has a minimum lot area of approximately 1/3 acre. Both districts have the same height restrictions as found in the commercial districts: 2.5 stories/35 feet.

Table 1: Zoning Districts in Three Village Area

<table>
<thead>
<tr>
<th>District</th>
<th>Front Yard</th>
<th>Floor Area Ratio</th>
<th>Maximum Stories/Feet</th>
</tr>
</thead>
<tbody>
<tr>
<td>J 2 (General Business)</td>
<td>25 feet</td>
<td>35%</td>
<td>2.5 stories/35 feet</td>
</tr>
<tr>
<td>J 4 (Professional and Business Offices)</td>
<td>40 feet</td>
<td>25%</td>
<td>2.5 stories/35 feet</td>
</tr>
<tr>
<td>B (Residence One-Family/15,000 sf)</td>
<td>40 feet</td>
<td>20%</td>
<td>2.5 stories/35 feet</td>
</tr>
<tr>
<td>A1 (Residence One-Family/40,000sf)</td>
<td>50 feet</td>
<td>15%</td>
<td>2.5 stories/35 feet</td>
</tr>
</tbody>
</table>
Figure 2: Zoning Map - Route 25A corridor from the Smithtown border (west) to the Village of Poquott (east)
**Route 25A in Stony Brook**

The portion of Route 25A in Stony Brook extends from the border with Smithtown, just west of Stony Brook Road to Nicolls Road. There is a small commercial area, less than a half mile in length directly opposite the Long Island Railroad (LIRR) train station. This area (J-2 district) has a variety of stores which serve the surrounding neighborhood, commuters, and students from Stony Brook University. The collection of retail, eating and service establishments are mostly located in multi-tenant buildings. The Stony Brook School, a private school, is close to the commercial area and has frontage space along Route 25A.

The Stony Brook University campus is directly to the south of Route 25A in Stony Brook but is effectually separated by the LIRR railway. The pedestrian overpass at the station provides students with a commercial area accessible by foot. The overpass is also used by train users parking at the surface lot on the campus side of the LIRR. There is another commercial area (J-4 district) at Main Street, which includes the Carriage Museum, The Long Island Museum and Batelle Memorial Institute. The other uses along this stretch are predominantly single family residential (B district).
During the Stony Brook Focus Group and Community Visioning meetings, residents identified some of the aspects they value about the Stony Brook community and some of their wants, or “wish list” items to improve the corridor. Ideas that seemed to have general support are listed below. These ideas are explored further in the issues and opportunities section.

**Likes:**

- Quaint New England Feel
- Stony Brook LIRR train station
- Federalist architecture
- Trees & foliage
- Stony Brook Village
- Historic charm
**Route 25A Stony Brook Wants:**

- Reduce congestion
- Improve safety, specifically at:
  - Commercial area (i.e. cars backing into traffic)
  - Route 25A @ Stony Brook Road intersection
  - Route 25A @ Main Street
  - Route 25A @ Nicolls Road intersection
- Improve pedestrian connections across LIRR
- Improve cohesion of land uses along corridor
- Maintain the existing scale commercial buildings opposite the LIRR station
- Need for consistent architectural style
- Improve aesthetic charm, consider Stony Brook Village as a model
- Reduce visual clutter (utilities and signage)
- Continuous sidewalks along 25A, especially to the museum area
- Improve streetscape in commercial areas with lighting, seating, sidewalks, landscaping, etc.
- Make corridor more comfortable for bicyclists
- Create a designated civic space/public open space
- Support shops in commercial area that cater to the needs of the local neighborhood/community
- Improve buffer areas between commercial and residential areas
- Improve bus service frequency
- Improve relationship/connection between community and Stony Brook University
Route 25A in Setauket and East Setauket

The eastern section of the Route 25A corridor runs through the hamlet(s) of Setauket and East Setauket, collectively known as “the Setaukets.” The residential areas are generally zoned A1. There are several noteworthy locations within the Setaukets including: Woods Corner, the Three Village Shopping Center, and the Country Corner area, near Setauket Harbor Pond Park.

The Woods Corner area includes a variety of small commercial uses between Route 25A, Nicolls Road and the LIRR right-of-way. The buildings are set back from the street, with large parking areas in front due to the realignment of Rt 25A and Nicholls Road in 1964. According to residents, the area is relatively underutilized and vehicular access to and from the site can be problematic. It is also an important gateway, as for many visitors, it’s the first view of the Three Village Area. However, due to its poor site design and architectural character, this location remains an opportunity awaiting improvements to establish a positive first impression. The area was discussed as a potential opportunity site for redevelopment.

The Three Village Shopping Center (zoned J-2), is the largest commercial area of the corridor. The easternmost portion of the center is underutilized with a vacant King Kullen and a swath of associated parking. This area was also discussed as a potential opportunity site for redevelopment.

The J-2 area east of the shopping center has a mix of building layouts and types including single-story strip style development and 2.5 story buildings built at the street in the Country Corner area. This area, once considered the central area of East Setauket, contains a number of buildings that were built before zoning was enacted and do not conform to existing J-2 Business district setback standards, but do conform to the J-6 Main Street Business District design standards. The J-6 Main Street Business District zoning code models downtown development of the 1950’s with one and two story buildings built near the street with wide sidewalks, on street parking, and interconnected parking in the rear of the stores.

The Patriots Hollow State Forest, across from the Three Village Shopping Center is a 518-
acre open space owned by New York State’s Department of Environmental Conservation (NYSDEC). According to the DEC, the area provides an expanse of forested woodlands, watershed protection and a natural habitat for surrounding wildlife. The site faces a number of issues which require maintenance including fallen trees, invasive species, and an overgrowth of vines and bramble. The site was discussed as a potential location for a passive park and/or a trail. Currently, there are no safe entries into the forest due to the overgrowth of vegetation.

During the Setauket and East Setauket Focus Group and Community Visioning meetings, residents identified the things they value about the Setauket and East Setauket community and some of their wants, or “wish list” items to improve the Route 25A corridor. Ideas that seemed to have general support are listed below. These ideas are explored further in the issues and opportunities section.

**Setauket and East Setauket Likes:**

- Historic charm & architectural character
- Parks & open space
- Bicycling & walking
- Local schools
- Access to waterfront

**Route 25A Wants:**

- Reduce congestion and improve safety conditions on Route 25A
- Improve safety at Route 25A/Nicolls Road intersection for all users (pedestrian, pedestrian and cyclists)
- Maintain the existing scale of the community
- Improve architectural cohesion and continuity
- Reduce visual clutter (utilities and signage)
- Continuous sidewalks along 25A
- Improved bicycle facilities and connections to Greenway Trail
- Create a civic space/public open space
- Need for a community center
- Improved maintenance and access to Patriot’s Hollow State Forest
- Improve bus service (i.e. more regular service and better bus stations)
THREE VILLAGE AREA VISION

Route 25A is the commercial spine of three hamlets; Stony Brook, Setauket, and East Setauket, collectively known as the Three Village area. The hamlets have long recognized the need to improve the corridor so that it contributes to a sense of community and connectivity, rather than being a thoroughfare for automobiles. The following priorities were identified in the visioning process, which involved public outreach meetings, input from the CAC, discussions with stakeholders, and research on prior plans and existing conditions.

Traffic and Circulation

The Town and NYSDOT should work together to develop an improved and safe roadway which improves accessibility, aesthetics and lessens congestion. Problematic intersections should be studied to determine where congestion can be lessened and safety can be improved. Any changes along the road should respect the residential nature of the surrounding area; Route 25A should not be widened to accommodate higher traffic volumes.

