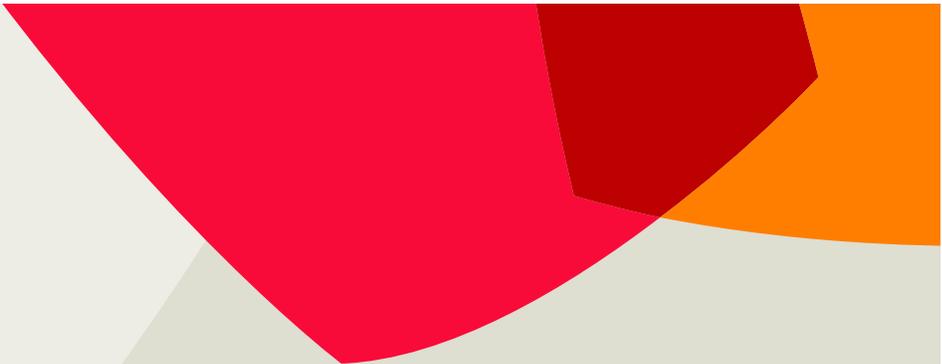




The People

The Places

The History



# LAKE Ronkonkoma

## 2009 Portion Road Corridor Study & Land Use Plan for Lake Ronkonkoma & Farmingville

*Lake Ronkonkoma has been called a place of haunting mystery. There are many legends, myths and superstitions about the Lake; one legend is based on a forbidden love between a beautiful Indian Princess and an English settler who met a tragic end together.*  
*Lake Ronkonkoma Historical Society*



Welcome to the Portion Road Land Use Plan for Lake Ronkonkoma and Farmingville, a community-based Land Use Plan that will lay the foundation for the future of this historic Portion Road Corridor and stimulate the action of the Main Street, Downtown and Hamlet Center Districts. This plan has been created with extensive community involvement along with the guidance of Town officials and Town planners. The land use plan covers the Portion Road (County Road 16) corridor for approximately 3.5 miles from the west end of the Town of Brookhaven in the hamlet of Lake Ronkonkoma, east through the hamlet of Farmingville.



### Hometown

The strength of Lake Ronkonkoma and Farmingville neighborhoods is their hometown quality. As we develop and redevelop areas, these communities will strengthen by raising the bar on the quality of development. Mix of uses and amenities such as parks, intergrated trails, open space, convenient retail and personal services and civic uses showcase our civic pride.





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# 1. Welcome

## Introduction

*All successful people-men and women-are big dreamers. They imagine what their future could be, ideal in every respect, and then they work everyday toward their distant vision, that goal or purpose.*

*Brian Tracy*

Portion Road, or Suffolk County Route 16, extends from the west end of the Town of Brookhaven east to Montauk Highway in Brookhaven hamlet. This 13-mile corridor is a major east-west Suffolk County route running through the Town of Brookhaven.

This corridor study and land use plan examines approximately 3.7 miles of this Suffolk County Roadway from the Town line at Lake Ronkonkoma to Nicols Road (Suffolk County Road 97). The study area also encompasses the Hawkins Road and Ronkonkoma Avenue corridors.

The Portion Road corridor is characterized by a chaotic pattern of strip commercial zoning and land uses, a fundamental planning flaw found in many communities throughout Long Island. Existing zoning and development has promulgated suburban sprawl and has resulted in a lack of identity for individual hamlets. The corridor has historically been the focus of traffic congestion and traffic safety concerns for all users, including pedestrians and bicyclists. Hawkins Road however, has been developed as an old style main street, whereas Ronkonkoma Avenue developed with a mix of retail and residential land uses.

The Portion Road Corridor Study and Land Use Plan is a community-driven land use plan. In response to a planned Suffolk County Public Works Transportation Improvement Project proposed for Portion Road (County Route 16) civic leaders held a community planning charette to formulate a vision to guide land use in the hamlets of Lake Ronkonkoma and

Farmingville.

The corridor is broken into a series of distinct areas. The plan analyzes each of these areas existing land use conditions and provides a land use plan with design principals and implementation strategies that will be the foundation to guide the community's development into the future. Design guidelines are included to guide the planning process, to develop public spaces, and to achieve the quality of development desired as the community grows. To achieve the goals of character, quality and authenticity, this corridor study and land use plan also includes the tools necessary to implement the goals.

Portion Road Corridor Study and Land Use Plan is a policy document that the Town of Brookhaven will use as a guide for decision making. This plan sets forth a broad, ambitious list of design parameters to sustain and improve the Portion Road, Hawkins Avenue and Ronkonkoma Avenue corridors over time. Recommendations are provided on how the various responsible parties can best implement the broad reaching foundations and policies of the plan. Implementation recommendations are provided to direct the various responsible parties on how to best implement the Plan.

By scrutinizing current land use and zoning trends, together with the current transportation and environmental needs, the Portion Road Corridor Study and Land Use Plan will further the Town's and the community's development goals for Lake Ronkonkoma and Farmingville.



## 2. Community-Driven Process

# VISION REPORT GOALS



# Portion Road Visioning Report

*The visioning process vividly brought out the people's hopes and dreams for Portion Road.*

*Portion Road Vision Report*



Before The Town of Brookhaven began this planning process, the Lake Ronkonkoma Civic Association supported a public process to create a master vision for the Lake Ronkonkoma area. The *Portion Road Vision Report (October 2002)* - reflects the community's input and directions for the future. It provides strategic direction and sets the foundation for updating the Town of Brookhaven Comprehensive Land Use Plan.

In the fall of 2004, residents of Lake Ronkonkoma took part in a series of walking audits,

workshops, training sessions, design studios and public presentations. The work focused on developing hamlet streetscape plans for Portion Road including both the street itself and the land bordering it on either side. The visioning report summarizes the work of community residents who participated in the visioning process.

The vision report identifies the problems the community faces with the existing conditions of the Portion Road Corridor, the principles by which the community can

achieve its goals, and the solutions recommended for the overall corridor. The vision report has been incorporated by reference into this land use plan.

One of the added benefits of the community-driven process approach to our future is the opportunity to achieve a stronger, healthier, more vibrant community. The key land use and other concepts outlined in this plan will help guide us toward stronger, better connected neighborhoods and more efficient use of resources that will benefit all members of the greater Lake Ronkonkoma community, no matter age, income, or ethnicity.





Figure 1a – Community Vision



Figure 1b – Community Vision



Figure 1c – Community Vision



Figure 1d – Community Vision



Figure 1e – Community Vision



Figure 1f – Community Vision



### 3. Goals



## Portion Road Corridor Plan Goals

*You must believe that it is possible for you to achieve your goals or you will not be motivated to try.*  
Zafar H

**Downtown Center Goals:** Development of Downtown Centers that are controlled and compact that would create traditional neighborhoods and increase utilization of the district while fostering a greater sense of community.

**Transition Area Goals:** Develop defined commercial transitional and residential transition districts between the commercial centers, activity centers and main streets.

**Regional Commercial Center Goals:** Develop design criteria for commercial centers to include parking and landscaping improvements and pedestrian linkages.

**Transportation Goals:** Support and encourage appropriate roadway improvements to adequately serve the adjacent land uses while providing alternate means of access and travel ways and enhancing all transportation modes including motorized and non-motorized.

**Parks & Open Space Goals:** Provide for well-placed and centrally located public spaces and parklands in addition to the preservation of environmentally sensitive lands.

**Residential Goals:** Offer a mix of housing types and styles including affordable and workforce housing opportunities within walking distance of the Downtown Centers.

**Design Goals:** Enhance the aesthetic appeal of the area with particular attention to the building architecture and streetscape.

**Historic Goals:** Identify Historic buildings and provide appropriate redevelopment opportunities with particular attention to the building architecture and preservation.

**Economic Goals:** Create strong economic activity to provide jobs and an adequate tax base.

## CORRIDOR PLAN GOALS



These goals and objectives were developed as a guide to help shape the direction that the land use and planning analysis took and served to assist the Town of Brookhaven at all stages of the planning process within the corridor area and adjacent areas in the future.

The goals and objectives of this land use plan are separated into distinctive areas. General goals have been established that represent the entire corridor. More detailed, specific objectives will be included in each of the identifiable areas in this plan, including Hawkins Avenue Main Street, Portion Road Downtown, Morris Avenue Hamlet Center, and Highpoint Regional Commercial Centers.