Route 25A should become more “walkable.” This includes filling in gaps in the sidewalk network, improving crossings, and adding streetscape amenities where appropriate. The corridor should also become more comfortable for bicyclists, by incorporating bicycle facilities such as bike lanes, off-road paths, pavement markings (e.g. sharrows), and bike parking where feasible. The sidewalk and bicycle network should connect key destinations such as Stony Brook University, the Stony Brook Train Station, the Greenway Trail, the waterfront, and the museum area.
**Land Use Planning:**

The Town should manage future development so that it has the right balance between economic development and the preservation of the area’s suburban and semi-rural character. This entails studying the appropriate mix of commercial, residential, agriculture, open space and other vital land uses that underlie a great quality of life. Within the corridor there are key sites whose use and reuse will play a significant role in the future character of the area, such as Detmer Farm South, the Seaport Deli/Town recharge area, Woods Corner, and the Three Village Shopping Center. It is important to establish land use objectives for these sites, consistent with the vision for the entire corridor.

The Town should develop a set of guidelines that will manage development in the existing commercial areas. The guidelines would promote good design and construction; proper scale and relationship to other buildings in the area; consistency of materials, signage and lighting; efficient use of space; and layouts that minimize traffic impacts on the corridor. There was general agreement that the existing commercial zoning defines the limits of the commercial districts and existing height limit of 2.5 stories should remain. Many participants supported the allowance of some mixed-use residential development in the commercial area however there was not a clear consensus on this issue. There was support for design guidelines to better control any future development, mixed use or otherwise.

**Streetscape and Open Space**

Route 25A needs better community gathering places, including open space, facilities and amenities. The Town’s first priority should be to improve on what already exists in the Three Village area such as Patriot’s Hollow State Forest and Setauket Harbor Pond Park. Landscaping, lighting, and signage should also be improved along the corridor to make it clear that the road is much more than an arterial connector, it is a high quality environment that is the spine of the Three Village area.

**Community Involvement**

The Town should keep the public informed on any future land use planning for the corridor so the community remains involved in the decision making process. Additionally, residents agreed that improving connections with Stony Brook University, both physical and social, is essential. While the University’s location creates diverse challenges, it also poses unique advantages and opportunities. While the University is its own entity, it is a large part of the community and should be an involved contributor in visioning efforts for the corridor. Conversely, the University should involve the community in its planning for the campus.
ISSUES AND OPPORTUNITIES

Transportation

Congestion

There are various transportation related issues along the corridor. Traffic congestion is reportedly very high, particularly during the peak travel periods for the University and commuters. High levels of traffic can also be attributed to the construction that is currently occurring on Route 347 as well as from the wave of vehicles that disembark from the Port Jefferson Ferry Terminal. Residents generally wanted to reduce congestion and avoid diversion of traffic into residential neighborhoods. However, widening the roadway to increase capacity was not supported by residents.

Residents stated that traffic in Stony Brook is particularly heavy in the station area and at Nicolls Road. In the commercial area, congestion is exacerbated by parking areas which enter/exit directly onto Route 25A. In any new development, the Town should consider access management, which is to ensure that a roadway functions safely and efficiently while providing the appropriate degree of access to adjacent properties. Good access management reduces traffic congestion and improves safety for motorists, bicyclists, and pedestrians alike.

Residents also asked that signal timings be reviewed at the station area to improve vehicular flow. This issue was also identified at the Three Village Shopping Center, where three signals are located along a half mile stretch. If any redevelopment were to occur in this area, the Town should support the consolidation of access and egress points which could improve the flow of traffic along the corridor.

Figure 3: Signalized intersections in Stony Brook area (top) Intersections at Three Village Shopping Center (bottom)
Safety

The New York State Department of Transportation’s main objective for Route 25A is to enhance safety for its users while maintaining roadway capacity. The capacity of the roadway needs to be maintained in order to avoid further congestion and using alternative roads. This basic roadway objective was consistently expressed in all of the community meetings. One potential way to do this would be to support designs that slightly reduce traffic speeds on the roadway, while maintaining capacity. Traffic studies have consistently found that low to moderate speeds allow the maximum number of cars to use a roadway (the so-called roadway capacity). As speeds increase, capacity slightly decreases because cars spread out more along the road. The average driver will correctly seek a greater distance from other cars as speed increases.

Priority Intersections

Three intersections along Route 25A were identified by participants as being particularly problematic for motorists and pedestrians: Stony Brook Road, Main Street (Stony Brook), and Nicolls Road (see Figure 4). Participants supported the study of traffic conditions at these intersections to improve vehicular and pedestrian safety and encourage smooth traffic circulation.

There were concerns for pedestrians crossing near the museums on Main Street, where sidewalks and crosswalks are warranted.

NYSDOT recently studied Route 25A at Stony Brook Road and determined that a traffic signal was appropriate. Participants also supported studying the potential for a modern roundabout, both at Nicholls Road and Stony Brook Road, which could be more desirable to a signalized intersection (see Figure 5). Roundabouts have...
increasingly been accepted in the United States, due to two main factors:

1. **Increased capacity and reduced vehicle delay**
   A high degree of capacity and fluidity can be achieved by the modern roundabout. When greater capacity is required, relatively simple improvements can be implemented such as widening the entries to provide more than one entry lane, and widening the circulatory roadway.

2. **Improved Safety**
   Roundabout design has consistently proven to be superior in safety to cross intersections. Reduced speeds alone make impacts less likely and less severe when they do occur. Driver error is less likely because the driver who enters the roundabout must be alert to only one traffic movement - he looks left for an acceptable gap to enter into the flow. By contrast, a driver at a four-way intersection has to deal with two or three different movements. In a roundabout, no driver can run a red light; therefore, right-angle collisions are not possible. The presence of the center island interrupts an otherwise straight path, forcing speed reduction and heightened awareness in the roundabout. It also is worth noting that reduced delays at roundabouts compared to signalized intersections have the effect of decreasing the level of frustration and aggressiveness of drivers.

It is important not to confuse the successful modern roundabout with the older traffic circles built in the early- or mid-20th century in the United States. The two main deficiencies of old traffic circles are that 1) entering traffic often had the right-of-way, which tended to cause lock-ups at higher volumes; and 2) the circles were often designed for high-speed entries, increasing the likelihood of accidents and making the old traffic circles dangerous. In contrast, the modern roundabout system of yield-at-entry requires that vehicles in the circulatory roadway have the right-of-way and all entering vehicles...
must wait for a gap in the circulating flow. Also, modern roundabouts are designed for slow entry speeds (typically 10 to 20 mph) making them very safe.

The intersection at Route 25A and Nicolls Road was frequently cited as a problematic location for vehicles and pedestrians, and should be evaluated. A roundabout may not be the optimal design due to the width of the intersection and the high volume of turning vehicles, however a traffic study should be conducted to determine the most appropriate intervention. NYSDOT and Suffolk County Department of Transportation (SCDOT) are currently looking at modifications to improve safety for right turning eastbound vehicles on Route 25A. This may include replacing the soft right with a hard right or placing a light at the soft right turn. SCDOT will be doing the reconstruction work (see Figure 6).

It is recommended that if the intersection were to be redesigned, a sidewalk should be added to the west side of Nicolls road, which would connect to the sidewalk on the south side of Route 25A in Stony Brook. Adding the sidewalk may require either the median to be narrowed slightly at the LIRR overpass or the repurposing of the prior soft right turn lane, if removed.

Figure 6: Potential intersection improvements at 25A/Nicolls Road (top)
**Pedestrian and Bicycle Infrastructure**

One objective generally expressed by participants in the Visioning workshops was to enhance the safety of all users of Route 25A including pedestrians and bicyclists. Existing sidewalks are shown in Figure 7. Currently, there are many sections along Route 25A that have narrow sidewalks, sidewalks on only one side of the street, and large curb-cuts where no sidewalks are present (e.g. in the section between Nicolls Road and Main Street in Stony Brook). Gaps in the sidewalk network, such as between Hawkins Road and Main Street should be filled.

Improving conditions for biking was also supported amongst community members. There was a safety concern with adding bicycle lanes on Route 25A because of high traffic volumes and speeds. However, safety, accessibility, and efficiency for all users should be promoted when designing or improving a right-of-way, or reviewing site plan or subdivision applications of property fronting the roadway, or in close proximity to the roadway. Where feasible, bike lanes or share-the-lane pavement markings (“sharrows”) should be considered for the roadway. In some locations, it may be possible to create an off-road pathway which would be preferred from a safety standpoint. This could be an option for the roadway west of the Stony Brook train station. It was recognized that it may not be possible to do both sidewalk and bicycle lanes in all areas because of the arrangement of the roadway. If this occurs, sidewalks should be given priority as they were deemed to be safer and more inclusive of all population groups.