### 3a. Downtown Centers

This plan establishes identifiable Main Street Business and Downtown Centers. Downtown Centers include main street areas as well as areas adjacent to main streets that promote pedestrian activity. The plan objectives for the Downtown Centers include:

- Establish distinct boundaries for Main Street Business and Downtown Centers
- Architectural enhancement of existing main street and downtown areas
- Main street and downtown infill development and redevelopment
- Design criteria for new development and redevelopment along the main street and downtown center areas
- Develop architectural styles and consistency along main street and downtown center areas
- Pedestrian connections in all centers
- Municipal parking and on-street parking requirements and design
- Signage design and methods

### 3b. Transition Areas

Transition areas are established in areas outside the designated Downtown Centers. Transition area uses are identified along with design elements to reduce the appearance of commercial sprawl. The plan objectives for the Transitional Areas include:

- Establishing distinct boundaries for commercial and residential transition areas
- Design criteria for new development and redevelopment of transition areas
- Promoting parking in the rear of the buildings
- Creating a residential feel in the residential transition areas
- Softening the appearance of the existing commercial uses in the commercial transitional areas by architectural and landscaping improvements
- Preserving historic buildings by allowing limited commercial uses
- Eliminating the appearance of commercial sprawl



Hawkins Avenue Main Street



Ronkonkoma Avenue

### 3c. Design

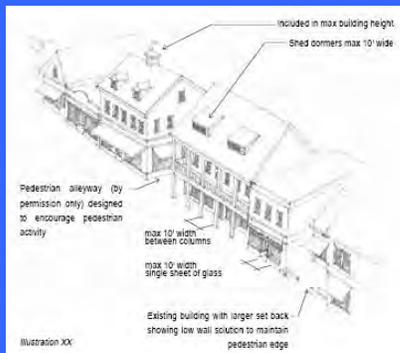
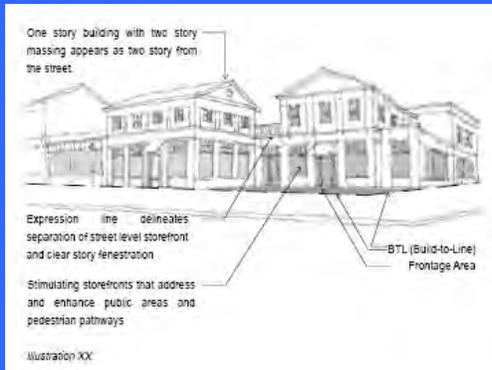
This plan provides the structure and vision for the community to “raise the bar” on the quality of development. Design standards will aid in the improvement of neighborhoods and communities. A design manual will be made part of this study and will establish the following:

- Architectural styles for the distinct areas identified
- Street trees and landscaping styles
- Provide signage design criteria
- Offer building color and texture recommendations
- Improve overall streetscape
- Recommend site layout and building massing parameters

### 3d. Regional Centers

The Plan recognizes the need for transit orientated uses, such as supermarkets, that are typically found in a regional commercial center. Several commercial centers presently exist within the study area. The plan objectives for these commercial centers include:

- Increased site landscaping
- Parking lot screening and additional internal parking lot landscaping
- Pedestrian enhancements for safer, well defined pedestrian cross walks
- Connectivity to pedestrian links, sidewalks, other commercial centers and residential communities
- Signage and other architectural design enhancements
- Opportunities for redevelopment of older commercial centers for alternative land uses



## 3e. Transportation

The plan recognizes the proposed roadway improvements planned for Portion Road (CR 16) by Suffolk County Department of Public Works, PIN # 0755.98 . The plan objectives for Portion Road and the other streets controlled by the Town of Brookhaven include:

- Promote vehicular, pedestrian and non-motorized vehicle safety
- Establish areas for on street parking
- Establish street tree and street furniture styles
- Identify preferred lighting and signage styles
- Provide cross access and shared parking requirements
- Eliminate curb cuts onto the corridor where possible
- Increase sidewalk widths, as appropriate, throughout the study area
- Include areas sufficient for roadway drainage
- Reduce travel speeds in Downtown and Hamlet Center Areas
- Identify roadway closures and openings

- Promote Safe Routes to Schools
- Prioritize targeted sidewalk connection construction
- Design pedestrian oriented centers
- Improve mass transit
- Provide municipal parking in Downtown and Hamlet Centers



## 3f. Residential

Residential land uses support the local economy and businesses. Residential land uses are an essential element to this land use plan. The plan objectives for these residential land uses include:

- Identify existing single and multi-family housing inventory and population
- Conduct a need analysis of additional multifamily housing opportunities
- Identify single family uses along the corridor and other roadways and explore potential future land uses
- Provide secondary residential land uses within the Main Street and Hamlet Centers



## 3g. Historic

Our historic buildings are our heritage. The Town of Brookhaven will continue to support restoring historic buildings to house vibrant businesses. Preservation also includes the construction of complementary new structures that add to the overall character. The plan objectives for Historic Preservation include:

- Prepare an inventory of existing historic house and structures
- Identify potential future land uses for historic houses and structures
- Recommend significant buildings for landmark status



## 3h. Economic

This plan provides an Economic and Market Analysis that identifies spending and retail marketing trends. A strong economic plan will improve and attract business owners to move to the area as well as provide jobs and an adequate tax base. The plan objectives include:

- Foster vital employment in activity centers including hamlet centers
- Encourage small business to locate and expand
- Provide market trends and demand analysis
- Evaluate the existing economic data available
- Evaluate retail activity from within the area and outside the study area
- Identify market gaps based on demographic data

## 3i. Parks & Open Space

This plan aims to improve neighborhood and community parks—providing adequate land to meet our needs and provide high quality accessible parks that carry on the legacy and promote public health and well being. As our community grows we will add new community and neighborhood parks and extend the greenway and trails to serve new neighborhoods and connect downtown centers. The plan objectives include:

- Identify and examine existing park inventory
- Provide for passive and active recreational uses
- Identify potential park sites
- Plan for future parks and open spaces
- Identify needed park improvements
- Protect significant natural resources





# 4. Existing Conditions

# UPCOMING SECTIONS



## The Conditions of the Portion Road Corridor Today

*Always remember that the future comes one day at a time.*

*Dean Acheson*

In order for this land use plan to take shape and make the necessary recommendations for the future of the Lake Ronkonkoma and western Farmingville areas, we first need to examine and inventory the overall conditions of the Portion Road corridor and the outlying study areas. By examining the current conditions of the corridor the Town of Brookhaven can determine what the

needs are of the corridor and of the community. We can also identify the problems and find solutions to remedy those problems.

The following sections of this Plan will examine the existing population, current zoning, an inventory of the existing land uses along the corridor and building square footage information relating to those land uses. These following sections will

also look at our existing parks and open spaces as well as existing ecological and historic resource. The transportation section will take a look at the existing traffic patterns and roadway network on both County Road 16 and Town roads.

This study of the existing conditions will form the building blocks to establish the future land use trends for the study area.



- ❖ Demographics
- ❖ Existing Zoning
- ❖ Business Zoning
- ❖ Residential Zoning
- ❖ Existing Land Use
- ❖ Hawkins Ave. Inventory
- ❖ Vacancy Analysis
- ❖ Natural Recourses
- ❖ Wetlands
- ❖ Parks & Open Space
- ❖ Historic & Cultural
- ❖ Economics
- ❖ Infrastructure
- ❖ Local Streets
- ❖ Portion Road
- ❖ Town Roads
- ❖ Accident History
- ❖ Daily Traffic



# TRENDS AND KEY ISSUES



## 4a. Demographics

### Population Trends and Analysis

*In the 210 years since the first US Census, the census has grown to a sophisticated tool. Census 2000, taken April 1, 2000, counted 281,421,906 people in the 50 states and the District of Columbia.*

*US Census*

The Portion Road Study Area population has continued to grow at a relatively stable rate over the past decades. In 2000, the Portion Road Study Area accounted for 11% of the total population in the Town of Brookhaven. Trends in the Town of Brookhaven reflect those in the Portion Road Study Area. The following statistics and data are relevant to the Study Area (planning area being considered for *Portion Road Plan*).

- The population growth for the Lake Ronkonkoma Area remains consistent with the Town of Brookhaven at a rate of 1% per year. However, even at this rate, by 2032, the Lake Ronkonkoma area could have a total population of 50,427 people.
- Future Lake Ronkonkoma Area residents will need a diverse range of housing and jobs.
- The population is growing older. The *Portion Road Plan* should consider needs of a growing senior population, including housing.

Sources:

*U.S. Census 2000 - Census Block data for Census Tracts 1585.02, 1585.08, 1585.11, 1586.04, 1586.05, 1586.06, 1586.07, 1586.08, 1586.09. 2005 data from the city-data.com for the 11779 zip codes.*

#### 2000 U.S. Census Population and Households Profile

**Population:** In 2000, the Portion Road Study Area had a population of 39,321 people in 38,836 households. (*US Census 2000 – Census Tracts 1585.02, 1585.08, 1585.11, 1586.04, 1586.05, 1586.06, 1586.07, 1586.08, 1586.09*).

**Growth:** On a yearly basis from 1990 to 2000, the population of the Town of Brookhaven (and the Portion Road Study Area) grew at an annual rate of 1.05%.

**Future Growth:** Most planning entities for the Portion Road study area project that growth will continue to hover around one percent annually. However, if the Lake Ronkonkoma Study Area were to grow as fast as two percent annually for 25 years, the population could grow by 64,511 new people.

**Household Size:** The average household size is 2.97 people.

#### 2005 Portion Road Study Area Population and Households (Estimated)

**2000 to 2005 Growth:** Town of Brookhaven had 448,248 residents in 2000 and in 2005 had over 470,989 residents.

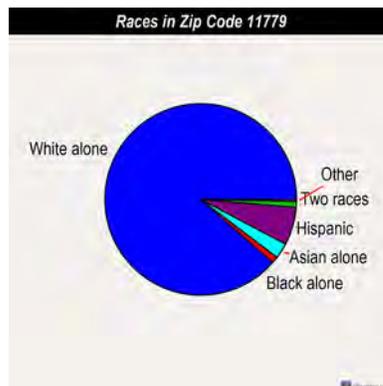
From 2000 to 2005, population in the Portion Road Study Area was 39,321 in 2000 and in 2005 the Portion Road Study Area had a population of 40,021.

#### Age

The median age of residents in the Town Of Brookhaven is rising—from 35.2 in 2000 to 36.9 in 2005.

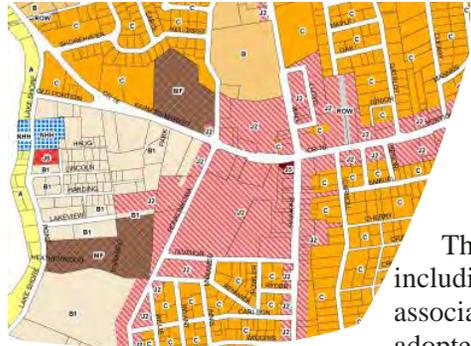
#### Race and Ethnicity

Lake Ronkonkoma residents are predominately white (93%) with a smaller mix of ethnicities, including Hispanic (0.64%), Asian (0.03%), Black or African American (0.01%); and Native American (0.019%).