Additionally, the Town should look to expand bicycle connectivity to the Setauket-Port Jefferson Greenway trail. One desire expressed by residents was to continue the multi-use trail to Nicolls road, connecting it to Stony Brook and the University. It was suggested that this route could continue in the strip of land adjacent to the LIRR right-of-way behind the WoodsComer area.
Figure 7: Existing sidewalks - Stony Brook (left) and Setaukets (right)
Source: Greg de Bruin

Route 25A between commercial area and Main Street in Stony Brook (no sidewalks)
Public Transportation

Suffolk Transit provides bus service along Route 25A. The S76 bus goes between Stony Brook Village and Port Jefferson including a stop at the Stony Brook LIRR Station. The S69 and S60 bus offers a loop between the Smith Haven Mall and Stony Brook, with stops in East Setauket and Setauket. Although not examined in detail in this report, the Town should further analyze potential service enhancements for Suffolk Transit, as well as bus turn-outs along 25A to allow traffic to pass, bus shelters, and other possible improvements along the corridor. All of these improvements would require review and/or approval by NYSDOT. Many respondents also supported having a shuttle bus service, in partnership with the University, which could be used for students, faculty and the local community.

There were many discussions about relocating the Stony Brook train station to the central part of the three hamlets. As well as discussions about how under-utilized the train station is due to a less than robust service schedule prompting most residents to take the train from Ronkonkoma. Advocating for more frequent service was a common theme.
Land Use and Zoning

Scale of Neighborhood

In regards to land use, zoning and development, residents expressed support for maintaining the existing boundaries of the commercial areas. With regard to the scale, the existing 2.5 story, 35 foot height limit should remain, to maintain the existing scale and character of the area. Respondents generally agreed that redevelopment, if done appropriately could help to improve some of the underutilized commercial areas. Redevelopment could also improve aesthetics, and add vibrancy to the corridor. For example, if the commercial buildings opposite the Stony Brook LIRR station were to be redeveloped, parking areas could be located behind the building so that cars would not have to back out into traffic on Route 25A. There was general support to bring buildings closer to the sidewalk and street, with connected thru-parking behind the buildings. Residents sought strong controls to prevent the infilling and sprawl of new commercial development along the corridor.

Design Guidelines

Many residents expressed the need to improve the visual quality and establish a clear and attractive identity for the Route 25A corridor. There was support for the adoption of Design Guidelines which would preserve and establish greater consistency in the architectural character. Design guidelines have been developed by the Town for other districts including the J and the J-6 business zones in order to encourage an overall improvement in architectural quality, materials, site design, access and parking configurations, lighting, signage, landscaping and other design concepts. Such guidelines would promote development that:

- Is high-quality and visually appealing from adjacent streets and the surrounding neighborhood with an emphasis on building placement and orientation as well as site landscape;

Design Guidelines developed by the Town for J-6 and J districts
• Has an appropriate mix of uses;
• Has open spaces, parking areas, pedestrian walks, signs, lighting, landscaping and utilities that are well related to the site and arranged to achieve a safe, efficient and contextually sensitive development;
• Shows high inter-connectivity between proposed uses and adjacent areas; and
• Incorporates infrastructure including pedestrian scale lighting, appropriate landscaping, ground floor activity that provides eyes on the street, etc.

The guidelines would provide a design vocabulary for the corridor. According to community responses, there was a high degree of support for the federalist architectural style in Stony Brook. Stony Brook Village Center and the East Setauket Post Office were positive examples of the Federalist style in the area. In Setauket and East Setauket, residents didn’t seem to be as concerned about strictly maintaining the federalist style; there was also support for colonial style architecture and the style of commercial buildings in the Country Comers area.
Future Land Use – Opportunity Sites

The issue of land use was more complex and varied compared to the other topics discussed at the visioning meetings. This topic will be explored further by the Town during the Land Use Plan component, which is planned to follow the Visioning Report.

There are three areas along the corridor which sparked the most discussion: the Stony Brook Commercial Area (opposite the LIRR station), Woods Corner, and the Three Village Shopping Center (former King Kullen site). Participants discussed what should be allowed at these sites, for example commercial only development, residential only (i.e. townhomes), or a mix of residential and commercial/office on the same parcel. While some residents were opposed to allowing residential, a majority of participants supported mixed-use (2nd-story residential over 1st floor commercial) or commercial-only development.

The benefits of mixed-use development were explained to participants, which include: 1) ensuring an attractive blend of building scales, densities, and purposes (and limiting the risk of single-strip development), 2) encouraging pedestrian use between groups of buildings and thus removing traffic from Route 25A for short trips, 3) creating the potential for fewer paved areas, since parking spaces can be shared among land uses with different peak parking periods, 4) reducing vehicular impacts as mixed-uses generally have less associated vehicle trips than commercial development (at the same density), and 5) giving greater development choices in a retail environment that is being constrained by internet shopping. A component of the future land use plan will be a commercial market demand analysis to evaluate the depth of the market for retail and office space.

An informal questionnaire distributed at the All-Hamlet Report Back meeting helped to understand the general level of agreement or disagreement on these issues. Results are provided in the Appendix to this report. In the Stony Brook area, the redevelopment of underutilized sites and buildings into commercial/office uses received considerable support and mixed uses including residential over commercial was also supported; however, the addition of freestanding residential (e.g. townhomes) split the vote in half. The responses were somewhat similar for Woods Corner and the Three Village Shopping center, where commercial and mixed uses were supported by approximately 70% or more of the community while there was no consensus on freestanding residential.

Why provide a mix of uses?

- Helps commercial areas become more competitive
- Reduces traffic impacts (total generation and peak hour)
- Shared parking improves efficiency of parking areas
- Residences add vibrancy, safety, life on the street
Figure 8: Setauket opportunity areas

Three Village Shopping Center (Former King Kullen Site)  Woods Corner
Residents were strongly in favor of instituting design guidelines to better control future development. It was noted that a small incentive may be needed to get developers to comply with guidelines. A majority of participants at the All-Hamlet Report Back Meeting found that a slight increase in density (5%) would be acceptable for mixed-use if design guidelines were followed.

Many residents expressed the need for more housing options at different cost levels as there is a preponderance of large single family dwellings. There is a need for smaller affordable units to help seniors, empty nesters and singles remain in the area. There was also concern expressed about whether the housing would be utilized by Stony Brook University students and what impact that would have on the community.

With regard to parking, most residents were in favor of layouts that had buildings closer to the street with parking located behind. Residents felt that if redevelopment were to occur at the Three Village Shopping Center, efforts should be made to improve transportation conditions which could involve a consolidation of access and egress points to reduce the amount of curb cuts and/or signalized intersections. Other uses of interest at the shopping center include a landscaped public space with seating, landscaping and public art, as well as provisions for a future community center.

Figure 9: Sample of site design guidelines
**Streetscape Design and Open Space**

Streetscape refers to the elements in or near the street right-of-way, including buildings, building setbacks, lawns, sidewalks, street furniture, street trees, signs, streetlights and public art. These elements can be designed to improve the relationship of the built environment to promote a more human scale and improve quality-of-life in the community. An articulated and attractive streetscape can also benefit local business by attracting a diversity of users. A funding stream for maintaining amenities and improvements over time could possible result from a user fee attached to any condos or rentals resulting from mixed use development.

**Streetscape Amenities**

Generally, residents were in favor of sidewalks and continuous street trees along the corridor. For the Stony Brook commercial area, directly across Route 25A from the LIRR train station, residents were especially interested in enhancing the streetscape with permanent seating, improved crossings, and pedestrian scaled lighting. Residents also supported beautification measures in Setauket and East Setauket, especially in the area between Old Town Road and Gnarled Hollow Road (Country Corner area). Once articulated, unifying elements such as decorative street lights, signage and landscaping would be a design requirement of new and redevelopment. Hanging baskets on the brackets of...
decorative street lights could be maintained by the Chamber of Commerce or other involved groups such as a Rt 25A Business District Association that could collect a member fee for streetscape maintenance, ie. Mowing and hanging flower baskets.

**Gateways**

More could be done to denote arrival in (and departure from) the two neighborhoods through the creation of gateways. Gateways and public/open spaces play an important role in creating a sense of place within a neighborhood. Gateways create a sense of arrival and provide residents and visitors with a first impression of a neighborhood. The gateways could express the character of the community as well as calm traffic speeds as drivers arrive at these thresholds. Streetlights, landscaping and street signs that use the same font or logo can also convey Three Village’s identity and connectivity. Potential locations for gateway signage and/or landscaping are shown in Figure 10.

![Figure 10: Potential locations for gateway treatments](image)
Signage

There was strong support in the community to reduce existing visual clutter along the corridor and make building signage more consistent. Signage should be used primarily to identify a business or residential complex rather than serving as advertising. Signage should be complementary and well integrated to the surrounding area while also being readable to vehicular traffic. Stony Brook Village Center provides a good example of simple and elegant signage.

Open Space

There are a number of excellent open spaces and trails, and waterfront areas available to the public in the wider Three Village area. Two examples near the corridor include the Avalon Park and Preserve as well as the Setauket-Port Jefferson Station Greenway Trail. Residents were fond of these parks and open space facilities and there was consensus regarding their expansion and addition of facilities like these throughout the Route 25A corridor study area. Residents specifically noted that Setauket Harbor Pond Park was a significant amenity to the community, however it is in need of regular maintenance, improved landscaping and seating areas. There was support for the Town’s plans to build a kayak boat launch, which would require the acquisition of additional property on the waterfront.

Participants expressed an interest in having a place to gather for picnics and recreation. There was support for the development of small public spaces at the Three Village Shopping Center or at Woods Corner if redevelopment were to occur there. Another opportunity for passive open space could be through recreational use of the stormwater detention basins, of which there are three along the corridor. These fenced-off facilities could be redesigned for passive use as rain gardens and bioswales while also fulfilling their environmental and infrastructural role to mitigate flooding and reduce stress on the sewer drainage
Patriot’s Hollow State Forest was determined to be another site for potential open space via a passive recreation trail. The property is owned and maintained by the New York State Department of Environmental Conservation (NYS DEC). Currently, there are issues with overgrowth, fallen trees, ponding of water and invasive species, all of which require attention prior to public access. Residents generally supported turning the forest into a publicly accessible passive park, with a multi-use trail and a picnic area with tables and seating. Some residents expressed interest in having a community garden at this location. Outdoor educational programs and student volunteerism could also be integrated into the ongoing use and maintenance of this potential trailway. Community involvement would be needed to ensure that this amenity is properly used and maintained. Partners could include the Three Village Garden Club, the Boy/Girl Scouts of America, Gelinas Junior High School and Setauket Elementary School.

Figure 11: Patriot’s Hollow State Forest
Other Issues and Opportunities

Stony Brook University

Stony Brook University’s location in the community directly creates diverse challenges, but also poses unique advantages and opportunities. Many residents work, are enrolled or have taken part in programming at the institution. Students and faculty are also a large customer base for local shopping areas. Participants agreed that while the University is its own entity, it is a large part of the community and should be an involved contributor in visioning efforts for the corridor.

Participants were interested to know more about the role of Stony Brook University in the wider community, specifically what the University’s expansion plans were and how student housing would be accommodated. While the school provides a significant amount of on-campus housing some students prefer to live off-campus. Overcrowding of homes by students has reportedly been an issue, which has been a source of friction with residents in the surrounding area. Participants generally supported code enforcement or other modifications to the code to mitigate the impact of student housing on residential neighborhoods.

Stony Brook students are relatively isolated from the surrounding community, particularly those students who live on campus without access to an automobile. On-campus amenities for students such as retail and restaurants are very insufficient to serve the student body. While the Stony Brook commercial area is accessible from the west side of campus, the neighborhood-scaled retail is generally not oriented towards students. Students have asked for access to stores like cafes, supermarkets and other places to congregate within walking distance. Local residents have expressed concern about having additional bars in the Stony Brook commercial area.

Pedestrian access to and from the University is an issue. In Stony Brook, there is only one pedestrian overpass over the LIRR (at the station). Improving the Route 25A/Nicolls Road intersection for pedestrians was strongly supported by both residents and students.

International Baptist Church Property

Discussions centered around minimizing traffic and residential development isolated from the rest of the corridor. An Assisted Living Facility was discussed as a good use because residents typically don’t drive and staff comes and goes at varying hours.
NEXT STEPS

The next step in planning for the Route 25A corridor is to develop a Land Use Plan and a Generic Environmental Impact Statement (GEIS), which will be undertaken in the second phase of the Route 25A Corridor Study. This effort will entail a corridor-wide, as well as, site-specific strategic planning analysis to evaluate transportation mitigation, gaps in the commercial market, and develop implementable recommendations that will undergo a rigorous environmental, social and economic evaluation in a Draft Generic Environmental Impact Statement (DGEIS). Public hearings will be scheduled on the Land Use Plan and the associated DGEIS. Once the Land Use Plan is adopted by the Town Board, implementation including zoning changes, design standards, parks improvements, and capital budgeting and improvements can occur to achieve the vision for the Three Village Area.
Route 25A - Three Village Area: Visioning Report
For the Hamlets of Stony Brook, Setauket and East Setauket

Appendix: Community Visioning Workshop Summaries

1. Stony Brook Community Visioning Workshop - February 4, 2017
2. Setauket and East Setauket Community Visioning Workshop - February 25, 2017
3. All Hamlet “Report Back” Meeting - March 4, 2017
   (includes presentation from workshop)
STONY BROOK COMMUNITY VISIONING WORKSHOP SUMMARY

The Stony Brook Community Visioning Workshop took place on Saturday, February 4th at the Stony Brook School from 2:00-4:30pm. There were approximately 125 participants in attendance. Prior to this public workshop, a smaller focus group meeting was held in coordination with the local Citizens Advisory Committee (CAC) to outline key issues and opportunities to be addressed at the larger Community Visioning Workshop. The purpose of this public workshop was to engage local residents in the discussion of issues and opportunities specific to Route 25A in Stony Brook. Participants were also encouraged to attend the upcoming public workshop for Setauket and East Setauket on Saturday February 25th and the All-Hamlet “Wrap-Up” meeting on March 4th.

Discussion of Issues and Opportunities

The workshop began with an introduction from Councilwoman Valerie M. Cartright. Representatives from BFJ Planning then discussed the purpose of the project along with a preliminary analysis of planning issues along the corridor, as identified by the Town, the CAC, existing studies and stakeholder meetings. The PowerPoint presentation that was given is attached.

After the presentation, participants were invited to join roundtable discussions concerning a number of themes, including: Transportation (bike, car, bus, railroad), Streetscape (lighting, signage, sidewalks), Architecture and Historic Preservation (design guidelines, facades, building placement), Land Use, Zoning and Development (commercial and residential).