## 4b. Existing Zoning



# Zoning Analysis

*Zoning: The delineation of districts and the establishment of regulations governing land use, placement, spacing and size of land and buildings.*

*APA Book of Development Definitions*

The Town of Brookhaven has discussed in many land use plans and documents, including the 1996 Town Of Brookhaven Comprehensive Land Use Plan, the problems associated with existing zoning patterns throughout the Town. As discussed in those adopted plans, the primary problem has been commercialization of the main corridors of the Town in 1937. This “strip zoning” was also applied to the entire length of Portion Road. However, unlike other parts of the Town, Portion Road was strip zoned with 150 feet of commercial zoning on either side of the corridor.

The other exception is the Hawkins Avenue corridor, which is one of only six areas within the Town of Brookhaven that established itself as an old style Main Street, during the pre WWII era. Since then the large retail commercial trends that we see today have impaired the ability of the old style Main Street to compete in the retail market.

This section will analyze current zoning patterns of the Portion Road, Hawkins Avenue and Ronkonkoma Avenue corridors.

The majority of the lands along these corridors are presently zoned J2 Business. Since the adoption of the Town Code amendments in 2003 many of these lands were rendered residentially zoned due to their split zoning. (refer to §85-8.A.7. of Town Code)

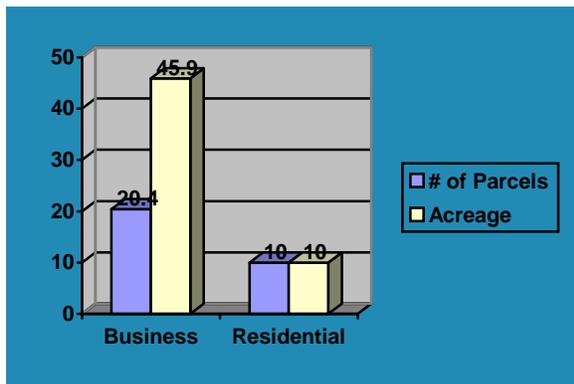
It is interesting that the only two parcels zoned J6 Business were not found on the Hawkins Avenue Main Street but on Shore Road. This is due to the fact that J6 was not established as a Main Street District until 2003.

Also, until 2003 the large commercial centers, 5 acres or more, were designated within their own zoning district, J3 Business. Today these centers are permitted within the Neighborhood Business or J2 Business zoning district.

The following is a general listing of the zoning districts found within the study area the primary uses permitted within those districts:

<b>J2 Business</b> – Neighborhood Business, general retail	<b>J4 Business</b> – Professional Office
<b>J5 Business</b> – Heavy Commercial	<b>J Business</b> – Transition Business
<b>J6 Business</b> – Main Street Business	<b>MF Residential</b> – Multi-family Residential
<b>PRCHC</b> – Assisted Senior Citizen Community	<b>NH</b> – Nursing Home
<b>C Residential</b> – Single Family Residential, 9,000 sq.ft Lots	<b>B Residential</b> - Single Family Residential, 15,000 sq.ft Lots
<b>A Residential</b> - Single Family Residential, 30,000 sq.ft Lots	<i>For additional information regarding permitted uses please refer to Town Code</i>

Table 1 – Commercial Zoning



This graph shows the number of commercial parcels verses the number of residential parcels and the total acreage of the lands in each zoning category along the corridor in the study area.



## 4c. Business Zoning Districts

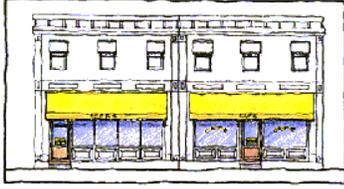
## Business Zoning Problems & Needs



# Business Zoning Districts

*Business, more than any other occupation, is a continual dealing with the future, it is continual calculation, an instinctive exercise in foresight.*

Henry R. Luce



Various commercial zoning districts are represented in this study area including J4 Business, J5 Business, J6 Business and of course J2 Business. Of these commercial zoning categories, the J2 Business district dominates the landscape.

Strip commercial zoning lines the major corridors of Portion Road, Hawkins Avenue and Ronkonkoma Avenue. This creates a commercial sprawling effect (excess of commercially zoned properties) and an inconsistency of development and land use patterns.

Many of the existing lands uses are inconsistent with current zoning. Residential uses were found in a J2 Business District. Some gas stations and auto repair uses were inappropriately found to be within a J2 Business District.

Due to the strip commercial zoning pattern (the frontage of properties along the corridor are zoned J2 Business to a depth of 150 feet), many lands are “split zoned.” When a parcel of land is split zoned, it is rendered to the more restrictive zoning if

less than seventy-five percent of that parcel is in the least restrictive, or commercial, district. Typically, this leaves many parcels in the more restrictive or residential zoning district. As a result, many of the existing commercial land uses become non-conforming to the current zoning district.

The commercial strip zoning along these corridors has been increased over the years leaving many deep lot extensions of commercial zoning into residential areas. Others are shallow lots that allow for little room to provide necessary on-site amenities such as front yard landscaping.

The primary zoning for main street development is the J6 Business District, however, this zoning district is not found in the existing main street area.

As is the case in communities throughout the Town of Brookhaven, an excess of commercially zoned lands has been identified and presently exists in this study area.

Many residential land uses have been found in commercially zoned properties. Many other commercial sites are developed with land uses that are not consistent with the zoning district.

- Commercial analysis revealed the presence of excessive and overabundant commercial zoning
- There is a need to promote more sharing of parking between commercial facilities and interconnections between parking lots to reduce congestion on roadways.
- A desire has been expressed for more consistent architecture and architecture that matches the character of the community in which it resides. Incorporated Villages of Patchogue, Port Jefferson and Bellport among others have a "sense of place" in the form of the traditional downtown area.

The chart below shows the number of commercial parcels for each zoning district and the total acreage of the lands in each zoning district.

Source: 1996 Land Use Plan

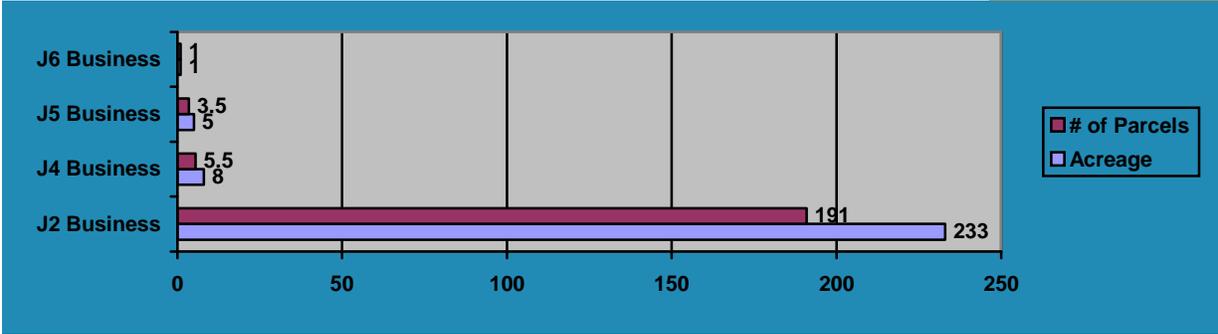


Table 2 – Commercial Parcels



# 4d. Residential Zoning Districts



## Residential Zoning Districts

*A house is not a home unless it contains food and fire for the mind as well as the body.*

*Benjamin Franklin*

Several residential zoning districts from most dense to least dense include: C Residence, B Residence, B1 Residence, A Residence and A1 Residence.

Multi-family categories include MF Residential, PRC Residential, PRCHC Residential and NH-H Residential.

The majority of this study area is zoned and developed in accordance with the single family zoning districts. Of these residential districts, C Residential is the predominate zoning district.

Beginning in the early 1950's subdivisions were filed and created the development pattern we see today. GI's returning from the war were furnished with home loans to finance new houses. The Ronkonkoma area became one of those settlement areas.

Over the years the zoning around the Town of Brookhaven has changed, requiring development on larger and larger parcels of land. The lot size limitations are based on the Suffolk County Department of Health Services requirements for sanitary systems. This area, however, remained relatively the same.

Suffolk County has classified this area as Hydrogeographic Zone 1, providing for an allowable sanitary flow of 600 gallons per day per acre. In other parts of the Town of Brookhaven, only 300 gallons per day are permitted.

Multi-family housing is limited in the study area. Only 240 multi-family housing units, 654 PRC senior housing units and 120 assisted living housing units exist. This number is relatively low in relation to other parts of the Town.

## Residential Zoning Problems & Needs



- There is a need to preserve and achieve rural character throughout the Town, including the preservation of buffers adjacent to roadways and historic character.
- There is a need to consider alternatives to the old, Euclidean grid-type zoning prevalent in parts of the Town.
- In-filling of small lot old filed maps in existing developments continues to be a problem in various communities of the Town.
- One concern is the clear-cutting of existing trees on small, single and separate lots which cumulatively may have impacts on the scenic, rural and neighborhood qualities of surrounding areas.

	C Residential	B Residential	B1 Residential	A Residential	A1 Residential
Lot Area	9,000 sq.ft.	15,000 sq.ft	22,500 sq.ft.	30,000 sq.ft.	40,000 sq.ft.
Frontage	75 ft.	100 ft.	125 ft.	150 ft.	175 ft.
Front Yard	30 ft.	40 ft.	40 ft.	40 ft.	50 ft.
Side Yard	12 ft.	18 ft.	20 ft.	20 ft.	25 ft.
Total Side	30 ft.	40 ft.	45 ft.	60 ft.	75 ft.
Rear Yard	30 ft.	50 ft.	60 ft.	60 ft.	60 ft.