After the round-table discussions were complete, a representative from each table reported back to the entire group the key ideas and themes discussed. Group participants voiced a variety of concerns, comments, and recommendations related to improving the Route 25A corridor in Stony Brook. The key themes were documented on note pads and the group had an opportunity to hear from fellow community members what issues and opportunities had been identified. An outline of the discussion by topics covered is provided below.
**Transportation**

- NYS DOT has plans to redesign the intersection of Route 25A and Nicolls Road to create a hard-right turn southbound onto Nicolls Road, to slow traffic and improve pedestrian safety at the crosswalk.
- Stony Brook Road and Route 25A is a dangerous intersection
  - Potential for roundabout at this location?
- Congestion at the museum intersection of Rt 25A and North Country Road
  - Improve pedestrian crossing, add automated pedestrian signals & sidewalks
- Sheep Pasture Rd at Nicolls Rd is another dangerous and challenging intersection
  - Improve pedestrian crossing, continue bike lanes, traffic calming measures
- Install continuous sidewalks to promote walking
- Improve and extend infrastructure to accommodate bicycling
- Congestion leads to speeding, need for traffic mitigation plans
- Public parking lot at the Stony Brook LIRR train station is an asset to maintain
- Shuttle bus service could improve access to shopping and provide transportation option to Stony Brook University students whom do not own vehicles
- Concerns regarding Stony Brook Square project impacting traffic circulation
- Overall enhancements to sidewalks and pedestrian safety at crossings

**Streetscape**

- “Disconnected, hodge-podge, unwalkable, messy, incoherent”
- General beautification of streetscape primarily through maintenance
- Improve traffic safety for pedestrians with continuous and wider sidewalks
- Address public safety by adding “call boxes” that connect to local police
- Add enhanced lighting to improve safety and visibility at night
- Landscaping and trees to provide buffer from traffic and noise
- Improved and continuous bike lanes to enhance safety
- New developments to require parking behind stores and reduce curb cuts
- Clear and consistent signage and wayfinding to highlight history and character
- Commercial downtown with walkable Main Street for shopping, restaurants, etc.
- No strip mall developments with big parking lots in front of stores
- Setbacks are important to buffer from the road and provide public spaces
- Collegiate feel blended with the local community

**Architecture and Historic Preservation**
- Support for design guidelines that would establish consistent architectural style and preserve historic structures
- Coherence yet variety for building facades and signage
- Support for buildings being located closer to the road/sidewalk with parking behind in the rear (in commercial zones)
- Building setbacks with landscaping for residential
- Support for existing J2 and J4 zones - three-story max (35’) building height
- No consensus on residential over stores (J6 zoning)
- Maintain and promote historic aesthetic
  - E.g. Federalist style, Grist Mill, Stony Brook Village Center, Stony Brook School

**Land Use, Zoning and Development**
- Baptist Church property could provide housing for Stony Brook graduate students, senior housing, or perhaps mixed-use commercial development
  - No conclusions were arrived at in this discussion
- No consensus on whether apartments over stores (mixed use) is appropriate in commercial area.
about use for undergraduate student housing.

- Discussion about whether LIRR train station area could support mixed commercial and residential.
- Woods Corner property is another location that could be considered for redevelopment including a mix of commercial and residential uses.
- Desirable business types could include neighborhood oriented stores (i.e. groceries, restaurants, hardware store, pharmacy, etc.)
- Mention was made of looking at other good examples of development along Route 25A. Cold Spring Harbor and Stony Brook Hamlet were both cited.
- Stony Brook Square development (including yellow Hawkins houses) is an ‘as of right’ development, zoning was changed approximately ten-years ago.
  - More information available at: www.stonybrooksquare.com

**Conclusion**

The round table group presentations came to a close with final remarks from Councilwoman Cartright regarding the Stony Brook Square development project, as well as information regarding the next Setauket and East Setauket Visioning Workshop on Saturday, February 25th and the All Hamlet Wrap-up Meeting on March 4th. Participants were also asked to fill out Comment Card on their way out if there were any remaining ideas not mentioned, additional suggestions and/or concerns to be included in the Visioning Report.
SETAUKET AND EAST SETAUKE T COMMUNITY VISIONING WORKSHOP SUMMARY

The Stony Brook Community Visioning Workshop took place on Saturday, February 25th at the Stony Brook School from 10:00am-1:00pm. There were approximately 80-100 participants in attendance. Prior to this public workshop, a smaller focus group meeting was held in coordination with the local Citizens Advisory Committee (CAC) as well as a Setauket and East Setauket Focus Group to outline key issues and opportunities to be addressed at the larger Community Visioning Workshop. The purpose of this public workshop was to engage local residents in the discussion of issues and opportunities specific to Route 25A in Setauket and East Setauket. Participants were also encouraged to attend the upcoming All-Hamlet “Wrap-Up” meeting on March 4th.

The workshop began with an introduction from Community Advisory Committee (CAC) representative, George Hoffman, as well as remarks from Supervisor Ed Romaine and New York State Assemblyman, Steve Englebright. BFJ Planning then discussed the schedule, project timeline, and presented a preliminary understanding of planning issues along the corridor based on previous community meetings.

Discussion of Issues and Opportunities

After the presentation, BFJ moderated a short discussion with the entire audience to identify key opportunities along the corridor. This discussion was not comprehensive, but was intended to get residents thinking about how to approach the smaller roundtable discussions, which would provide an opportunity to discuss each of the issues in detail.

Participants then chose to join one of five roundtables, each with a central topic area, including: Transportation (bike, car, bus, railroad), Streetscape (lighting, signage, sidewalks), Architecture and Historic Preservation (design guidelines, facades, building placement), Land Use and Zoning (commercial and residential), and a general table which covered all topics of interest.

At each table, participants discussed concerns, comments, and recommendations related to the improving the corridor. Key themes and ideas were documented and were reported back by a volunteer from the group. A summary of the discussion topics is provided in this document.
After the “report back” session, participants were invited to vote with stickers on those issues that came up that were most important to them. While the “Dot Point Exercise” is not a scientific survey, it was helpful to get a rough idea for which issues are more important, which have consensus, and which need further investigation.

**Summary of Discussion Themes**

**What are boundaries of hamlet area?**

Within the three village area, the intersection of Nicolls road and Route 25A was agreed by many residents to be the border between the hamlets of Stony Brook and Setauket. However, there was no agreement on a clear boundary between Setauket and East Setauket. It was mentioned that a boundary definition may not be necessary and the area could simply be referred to as the “Three Villages”.

**Transportation**

*Reduce congestion along Route 25A*

Congestion mitigation and pedestrian safety were some of the most critical issues for residents regarding transportation along Route 25A. There was general consensus that a comprehensive review of the traffic signal timing could benefit traffic flow and improve level of service for the corridor. There was also general consensus regarding maintaining the existing width of Route 25A; no support for widening the corridor was found. It was pointed out that this could lead to continued congestion along the corridor. The preservation of the existing built form (building case to the street) along the corridor was considered to be more important alleviating congestion. Another transportation aspect for consideration by participants was the support for determining the feasibility of implementing a roundabout at the intersection of Stony Brook Road and North Country Road in Stony Brook, south of the Baptist Church property; as many residents cited this location to be dangerous and in need of redesign.

*Walkability: Improve conditions for pedestrians and bicyclists along 25A*

Another primary concern for residents was the lack of continuous sidewalks along Route 25A, as the three village residents are interested in opportunities for walking to shopping and other destinations along the corridor. Bicycling was also cited as an area of interest and residents requested for safer street design to accommodate bicycling as well as the continuation of the existing Greenway trail to support bicycle trips as another active mode of travel for Stony Brook students as well as local residents.
intersection of Nicolls road and Route 25A was also discussed as a priority for improvements to vehicular and pedestrian conditions. There is potential for a sidewalk to be installed on the west side of Nicolls Road under the LIRR overpass that would connect Sheep Pasture Road to Route 25A if the current plans could be modified to narrow the median of Nicolls Road under the railroad bridge. This could make room for a sidewalk on the west side of the roadway.

**Improve public transportation**

As alternatives to driving personally owned vehicles, residents expressed interest in improvements to existing bus service, and the addition of bus pull-over areas to allow traffic to pass at bus stop areas. Residents also requested the introduction of a trolley service for Stony Brook students and residents to access shopping and other destinations along Route 25A. Participants would like to see improvements to Long Island Railroad (LIRR) service as well as improved access to the train stations.

**Encourage more connectivity with Stony Brook University**

The potential for enhanced access and connectivity to the Stony Brook University campus was also discussed as a priority. Participants also cited additional commuter parking as a desirable improvement.

**Land Use and Zoning**

**Support for design guidelines to promote architectural continuity**

Many residents expressed support for the adoption of Design Guidelines to include overlay districts in the zoning code which would preserve and establish greater consistency in the architectural character along the Route 25A corridor.