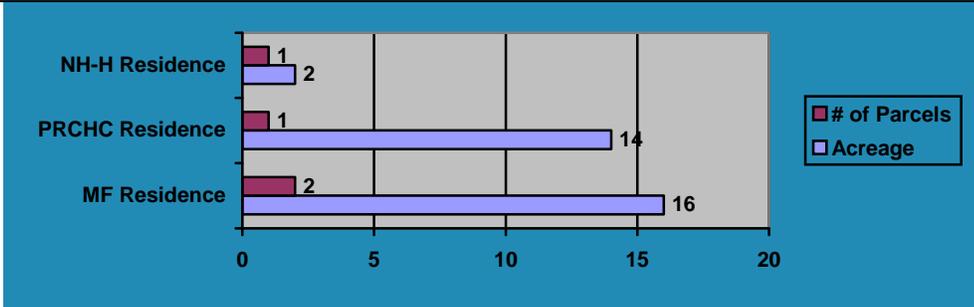


Table 3 – Residential Zoning

Table 4 – Residential Parcels

*Source: 1996 Land Use Plan  
Suffolk County Planning  
Multi-family Housing  
Inventory.*





## 5. Existing Land Use



### Land Use Analysis

*Land Use: A description of how land is occupied or utilized.*

*APA Book of Development Definitions.*

A field analysis revealed eight large shopping or regional centers within the Portion Road corridor. The Kohls shopping center on Ronkonkoma Avenue, the Gatelot Plaza shopping center on Hawkins Avenue, the Lake Commons shopping center on Portion Road, the three big box regional centers on Portion Road known as Lake Shore Plaza which include the Stop & Shop, Sears Hardware, movie theatre and Waldbaums grocery store, and the two centers in the Farmingville area on Portion Road known as American Arcade & Tiffany Plaza. These centers are categorized as commercial centers due to their lot size and nature of the land uses.

Typically, these uses require an automobile to drive to in order to load purchased merchandise for transport home. Of these eight centers it was determined that there are 102 storefronts within approximately 639,000 square feet of retail space. Some centers also included pad sites with retail and restaurant uses or second story office uses.

General retail uses were found throughout the study area and consisted of approximately 48 acres of land and accounted for 189 storefronts within 319,000 square feet of retail space.

The Hawkins Avenue Main Street consists of approximately 12 acres of land and supports approximately 55 store fronts within 127,000 square feet of retail space.

Transitional commercial uses were

found where a residential dwelling was converted to a commercial land use, retaining the residential appearance. Approximately 29 parcels of land were found, consisting of 13 acres with 21 commercial tenants.

Restaurant uses were separated into different types. Restaurant, take-out restaurant and fast-food restaurant. Distinctions between these use types are the number of seats, the size and the presence of absence of a drive thru facility. Of these land uses, seven restaurants, six take-out restaurants and five fast food restaurants were found. Take-out or fast-food restaurants associated with a commercial center were not accounted for in this analysis.

Office land uses were also found throughout the study area. Office uses made up of 42 parcels of land, totaling 27 acres. Approximately 226,000 square feet of office space was found with approximately 93 tenants.

Other existing land uses included: Eight gas stations, fifteen auto repair garages, five churches, three commercial recreational uses, five funeral homes and lands utilized for municipal and utility purposes.

There were no industrial uses found within this corridor of the study area. However, several land uses qualified as Heavy Commercial uses including: mason and plumbing supply, lumber yards, fence sales, mini-storage warehouses, and general warehouse uses.

Single-family homes were also found on the Portion Road Corridor. However only 29 single-family residential homes were found fronting along the corridor totaling 20 acres.

Lastly, approximately 39 acres of land were identified as vacant in the corridor study area.

## Land Use Categories

- ❖ Auto Repair
- ❖ Repair of Motor Vehicles
- ❖ Place of Worship
- ❖ Commercial Center
- ❖ Five-acre or more Retail or Big Box Tenant
- ❖ Commercial Rec.
- ❖ Private Recreational Facility
- ❖ Funeral Home
- ❖ Gas Station
- ❖ General Retail
- ❖ Shops and stores selling goods
- ❖ Group home
- ❖ Multiple Resident Home Care
- ❖ Heavy Commercial
- ❖ Mason or Lumber Yard, Plumbing supply, Warehouse
- ❖ Main Street
- ❖ Designed with Buildings fronting on the street and rear yard parking
- ❖ Multi-family
- ❖ Municipal
- ❖ Fire, Ambulance, Post Office
- ❖ Nursing home
- ❖ Office
- ❖ Open space
- ❖ Park
- ❖ Recharge/Drainage
- ❖ Restaurant - 17 to 199 seats
- ❖ Restaurant fast food
- ❖ Drive thru facility
- ❖ Restaurant take out
- ❖ Pizza, Deli
- ❖ Single family
- ❖ Transitional
- ❖ House converted to other commercial purposes
- ❖ Utility
- ❖ LIPA, Phone, Cable
- ❖ Vacant

See Existing Land Use Map Figure 3

Use	Number of Parcels	Acres	Building Area
Auto Repair	15	5.09	28,009 sq. ft.
Church	5	12.65	83,307 sq. ft.
Commercial Center	10	68.22	639,777 sq. ft.
Commercial Rec.	1	1.63	294 sq. ft.
Funeral Home	5	8.33	36,336 sq. ft.
Gas Station	8	4.8	12,024 sq. ft.
General Retail	56	45.31	319,618 sq. ft.
Group home	4	3.82	-----
Heavy Commercial	12	9.83	75,499 sq. ft.
Main Street	37	12.21	127,021 sq. ft.
Multi-Family	3	30.18	-----
Municipal	8	9.03	-----
Nursing Home	3	4.04	-----
Office	42	30.64	232,234 sq. ft.
Open Space	52	21.34	-----
Park	7	19.41	-----
Recharge/Drainage	10	9.73	-----
Restaurant	10	8.01	36,949 sq. ft.
Restaurant Fast Food	5	4.26	12,812 sq. ft.
Restaurant Take Out	6	2.21	8,500 sq. ft.
Single Family	459	151.72	-----
Transitional	27	11.67	41,467 sq. ft.
Utility	6	21.95	-----
Vacant	56	39.36	-----
TOTAL	831	531.53	1,715,794 sqft

Table 5 – Existing Land Use



# 5a. Hawkins Avenue

## Main Street Inventory & Analysis

*The historic center of Lake Ronkonkoma.*



Hawkins Avenue Main Street was established in the 1950's, as were other main street business districts in the Town of Brookhaven. Approximately one half mile in length, the main street area is similar to areas such as Bellport and Center Moriches.

The cornerstone of this main street is and has always been the Agnew & Taylor Hardware Store. The historic structure was built in 1909 and was designated as a town landmark by the Town Board in 2006.

Land uses along this main street include, a florist, five restaurants, seafood market, deli, auto parts store, car tire sales, three salons, pet grooming, karate school, show repair, music store, taverns and others. The main street also supports office uses such as real estate offices and medical/dental offices. Two gasoline filling stations are also found on the main street.

The north end of the Hawkins Avenue Main Street, north of Portion Road, are two restaurants, salon, music store and other office uses. The Fire Department building occupies a prominent location on the northeast corner of Hawkins and

Portion Road.

The main street look is discontinued on the west side of Hawkins Avenue south of the Kohl's shopping center access. Along this area buildings are set back off the street frontage and contain such uses as auto repair, Laundromat, gas station and an older commercial plaza with strip retail uses.

The architectural style represented is based on year of construction. Flat roof buildings are mixed along with pitch roof buildings. The majority of the buildings in this main street are one story with a few two story buildings and accessory second story uses.



## Main Street Problems and Needs



- The Main Street lacks architectural consistency.
- The Main Street is discontinued at the southern end.
- There are ample areas for commercial redevelopment in a main street fashion and infill opportunities.
- The current zoning does not allow for redevelopment and infill.
- Alley ways to parking areas are closed to the public and should be defined, opened and improved for pedestrian traffic.
- Better defined pedestrian cross walks and safe crossing islands should be provided.
- Auto related uses should be encouraged to relocate to areas outside the Main Street.
- Overhead utilities should be placed underground.
- Design standards should be adopted and applied.
- Public Parking Should be expanded and improved.
- Include additional street furniture.



## 5b. Vacancy Analysis

# Vacant Business



## Analysis of Existing Retail and Office Vacancies

*Curiosity begins as an act of tearing to pieces or analysis.*

*Samuel Alexander*

The Town has performed a detailed review of all of the retail land uses along Portion Road, Hawkins Avenue and Ronkonkoma Avenue.

Along Portion Road in Lake Ronkonkoma, 141 store fronts were found with 14 vacant. In Farmingville, 104 store fronts were found with 25 vacant. Along Ronkonkoma Avenue 28 store fronts were found with 4 of those vacant. The Hawkins Avenue Main Street is analyzed in a separate section herein, however 50 store

fronts were found with 12 vacant. Outside of the Main Street 40 store fronts with 4 vacant.

Overall 363 store fronts were identified with 59 vacancies, representing 16% vacancy rate overall.

Throughout the study area 8 Commercial Centers were also identified with approximately 125 stores, of which 27 were found to be vacant. This represents a 20% vacancy rate in the study area overall. This is significantly higher than the 10.6% commercial vacancies in shopping centers Town wide, identified by the Suffolk County Planning Department Shopping Centers and Downtowns,



updated in May 2006.

Review of the existing office related uses found 40 office uses identified on 26.91 acres. Of these approximately 9 spaces were found to be vacant, representing a 10% vacancy rate for office uses in the study area.

Review also found that there were no industrial related land uses identified within the study area.



Land Use	Number of Parcels	Acres	Number of Tenants	Vacant Tenants	Percentage
Commercial Center	10	63.43	125	27	20%
General Retail	46	48.71	363	59	16%
Office	40	26.91	93	9	10%
Restaurant	10		8	1	12%
Transition Commercial	27		26	2	8%

Table 6 – Vacancy Analysis



Figure 3 – Existing Land Use





## 6. Natural Resources



### Ecology Analysis

*The major moraines include the Ronkonkoma Moraine, which runs through the center of the Town.*

*Lake Ronkonkoma Historical Society*

Natural and ecological resources are diverse and significant in Brookhaven. The Town's location on an island surrounded by water subject to the dual influences of colder, northerly New England conditions and southerly Gulf Stream-influenced conditions coupled with its varied topography and multiple coastlines has provided a multitude of ecological and natural resources. The Town is home to a wide variety of vegetative communities and significant habitats which include the north shore climax forest dominated by American beech and red maple, upland hardwoods dominated by oaks and hickories, pine barrens, meadows, red maple swamps, freshwater marshes, vernal groundwater-fed ponds, brackish creeks, windswept dunes and tidal marshes and mudflats. These areas provide a haven for a wide variety of wildlife, which range from the most common to the extremely rare.

Brookhaven has a high concentration of rare, endangered, threatened and special concern species of wildlife and plants including the well-known Osprey, eastern tiger salamander, spotted turtle, red-shouldered hawk, piping plover, least tern, pirate perch, coastal barrens buck moth, featherfoil, rose coreopsis, sand plain gerardia and two-flowered bladderwort. Other species of significance found in the Town include the red-tailed hawk, black-crowned

night heron, white-tailed deer, eastern box turtle, neotropical migratory warblers, American chestnut, ironwood, mountain laurel, American beachgrass, eelgrass and marsh marigold.

Brookhaven has recognized the importance of these ecological and natural resources, and the Town has worked to protect these important resources through the regulation of activities adjacent to and within these lands. In addition, the Town has protected many sites through either acquisition or the use of clustering to position development away from these lands. The Town utilizes the Wetlands Ordinance, Tree Clearing Ordinance and consultation with NYS DEC natural heritage program to identify and protect these ecological resources.

Review of New York State Natural Heritage maps identified several sites of concern or significance. These sites are listed herein. Review of topography maps finds significant slopes throughout the area.

Significant wetlands are found and examined further herein. However, this study area is not within any special groundwater protection area.

This study area is located in Hydrogeologic Zone I, a deep recharge zone in which precipitation recharges to the underlying water table in an essentially vertical direction and penetrates into the lowest geological strata of the underlying aquifer. These zones are considered most critical for prevention of contamination because groundwater ultimately flows outward from these deep recharge areas into the other two shallow recharge areas known as Hydrogeologic Zones VI and VIII.

## Endangered Species



- Just outside the study area west of Ronkonkoma Avenue, between 10<sup>th</sup> and 11<sup>th</sup> Street, Silvery Aster was identified.
- In the vicinity of the Malony Funeral Home along Ronkonkoma Avenue, Showy Aster and Southern Yellow Flax were identified.
- Within the Nature Conservancy property between Ronkonkoma Avenue and Hawkins Avenue, Rough Hedge-Nettle was identified.
- The Cenacle Property along Cenacle Road was identified as a sensitive site.

# Lake Study



## 6a. Wetlands & Waterways

### Getting Wet

Lake Ronkonkoma is the biggest of eight kettle hole lakes on Long Island.

Lake Ronkonkoma Historical Society



Suffolk County is conducting a collaborative storm-water remediation project for the protection of Lake Ronkonkoma and its water quality. The project is designed to intercept and treat significant storm water runoff, a major threat to Lake Ronkonkoma. The improvements will provide for combination of leaching basins, pools and treatment.

There are several areas identified within the study area that contain freshwater wetlands. The largest of these is Lake Ronkonkoma.

Lake Ronkonkoma was formed when a large block of ice became detached from the glacial front during the Pleistocene Glaciation over 17,000 years ago and melted, creating this kettle hole lake. The Lake is 215 to 245 acres and 3 miles in circumference. The

average depth is 15 feet with two deep holes from 45 to 90 feet deep. Lake Ronkonkoma provides for significant aquatic and avian species habitat as well as vegetative habitats.

Aside from Lake Ronkonkoma, a number of freshwater wetlands were identified. Most notable are the Wolf Pond located on the Nature Conservancy Lands and the existing pond system within the Cenacle lands.

Although some of the Cenacle lands have been built for Planned Retirement Community, these wetlands were preserved. The Town recently acquired a dedication of a wetlands parcel along Smith Road.

It should be noted that no wetlands were identified within the West Farmingville study area east of the LIPA Right of Way.

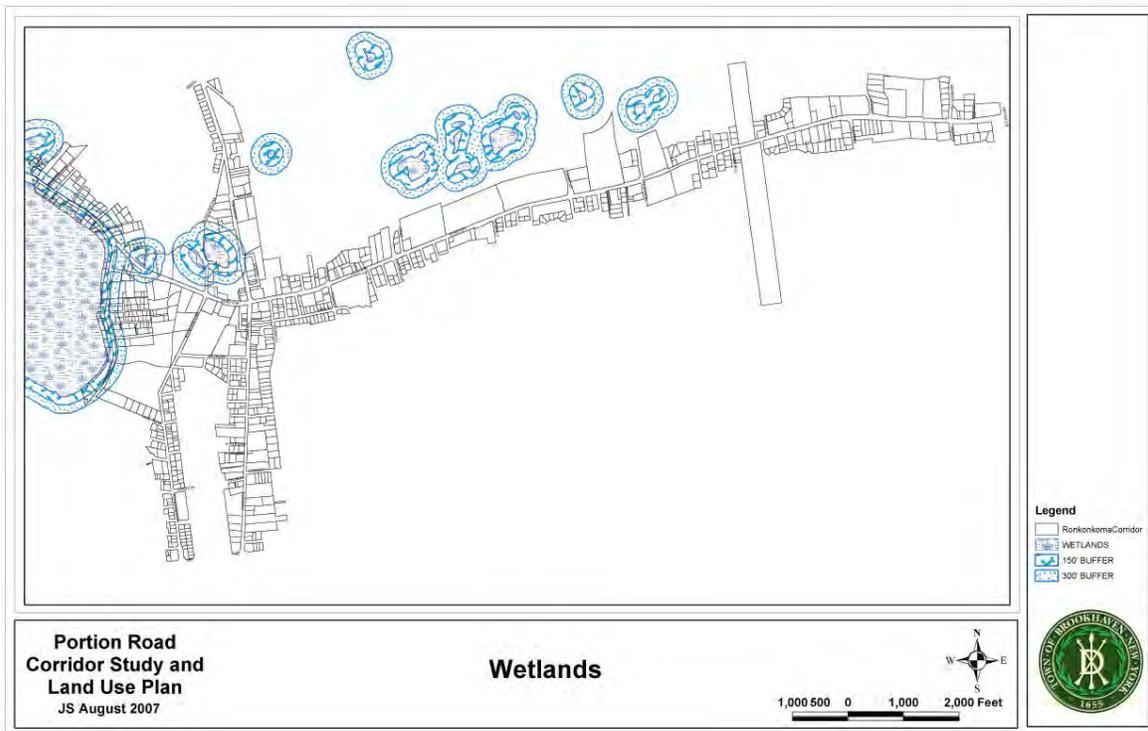


Figure 4 – Wetlands



## 6b. Parks and Open Space



# Public Land Inventory and Analysis

*To walk through a forest with curiosity and wonder is to walk in the footsteps of our distant ancestors.*

*Tom Turner*

Lake Ronkonkoma has approximately 90 acres of public parkland and open space, not including the largest public feature of this study area, Lake Ronkonkoma, which covers more than 250 acres. The lake provides for active and passive recreational uses such as fishing, swimming, boating and ice-skating. The Town of Brookhaven recently completed improvements to the Lt. Michael P. Murphy Town

Park, including a fishing pier and parking areas along the Lake. Suffolk County has also completed a major park improvement to Raynor Park, providing for playgrounds, band shell, ball fields, sitting areas and walking trails. The only other park in the area is the Waltess Estate Town Park, a small neighborhood park on Church Street.

The majority of the Town land is used for drainage or recharge purposes. Several of the County lands are also used for this purpose. Natural

wetlands and ponds dot the area.

Seventeen acres are also dedicated to public utility and 1.5 acres for the US Postal Service.

Of the 90 acres of public land, only 20 acres are used as active neighborhood park.

The local school district, Sachem School District, provides for other park and athletic facilities. Within this area, the school district holds 120 acres of land.

Only one commercial recreational use was found within the study area. A miniature golf course use was identified in the West Farmingville area.

## Public Lands Problems & Needs



- Several neighborhoods of the Lake Ronkonkoma area are not within walking distance of a park.
- Additional residential growth will create additional demands on town and county services, including parks.
- Although the town and county have improved parklands within the area, additional park facilities should be considered.
- Large open space lands can no longer be provided in this area. Any few remaining large vacant lands should acquire for open space purposes.
- Large vacant parcels of land are few and should be considered for public acquisition.

Land Owner	Total Acres	Undeveloped	Developed	Number of Sites
Town of Brookhaven	26	18	2	20
Suffolk County	44	76	3	78
Nature Conservancy	20	2	0	2

Table 7 – Public Lands Inventory

### Current Level of Service

As with some other municipal services, such as fire and police protection, standards have been defined to guide the provision of an adequate level of service for parks. These standards are usually expressed as acres of parkland provided for each 1,000 residents.

The existing neighborhood park level of service is approximately 2 acres for every 1,000 people within Lake Ronkonkoma, based on a current population of approximately 40,021. Neighborhood parks are the smaller parks that serve nearby homes and neighborhoods.