**General support for appropriate development of underutilized shopping areas**

There are several underutilized buildings in commercial areas that could provide opportunities for redevelopment, including:

- Three Village Shopping Center (King Kullen site)
- Woods Corner
- Setauket Harbor Pond area

Some participants were in support of mixed-use developments (residential/commercial) in these shopping areas; while others expressed that other land use arrangements could be considered including residential only (i.e. townhomes or mixed use with residential on upper floors only). There was not a clear consensus on this issue.
Keep scale and character of area

Participants expressed general support for bringing store-fronts closer to the sidewalks and roadway, and rearranging the parking to be located behind the buildings. Some residents voiced concerns regarding student housing and market rate housing.

Architecture & Historic Preservation

One of the key characteristics of the Three Village area is the historic architectural characters and many expressed interest in preservation of the federalist style buildings in particular. Design guidelines were once again mentioned as a possibility to create consistency for architecture and signage along the corridor.

Several ‘good examples’ of architecture were listed throughout the community, including the Methodist Church, Post Office, Medical building (Doctor’s office on S. Jersey), and Brewster House. Buildings with a ‘negative’ aesthetic quality mentioned by participants included the Apple Bank, Woods Corner area, vacant building at Gnarled Hollow & Route 25A. Participants expressed interest in future Design Guidelines outlining types of materials in particular.

Streetscape

Lighting, signage, continuous sidewalks and bike lanes were all topics cited that could benefit from maintenance and improvements within the streetscape discussion group. Safety was another key item of discussion that residents feel could be addressed via these improvements.

Need for civic space, parks for gathering, picnics, etc

Assemblyman Englebright highlighted the potential for improved access to waterfront features and the addition of more public spaces for community gatherings in his introductory speech regarding the history of the Town of Brookhaven along the Route 25A corridor. The Setauket Harbor Pond area in particular was originally intended as the ‘center of town’ as outlined in Ward Melville’s plan in the 1930s. This area has also be identified as a potential site for enhanced public spaces and a kayak boat launch. Many participants support the creation of passive parks and trails in Patriot’s Hollow (DEC forest). Other family relates uses, such as a community center or YMCA, should also be considered for addition to shopping center areas.

Improve gateways

Enhancements to the ‘gateways’ of each of the three hamlets was also mentioned as an attractive proposal that could include landscaping, traditional style signage and lighting consistent with the area’s character.
**Improve lighting and signage. Better maintenance of grass areas and landscaping (e.g. trees, garden, vegetation, greenery).**

Landscaping to include trees, bushes, flowers, other vegetation and greenery can serve as a beautification tool and create a sense of place through seasonality. Landscaping can also be used as a visual buffer between the roadway and adjacent properties. The Woods Corner area could also benefit from moving the powerlines back or below ground to improve sightlines from residences nearby.

The law offices of Glynn and Mercep at the corner of N. Country Road and Route 25A was identified as a good example of well-kept landscaping.

**“Dot Point Exercise” Summary**

After the roundtable discussion sessions, and presentations of key themes from each of the working groups, attendees were asked to participate in a ‘Dot Point Exercise’ in which each person was given three blue dots to place next to key themes that were identified in order to show their support for specific ideas or recommendations. It is important to note that the Dot Point Exercise is not a scientific measure, but rather is a helpful tool to understand which issues are most important, which have consensus, and which need further investigation. There were many topics that showed support from residents; the topics below seemed to have the most support:

- Design guidelines for continuity of architectural styles & signage
- Maintain the existing width of Route 25A, do not widen road
- Reducing congestion along Route 25A, review signal timing
- Investigate possibility for trolley service for University students as well as residents
- Implement continuous sidewalks and bike lanes along 25A to improve safety
- More parks, civic spaces, and family friendly centers (e.g. Patriot’s Hollow, YMCA, etc.)
- Improve landscaping and maintenance of vegetation/greenery
- Enhance connectivity to Stony Brook University, including more access points and parking
- Bury the power lines to restore views and sightlines
ALL HAMLET “REPORT BACK” MEETING SUMMARY

The All Hamlet “Report Back” Meeting took place on Saturday, March 4th at the Stony Brook School from 2:00am-5:00pm. There were approximately 80 participants in attendance. This meeting was the culmination of a public outreach effort that featured three focus group meetings and two prior Community Visioning Workshops. Outreach also included direct mailings, advertisements, emails from Town Council, door-to-door invitations to adjacent neighbors and other means to spread the word.

The meetings, which were coordinated by a Citizens Advisory Committee (CAC), brought together residents, business owners and other stakeholders in the Three Village area to identify key issues and opportunities for inclusion in the Vision Report. The purpose of this All Hamlet “Report Back” meeting was to communicate what was heard and discussed to date, to insure accuracy and provide opportunity to raise additional issues or opportunities to be included in the Vision Report.

The workshop began with an introduction from Community Advisory Committee (CAC) representative, George Hoffman. Supervisor Ed Romaine and New York State Assemblyman, Steve Englebright also thanked the community for participating and offering their valuable input toward the Visioning process. BFJ Planning then discussed the planning issues along the corridor based on feedback from previous community meetings to date.

After the presentation, participants were asked to complete a questionnaire during the coffee break. Questions focused on key issues raised in the previous focus group and community visioning workshops. The public workshop concluded with a Town Hall style meeting where the floor was opened to the public to voice their concerns, recommendations for the Vision Report. Councilwoman Valerie Cartright closed the meeting and explained the next steps in the planning process. It was explained that all materials from the Vision Report (e.g. presentations and meeting records) would be provided on the Town’s website.
Informal Questionnaire

In the All Hamlet Report Back meeting, a short questionnaire was distributed to attendees to get a snapshot of general levels of agreement or disagreement on certain issues. Participants also had a chance to comment, which were incorporated into the questionnaire summary. It is important to recognize that the sample size was limited to participants at the meeting and was thus not a representation of the wider community.

Questionnaire Responses

1) Do you live in: Stony Brook (45%), Setauket (27%), East Setauket (27%), Elsewhere (2%)

2) How many years have you lived here? 0-5 years (11%), 5-10 years (2%), 10-20 years (13%), 20+ years (74%).

Transportation

3. Do you agree that Route 25A should not be widened (maintain width as is)? Yes (67%), No (33%)

4. Are you in favor of continuous sidewalks along 25A to improve safety conditions? Yes (98%), No (2%)

5. Are you in favor of improving conditions for bicyclists (with bike lanes in the shoulder, sharrows, or off-road paths) where feasible? Yes (90%), No (10%)

6. Should the Town study potential intersection improvements (e.g. a roundabout) to improve safety and circulation at:
   a. Stony Brook Road and North Country Road? Yes (93%), No (7%)
   b. Main Street and Route 25A? Yes (75%), No (25%)

7. Do you support the idea of a trolley service for Stony Brook University students and residents? Yes (73%), No (27%)

8. Are you in favor of the idea for a “scoot” train service on the LIRR between Stony Brook and Port Jefferson Stations? Yes (55%), No (45%)
**Architecture**

9. Are you in favor of Design Guidelines for continuity of architectural styles & signage? Yes (96%), No (4%)

10. Should design guidelines promote the following styles:
   a. Federalist style (Stony Brook Village)? Yes (94%), No (6%)
   b. Existing 2-story, residential style architecture in East Setauket? Yes (62%), No (38%)

11. Are you in favor of design standards for commercial areas that promotes buildings closer to the street with parking behind the stores? Yes (94%), No (6%)

12. Gas Stations or auto related uses:
   a. These uses are not currently permitted in the J-2 or J-4 zones, do you support provision for these uses along the corridor? Yes (44%), No (56%)
   b. Would you support these uses if they had attractive entrances, signage, landscaping, etc.? Yes (68%), No (32%)

**Land Use**

13. Stony Brook Commercial Area (across from station): If underutilized buildings were to be redeveloped (at an appropriate scale), do you support the following uses?
   a. Commercial/Office: Yes (72%), No (28%)
   b. Mixed use commercial (residential over ground floor commercial): Yes (76), No (24%)
   c. Freestanding residential (i.e. townhomes): Yes (49%), No (51%)