On a per capita basis, the overall area lacks sufficient active recreational and neighborhood park facilities.

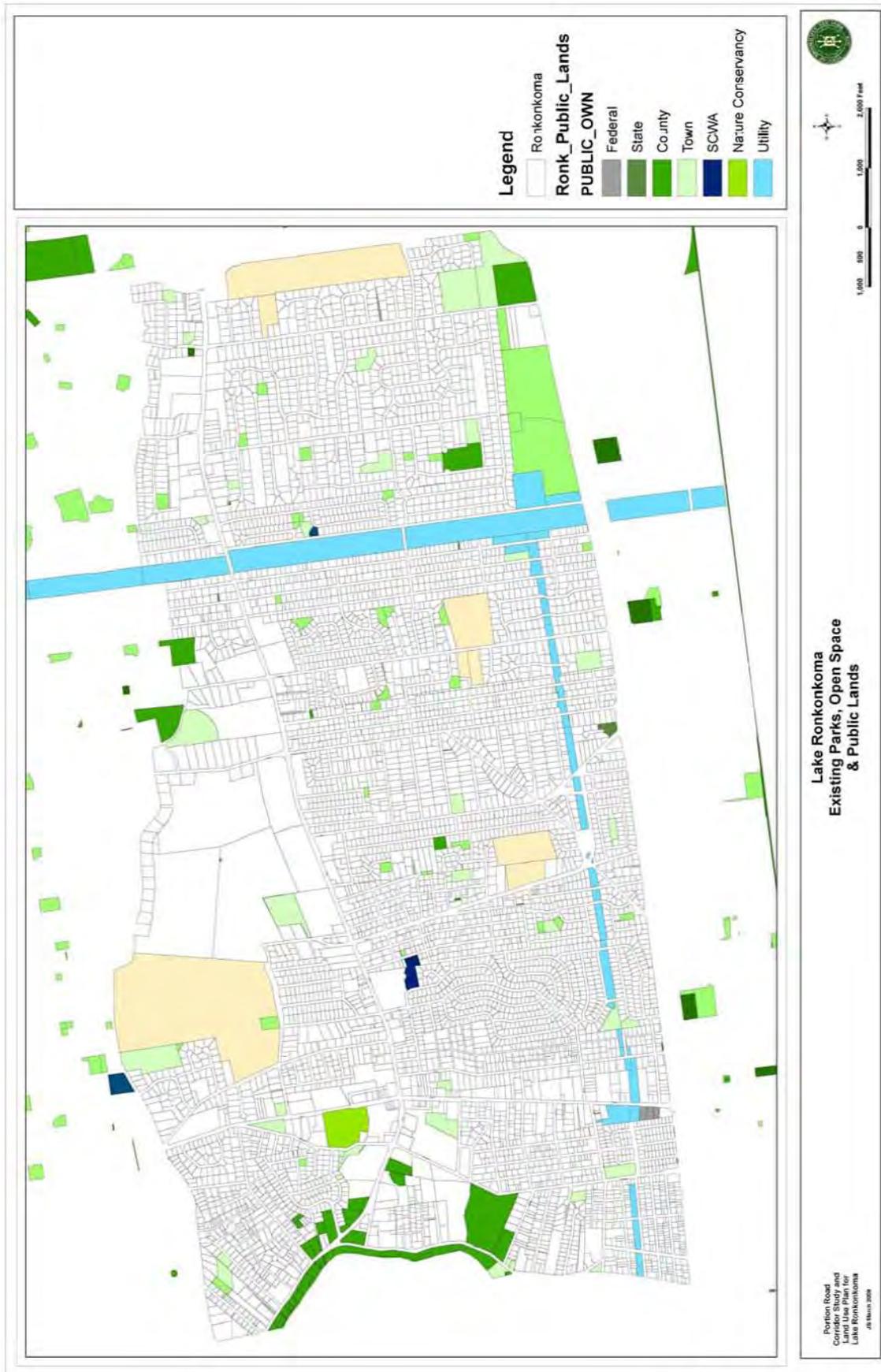


Figure 5 – Existing Parks, Open Space & Public Lands



## 6c. Historic and Cultural



# Historic Structure Inventory

*Hundred year old deeds, records, historic journals, letters, poems, postcards, treasured pictures, shared memories and anecdotes all tell the great story of Lake Ronkonkoma, "The Gem of Long Island."*

*Lake Ronkonkoma Historical Society*

The development of the Lake Ronkonkoma Village occurred in four stages. The area was first settled in the 1700's by pioneering families, primarily farmers with names such as Smith, Newton and Hawkins. The village began to take form, and in 1844 the railroad was put through, although there was no station in Lake Ronkonkoma. By 1885 the station was moved to Lake Ronkonkoma. This important move led to an increase in "outsiders" visiting the village. Wealthy New York families and important, famous individuals built large summer homes near the Lake, making the area an elite vacation spot.

Historic Structure	Circa	Location	Notes
Finlay Wolf House	Unknown	Ronkonkoma Ave.	Moved from Sayville
C.W. Hawkins House	1908	School Street	
Hawkins HomeStead	1885	Gatlot Ave	
MacManniman House	1797	Smith Road	Landmark
Smith House	1836	Smith Road	
Maude Adams House	1720	Cenacle Road	Landmark
Cenacle of St. Regis	1925	Cenacle Road	
Warner House	1858	Warner Lane	
Metzner Estate Garage	1890	Metzner Road	
Heilman House	1905	Lake Shore Road	
Finlay House	1909	Lake Shore Road	
DeVabre Mansion	1909	Portion Road	
Newtons Garage	1920	Portion Road	Landmark
Witte/Lawton House	1873	Portion Road	
Agnew and Taylor Store	1890	Hawkins Ave.	Landmark
Lake Front Hotel Casino	1884	Lake Shore Road	
Lakehurst Lodge Rest Home	1909	Lake Shore Road	
Ronkonkoma Inn	1909	Lake Shore Road	
Hoyt House/VFW	1904	Lake Shore Road	
Fitzgreen Hallock House	1888	Pond Road	Landmark
Kirk House	1914	Norwood Lane	
Lake Funeral Home	1905	Ronkonkoma Ave.	
Woodhull-Newton House	1796	Division Road	Landmark
Lake Ronk. Library Building	1917	Hawkins Ave.	Landmark
Old Firehouse	1906	Hawkins Ave.	
American Legion Building	1928	Church Street	
Peterman/Voleraft/Hethy Farm	1848	Holbrook Road	
St Mary's Episcopal Church	1987	Portion Road	
Hallock/Grackin House	1909	Portion Road	
School Well House	1912	Hawkins Ave.	

Table 8 – Historic Structures

## Inventory Data



The historic structures identified in the table are found on the Town of Brookhaven Historic and Natural Districts Inventory Forms which are kept on file at Town Hall.

The inventory was conducted in the early 1980's by the Brookhaven Community Development Agency. Based on the Historic Structure Inventory Data Forms, several of the historic houses listed were considered for historic landmark status. Many did not receive the recognized status, though some did. As in other areas of the Town, many of the structures originally identified in the 1981 inventory have been destroyed.

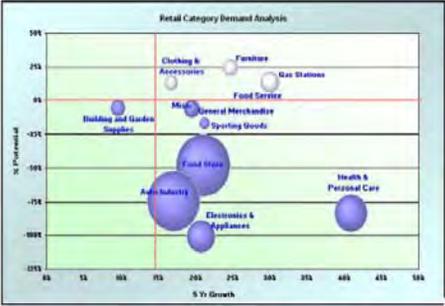


# 7. Economics

## Market Analysis

*Small businesses are the economic drivers of our country providing the stimulus our communities need.*

*Melissa Bean*



This plan continues to support a solid economy built on family wage jobs and a vibrant business community. It promotes on-going partnership efforts among the many economic development organizations (e.g., the Ronkonkoma Chamber of Commerce) and others (such as the town, county, and state) to selectively recruit and foster business development.

In addition, one of the strengths of this plan is its focus on providing new employment commercial activity centers and mixed-

use commercial activity centers. These places will provide jobs and services to keep the Lake Ronkonkoma and west Farmingville areas and our neighborhoods vital, safe, and livable.

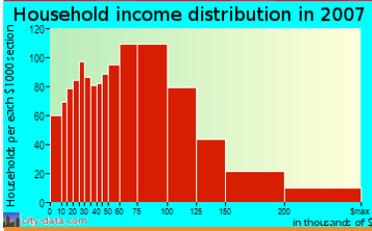
Downtown should focus on unique businesses, attractive gathering places, civic and cultural activities, offices, and housing. Retail and other activity-generating uses (such as restaurants) should be on the ground level of buildings downtown. Housing and offices should be

encouraged on upper floors of downtown buildings.

Portion of Road Downtown, Hawkins Avenue Main Street and the Morris Hamlet Center should have a pedestrian environment and public “people” places with year-round activity.

The community will support existing small businesses in the Lake Ronkonkoma and allow and encourage them to grow by promoting opportunities for local entrepreneurs to expand existing businesses and establish start-up businesses.