14. Woods Corner: If buildings were to be redeveloped (at an appropriate scale), do you support the following uses?
   a. Commercial/Office: Yes (70%), No (30%)
   b. Mixed use commercial (residential over ground floor commercial): Yes (77%), No (23%)
   c. Freestanding residential (i.e. townhomes): Yes (49%), No (51%)
15. Three Village Shopping Center: If buildings were to be redeveloped (at an appropriate scale), do you support the following uses?
   a. Commercial/Office: Yes (78%), No (22%)
   b. Mixed use commercial (residential over ground floor commercial): Yes (69%), No (31%)
   c. Freestanding residential (i.e. townhomes): Yes (55%), No (45%)

16. Would you support a slight increase in density for mixed-use (i.e. 35% FAR to 40% FAR) to encourage development that met design guideline requirements (well designed, good materials, walkable and has public open space? Yes (69%), No (31%)

**Stony Brook University**

17. Do you think that current development of the RT25A corridor properly integrates the university with the Three Village community? Yes (18%), No (82%)

18. Would you like to see more integration with the University in future land use plans for the corridor? Yes (83%), No (17%)

**Gateways**

19. Do these locations (stars) seem to be appropriate for gateway improvements such as signage, landscaping, and lighting? Please indicate other areas that are considered gateways to the community along 25A (Three Villages Map provided). Yes (92%), No (8%). Some residents felt that the two gateways in the western portion of Stony Brook were too close/redundant.
Summary of Questionnaire and Town Hall Meeting

Transportation

Congestion mitigation and pedestrian safety were priority issues for participants. Measures which had broad support include: improved and continuous sidewalks, safe bicycle lanes, and public transportation options, such as a trolley bus. The potential for a short “scoot” train service had nearly split results 55% in favor and 45% opposed. It was explained that this service was unlikely due to capacity constraints on the existing railroad infrastructure.

The community previously advocated for the New York State Department of Transportation (NYS DOT) to complete a study at the intersection of Route 25A and Stony Brook Road. In 2015, DOT determined a traffic light was appropriate for this intersection. Residents expressed interest in the consideration of a roundabout at this location.

Participants discussed the problematic aspects of the Route 25A Nicolls Road intersection. Some issues have to do with the high speed weaving of vehicles, which is necessary to make a left turn lane onto Sheep Pasture Road. There was support for an inclusion of a sidewalk on the west side of Nicolls Road, underneath the LIRR overpass. Some additional ideas that came up in the Town Hall meeting, include:

- Potential to reopen Old Setauket railroad station. The station was closed prior to increase in development on corridor. The location abuts greenway trail and could emphasize pedestrian and bike accessibility to alleviate traffic on 25A.
- Consider modifying the Route 25A/Nicolls Road intersection so the soft right is an entrance to Stony Brook University only.
- Consider off-road pathway as part of Woods Corner redevelopment that could connect to Greenway Trail. This could potentially continue to Stony Brook University campus.
- Plan should consider potential impacts of driverless cars, shared cars, and taxi services (i.e. Uber and Lyft) which will reduce traffic and parking needs.
- Make shopping areas more pedestrian friendly.

Architecture

The majority of participants expressed support for design guidelines that promote continuity and high quality treatments for buildings and the streetscape. The Federalist style was supported for Stony Brook. There was a mix of opinion about whether buildings in Setauket and East Setauket should encourage the existing typology of two-story mixed use buildings. Some supported colonial or federal style for this area.

There was general support to bring buildings closer to the sidewalk and street, with parking behind the buildings. Respondents generally did not support allowing gas stations and auto related uses along the Route 25A corridor; however more respondents
viewed these uses favorably if they had attractive entrances, signage, and landscaping. Some additional ideas that came up in the questionnaire include:

- Use differences in architectural style to define Stony Brook (Federalist) vs. Setauket (New England style – colonial).
- Preserve historic character of North Country Road.

**Land Use**

The issue of land use was more complex and varied compared to the other topics. In the Stony Brook area, the redevelopment of underutilized sites and buildings into commercial/office uses received considerable support, mixed uses including residential over commercial was also supported; however, the addition of freestanding residential (e.g. townhomes) split the vote in half. The responses were somewhat similar for Woods Corner and the Three Village Shopping center, where commercial and mixed uses were supported by approximately 70% or more of the community while there was no consensus on freestanding residential.

The majority of respondents were in support of the idea for potentially increasing density for buildings that comply with design guidelines (e.g. from 35% to 40% FAR).

Many residents expressed the need for more housing options at various cost levels so that they can stay in the area as they age and families grow.

Residents expressed concerns about the Stony Brook Square project and enquired if design standard may still be open for public comment. The CAC responded that they have already submitted comments on the project and these considerations will be incorporated into the design. Participants also highlighted the desire for a community center/civic space to be included in the Three Village Area Vision Report. The site could include a community center, non-profit, and incubator spaces. The Three Village Shopping Center at the former King Kullen site was identified as a possible location for an office/meeting space for non-profit/institutional uses, which could include a community center.

**Streetscape Conditions**

As discussed in prior visioning meetings, improving the streetscape is very important. Specifically, safety improvements for pedestrians should be prioritized (e.g. at the intersection of Route 25A and Nicolls Road). Residents would like to see sidewalks and improved crossing conditions throughout the Three Village area.

The issue of the existing width of Route 25A potentially not being able to accommodate both pedestrian and bicycle facility improvements was raised. It was stated that pedestrians should be the priority use, as sidewalks are more inclusive overall, and may invite people of all ages (including parents with strollers). It was also stated that foot traffic is better for shopping and may have a positive impact on business revenue. However, improving conditions for bicyclists is also an important issue to make biking...
safer, more enjoyable, and to reduce congestion on the roads. Some additional ideas that came up in the survey, include:

- Maintenance of sidewalks and streetscape furniture is an important issue
- Planters and flowers along 25A is a great idea for beautification
- Bury overhead utilities

**Stony Brook University**

Participants were interested to know more about the role of Stony Brook University in the wider community, specifically what the University’s expansion plans were and how student housing would be accommodated. While the school provides a significant amount of on-campus housing some students prefer to live off-campus.

**Other issues**

Communication between various public agencies (e.g. DOT, LIRR, etc.) may be complicated but essential for service improvements. It was requested that more attention be placed on improvements to above ground utilities to improve aesthetics. Sewage and groundwater were also cited as critical issues that must be addressed. The Three Villages have iconic architectural character, access to water features, and a quaint village atmosphere that should be preserved and highlighted in future decisions for the area.
Project Team

Town of Brookhaven
Valerie Cartright, Councilwoman
Jennifer Martin, Legislative Aide
Diane Mazarakis, Principal Planner
Beth Reilly, Deputy Town Attorney

BFJ Planning
Frank Fish, FAICP
Noah Levine, AICP
Graham Cavanagh

Route 25A Visioning Report
Three Village – Report Back Forum

March 4, 2017

CAC Members/Designees

Jane Taylor, Co-chair
George Hoffman, Co-chair

Civic Association of the Setaukets and Stony Brook
Three Village Chamber of Commerce
Concerned Homeowners of Stony Brook
State University at Stony Brook
Office of the President
Stony Brook Fire Department/District
Ward Melville Heritage Association
Three Village Historical Society

New York State Department of Transportation
New York State Assemblyman Steven Englebright
New York State Senator John Flanagan
Suffolk County Legislator Kara Hahn
Setauket Fire Department/District
Three Village Community Trust
Three Village School District
4 citizen positions

Citizens Advisory Committee (CAC)

Jane Taylor, Co-chair
George Hoffman, Co-chair
Cynthia Barnes
Steven Belkin
Jeff Carlson
William Connors
Robert de Zafra
Joan Dickinson
Laura Ernst
Jay Gardiner
Kara Hahn
Paul Hennings
Maria Hoffman
Carmine Insera
Robert Isaksen
Nicole Jones
Jonathan Kornreich
Shawn Nuzzo
Mitch Pally
Charles Pieroth
Michelle Rampone
Beth Reilly
Gloria Rocchio
Robert Rueter
Michael Russell
Bruce Sander
David Sterne
Tuck Harvey
Michael Varley
Annemarie Waugh
Denise Cronin Kirby
Matt Grosso
Today’s Meeting

- Presentation
- Coffee Break
- Survey
- Town Hall Discussion

Purpose of Visioning

- Provide updated community visions for Stony Brook, Setauket and East Setauket
- To identify both unique and shared elements along the Route 25A corridor; and
- Recommend goals and objectives for future plans.