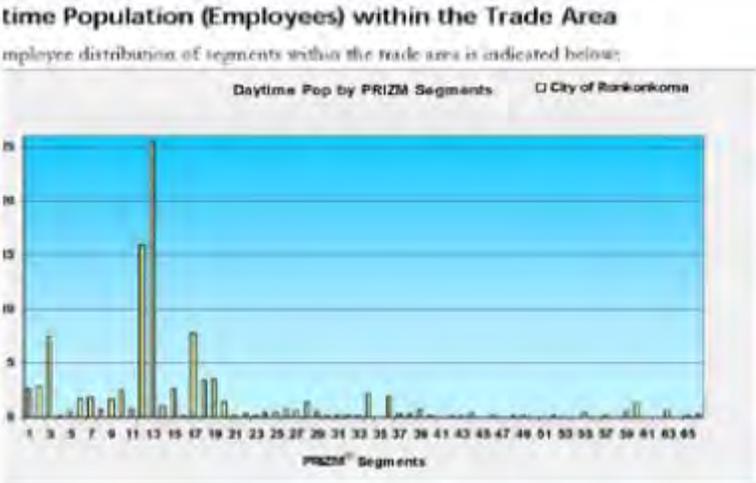
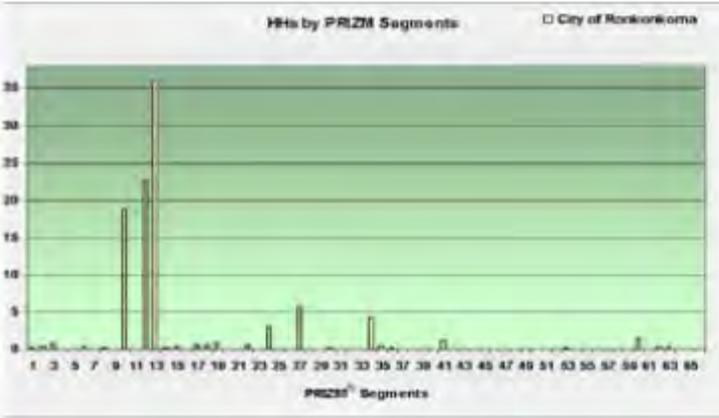
## ECONOMIC MARKET ANALYSIS



**Approach and methodology:**

- ❖ The issue of oversupply and its impact on the quality and performance of the existing retail within the study area.
- ❖ The potential for repositioning Ronkonkoma through a combination of consolidation and retuning of the overall merchandising mix.
- ❖ Building a more effective market positioning strategy by targeting merchandising categories that were determined to be under-served.

**Please refer to the Retail Market Analysis Report in Appendix 2**





## 8. Existing Infrastructure



# Transportation Introduction

*There can be no doubt that the transportation sector is the most critical sector of our economy.*

*Robert Brady*

The section of Portion Road (CR 16) within the corridor examined in the report is a major east-west highway serving the communities of Lake Ronkonkoma and Farmingville, all within the Town of Brookhaven. This section of the report identifies the existing conditions of the highway and provides the reader with a detailed understanding of the important elements of each of its roadway sections. These details are presented geographically, from west to east, for each of the identified hamlet centers on which the overall plan focuses.

Portion Road (CR 16) is a Suffolk County highway that runs from the Town of Smithtown to Montauk Highway in the hamlet of Brookhaven. The section between the Brookhaven Town line and Nichols Road (CR 97) is approximately 3.6 miles long. Throughout this area, Portion Road (CR 16) is classified as an urban minor arterial street and acts as a collector-distributor roadway serving local traffic. The roadway is under the jurisdiction of Suffolk County Department of Public Works for its entire length. It is generally configured as an undivided highway featuring one lane in each direction with unrestricted access. Turning movements are accommodated with dedicated turning lanes at most intersections with some areas having two way left turn lanes. As a Suffolk County highway, the roadway is marked by reference markers. Throughout the corridor, several major Town and County roadways intersect Portion Road (CR 16) and provide access to the Long Island Expressway (I- 495) to the south or Middle Country Road (NYS 25) to the north; from west to east they are:

- Lake Shore Road
- Ronkonkoma Avenue
- Hawkins Avenue
- Patchogue to Holbrook Road (CR 19)
- Ackerly Lane
- Holbrook Road
- Avenue D
- Warren
- Morris Avenue
- Nicholls Road (CR 97)



### UPCOMING SECTIONS:

- ❖ Local Streets
- ❖ Portion Road
- ❖ Town Roads
- ❖ Accident History
- ❖ Daily Traffic



## 8a. Local Streets

## TOWN ROADS

Lake Shore/Pond Road is a full access one-lane roadway that serves north-south traffic and forms the western limit of this land use plan. This roadway is under the jurisdiction of the Town of Brookhaven Highway Department and intersects the Long Island Expressway (I-495) at exit 60 to the south and Portion Road (CR 16) to the north.

Ronkonkoma Avenue is a full access one-lane roadway under the jurisdiction of the Town of Brookhaven Highway Department. Ronkonkoma Avenue intersects the Long Island Expressway (I-495) at exit 60 to the south. It provides access to the LIRR main parking and the Long Island MacArthur Airport in the Town of Islip to the south, and it intersects with Portion Road (CR 16) and Hawkins Avenue to the north.

Hawkins Avenue is a full access one-lane roadway under the jurisdiction of the Town of Brookhaven Highway Department. Hawkins Avenue intersects the Long Island Expressway (I-495) at exit 60 to the south. It provides access to the LIRR main terminal and intersects with Portion Road (CR 16) to the north and continues north to the Village of Lake Grove. Hawkins Avenue also serves as the local Main Street of the community.

Ackerly Lane is a full access one-lane roadway under the jurisdiction of the Town of Brookhaven Highway Department. Ackerly Lane connects Patchogue to Holbrook Road (CR 19) to the south and intersects with Portion Road (CR 16) to the north.

Holbrook Road is a full access one-lane roadway under the jurisdiction of the Town of Brookhaven Highway Department. Holbrook Road intersects the Long Island Expressway (I-495) at exit 62 to the south and intersection with Portion Road (CR 16). Holbrook Road continues north to Middle Country Road (NYS 25) in the hamlet of Centereach.

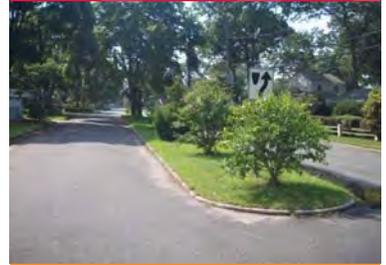
Avenue D is a full access one-lane roadway under the jurisdiction of the Town of Brookhaven Highway Department. Avenue D intersects the Long Island Expressway (I-495) at exit 62 to the south and intersects with Portion Road (CR 16) to the north.

Warren Avenue is a full access one-lane roadway under the jurisdiction of the Town of Brookhaven Highway Department. Warren Avenue intersects the Long Island Expressway (I-495) at exit 62 to the south and intersects with Portion Road (CR 16) to the north.

Morris Avenue is a full access one-lane roadway under the jurisdiction of the Town of Brookhaven Highway Department. Morris Avenue intersects the Long Island Expressway (I-495) at exit 62 to the south and intersects with Portion Road (CR 16) to the north.

Patchogue to Holbrook Road (CR19) is a full access one-and two-lane arterial highway. It provides access to and from the Village of Patchogue to the south to Portion Road (CR 16), and it intersects with the Long Island Expressway (I-495) at exit 61. This roadway is under the jurisdiction of Suffolk County Department of Public Works (SCDPW).

Nichols Road (CR 97) is a limited access two-lane divided arterial highway. It provides access from Montauk Highway in the hamlet of Blue Point to the south to the hamlet of Stony Brook in the north and intersects with the Long Island Expressway (I-495) at exit 62. This roadway is under the jurisdiction of SCDPW and forms the western boundary of this land use plan.





## 8b. Portion Road (CR 16)

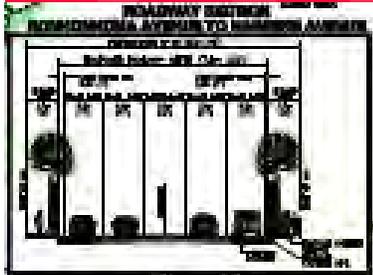


# Portion Road (CR 16) Roadway Improvement Plan

*Suffolk County maintains over 420 miles of County Roads, 140 bridges, 300 waterways and operates 730 traffic signals.*

*Suffolk County Department of Public Works*

## CR 16 Improvement Plan



Portion Road (CR 16) (within the corridor study area) is the major east-west highway serving communities as previously stated, the purpose of this section is to identify the existing conditions of this highway and provide a detailed understanding of the important elements of each of its roadway sections. These details of each roadway section are presented geographically, from west to east.

Portion Road (CR 16) is a Suffolk County highway that runs from the Town of Smithtown to Montauk Highway in Brookhaven. The section between the Town line and Nicolls Road (CR 97) is approximately 3.6 miles long.

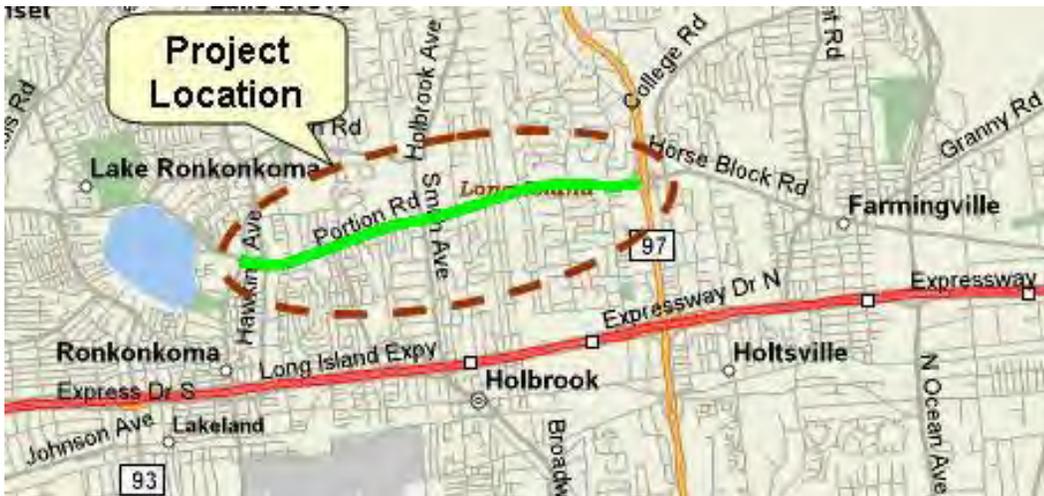
The roadway is under the jurisdiction of Suffolk County Department of Public Works for its entire length. It is generally configured as an undivided highway featuring one lane in each direction with unrestricted access. Turning movements are accommodated with dedicated turning lanes at most intersections, with some areas having two-way left turn lanes.