Timeline and Community Outreach

3 Focus Groups

- Stony Brook Adjacent Residents
- Setauket/E. Setauket Adjacent Residents
- Business Owners

3 Public Events

- Stony Brook Visioning Workshop
- Setauket/E. Setauket Visioning Workshop
- All-Hamlet Report Back March 4th

Visioning, Land Use Plan and Implementation

Vision Report
Land Use Plan GEIS
Implementation
- Zoning
- Grants
- Capital Budget

Draft and Final Visioning Report April
Vision Report

- Desired goals and strategies for the community
- Not about any one specific proposed project
- No predetermined idea for recommendations
- Zoning changes, grants and capital improvements may be pursued by Town once the Land Use Plan is adopted after a public hearing and State Environmental Quality Review Act (SEQRA) compliance.

Vision Report Outline

1. Existing Corridor - Snapshot
2. Issues and Opportunities Identified by Participants
3. Vision: Goals and Objectives
   Appendix: Record of Outreach Meetings

Route 25A in Three Village Area

- Study Area: 300 feet from 25A
- Nicholls Road is boundary between Stony Brook and Setauket
- No real boundary between Setauket and East Setauket
- Most residents consider themselves in “Three Village” area

History

Source: Three Village Historical Society
Transportation: What have we heard?

- Congestion, safety issues (i.e. cars backing into traffic)
- Areas with no sidewalks along Route 25A
- Not comfortable for bicyclists
- Infrequent bus service

Transportation: Route 25A @ Stony Brook Road

- May be opportunity for roundabout
- Would improve safety
- Provides opportunity for gateway signage/landscaping
- Slope change is a design consideration
Transportation: Route 25A @ Main St

- May be opportunity for roundabout
- Would improve safety, even flow
- Provides opportunity for gateway signage/landscaping
- Must consider pedestrian crossings, especially at Museum

Intersection of Route 25A and Nicolls Road

- NYSDOT considering light at soft right turn or removal of soft right
- Roundabout not recommended
- Potential for sidewalk on west side of Nicholls
- May require narrowing of median

Transportation: Access Management

Transportation: Access Management

NYSDOT Potential Intersection Improvement
Transportation: Public Transit

Support for:
- Trolley bus service for Stony Brook students and residents
- Bus pull-over areas to allow for other traffic to pass
- Improved service to the LIRR
- Potential scoot service on LIRR between Stony Brook & Port Jefferson stations

Sidewalks – Stony Brook

Sidewalks – Setauket / East Setauket

Transportation: Bicycle and Pedestrian

- Support for improved bicycle/pedestrian network and safety
- Support for continuous sidewalks on Route 25A
- Consider bike lanes, sharrows or off road bike lanes where feasible
- Roadway width is an issue
Zoning creates the current legal development envelope.

### Zoning

<table>
<thead>
<tr>
<th>District</th>
<th>Front Yard</th>
<th>Floor Area Ratio</th>
<th>Maximum Stories/Feet</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>J2</strong> (General Business)</td>
<td>25 feet</td>
<td>35%</td>
<td>2.5 stories/35 feet</td>
</tr>
<tr>
<td><strong>J4</strong> (Professional and Business Offices)</td>
<td>40 feet</td>
<td>25%</td>
<td>2.5 stories/35 feet</td>
</tr>
<tr>
<td><strong>B</strong> (Residence One-Family)</td>
<td>40 feet</td>
<td>20%</td>
<td>2.5 stories/35 feet</td>
</tr>
<tr>
<td><strong>A1</strong> (Residence One-Family)</td>
<td>50 feet</td>
<td>15%</td>
<td>2.5 stories/35 feet</td>
</tr>
</tbody>
</table>

### Zoning: J-2 District

35% FAR

- **1-Story Commercial Building**
  - 35% - 1-Story Building
  - 50% - Parking
  - 15% - Buffer and Landscaping

- **2-Story Commercial Building**
  - 17.5% - 2-Story Building
  - 50% - Parking
  - 32.5% - Buffer and Landscaping

### What Have We Heard? Land Use, Zoning and Development

- Keep commercial centers defined
- Keep scale and character of area
- Support for redevelopment of underutilized commercial areas (e.g. Woods Corner, Three Village Shopping Center)
- Mixed use: Can development include housing?
### Mixed-uses

**Why provide a mix of uses?**
- Helps commercial areas become more competitive
- Reduces traffic impacts (total generation and peak hour)
- Shared parking improves efficiency of parking areas
- Residences add vibrancy, safety, life on the street.

---

### Mixed-uses: Within Existing Height and FAR (Density)

For a 10,000 SF Parcel:
- **3,500 SF Commercial**
  - **14 Parking Spaces**
    - (1 space/250 SF)
- **1,750 SF Commercial** + **1,750 SF Residential (2-3 units)**
  - **7 Spaces ~ 4 Spaces**
  - **11 Parking Spaces**

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### Architectural Character

- Support for design guidelines
- Federalist style should be encouraged in Stony Brook
- Encourage quality design and materials
- Signage: Should be simple, with consistent color palette

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### Zoning: Design Guidelines
Would you support a small bonus in density (~5%) if Design Guidelines were followed?

### Zoning: Design Guidelines

- **Type of land use:** Commercial only? Residential over retail? Townhomes?
- **Redevelopment opportunity**
- **Design guidelines to improve architectural character**

### Stony Brook Commercial Area

- Improve architectural character: design, materials, parking areas
- Consistent trees and pedestrian scaled lighting
- Improve walkability: sidewalks, crossings, street furniture
- Improve parking for commercial areas

### Woods Corner

- Redevelopment opportunity
- Design guidelines to improve architectural character

### Woods Corner

**Potential opportunities to consider:**
- Move power lines behind building along railway right of way?
- Off-road ped/bike path?
- Open space at stormwater basin?
Three Village Shopping Center

- Land Use?
  - Commercial/Office
  - Mixed-use
  - Townhomes
- Consolidation of access points / traffic lights
- Potential for public open space/civic area
- Connection to Patriot’s Hollow

Route 25A at Main Street/Old Town Road

- Design guidelines to control streetscape and architectural character: lighting, signage, beautification
- Consistent trees and pedestrian scaled lighting
- Potential for unifying elements (i.e. landscaping/signage) could be coordinated through chamber of commerce or other social club

Parks and Open Space

Desire for more publicly accessible open space and waterfront access.

- Kayak boat launch
- Improved civic space for gathering, picnics, etc.
- Small public spaces can be created through redevelopment
- Opportunity for access to stormwater detention basins

Parks and Open Space: Patriots Hollow State Forest

- DEC owned/maintained
- Issues with maintenance/invasive species
- Potential for community garden?
- Potential for 150’ of park-like multi-use trail, tables, benches, etc.
Existing recreational trail & open space examples

- Avalon Park & Preserve – walking trails & labyrinth
- Setauket-Port Jefferson Station Greenway Trail

Gateways

- Setauket/ E. Setauket (The “Setaukets”)
- Stony Brook

What’s Next?

- Vision Report Draft to CAC, Accepted by Town Board as Guidance
- Land Use Plan Developed by Town GEIS (Generic Environmental Impact Statement)
- Public Hearing
- Plan Adoption

Today’s Meeting

- Presentation
- Coffee Break and Survey
- Town Hall Meeting
Questions for the break

What’s Next

Public Events

All-Hamlet Report Back Workshop
Saturday, March 4th, 2 PM
Stony Brook School

Questions & Comments:
Office of Councilwoman Valerie Cartright
jlmartin@brookhaven.org