Suffolk County Department of Public Works has examined this section of roadway as part of an overall highway improvement plan. The improvement plan along with the statistical data is available from the Suffolk County Department of Public Works.

Suffolk County is undertaking a major improvement plan of Portion Road (CR 16) within the study area.

Highlights of the CR 16 improvement plan include:

- Widening of the highway at strategic areas to reduce traffic congestion at critical intersections
- Single lane at transitions
- Medians
- Elimination of center 2-way turn lane
- Bike lanes
- Crosswalks
- Street trees
- Street furniture
- Streetlights



<http://www.co.suffolk.ny.us/dpw/cr16/>

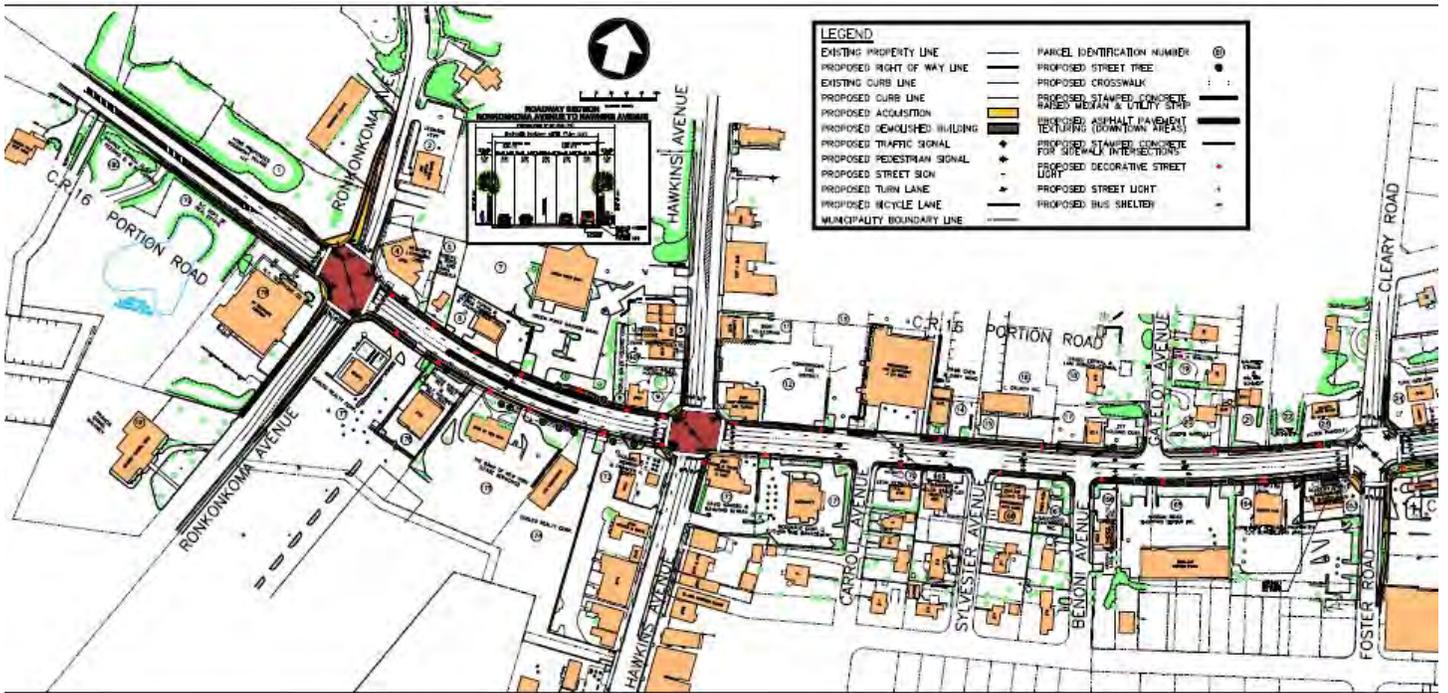


Figure 6 – DPW CR 16 Improvement Plan



# 8c. Town Roads



## Examination of Town Roads

*The Town of Brookhaven Highway Department is one of the largest in the State of New York.*

*Town of Brookhaven Highway Department*

# CRITICAL INTERSECTIONS



The Town of Brookhaven maintains 2000 miles of roadway in this study area. The principal use of these roads is providing vehicular access to the residential communities. Several of these roads are considered to be major collector roads that intersect with Portion Road (C.R. 16). The main routes that will be examined herein include: Ronkonkoma Avenue, Hawkins Avenue, Carole Avenue, Ackerly Lane, Holbrook Road, Morris Avenue and Warren Avenue. These routes provide north/south connections from the Long Island Expressway and other destinations to the south to Portion Road (CR 16) and other destinations to the north.

Other routes, such as Smith Road, School Street and Church Road/Foster Road provide east/west connections. Many of the east/west connections east of Patchogue to Holbrook Road (CR 19) have been disconnected by residential subdivision planning of the past.

### Key intersections include:

- Portion Rd. @ Lake Shore/Pond Rd.
- Portion Rd. @ Ronkonkoma Ave.
- Portion Rd. @ Hawkins Ave.
- Portion Rd. @ Foster Ave./Cleary Rd.
- Portion Rd. @ Patchogue-Holbrook Rd. (CR 19)
- Portion Rd., @ Hans Blvd.
- Portion Rd. @ Ackerly La.
- Portion Rd. @ Cenacle Rd./Smith Ave.
- Portion Rd. @ Holbrook Rd.
- Portion Rd. @ Avenue D
- Portion Rd. @ Warren Ave.
- Portion Rd. @ S. Howell Ave.
- Portion Rd. @ Morris Ave.
- Portion Rd. @ Nichols Rd. (CR 97)



Hawkins Avenue, Gatelot Avenue and Smith Road. Known as the "Five Corners"



Ronkonkoma Avenue and Hawkins Avenue

Figure 7 – Critical Intersections



Lake Shore/Pond Road and Church Street



Ronkonkoma Avenue and Division Street



Ronkonkoma Avenue and Church Street

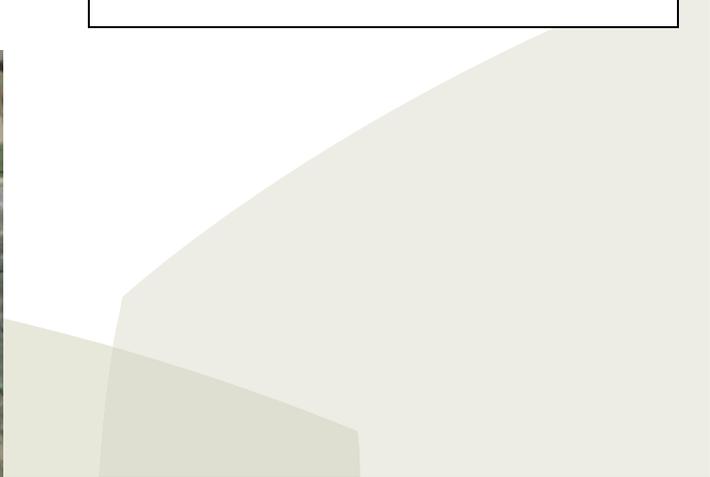


Figure 7 – Critical Intersections



Hawkins Avenue and Church Street



Hawkins Avenue and Division Street



Hawkins Avenue and School Street



Holbrook Road and Nokomis School



Morris Avenue and Cynthia Drive

Figure 7 – Critical Intersections

# 8d. Accident History



## Accident Data

*All great work is preparing yourself for the accident to happen.*

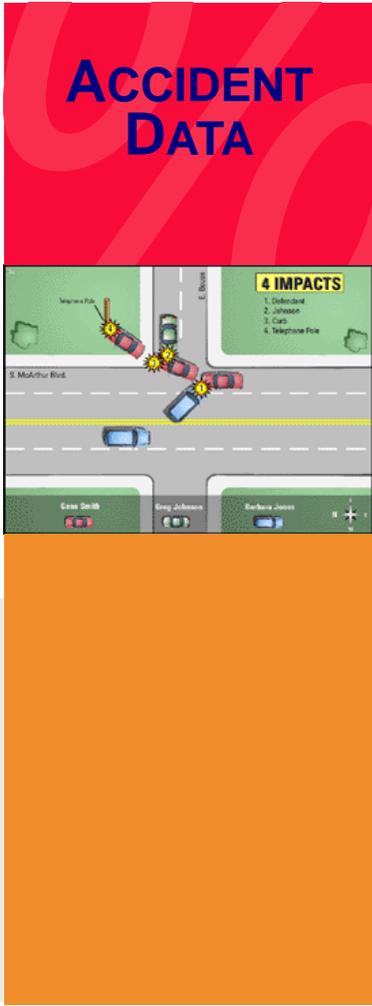
*Sidney Lumet*

HAL. The charts below show the total number of accidents occurring at and between the intersections identified along roadways during the three most recent years for which complete data is available.

The intersections along the Long Island Expressway, NYS Route 495, North Service Road and Portion Road (CR 16), experience the highest occurrence of accidents. While it is beyond the scope of this document, a thorough examination of accident

trends and causes should be undertaken as each area is developed. It is noted that New York State and Suffolk County are responsible for their intersections and any corrective measures deemed necessary.

As indicated on the following graphs, high crash frequencies occur at intersections with the LIE North Service Road and Portion Road, likely associated with the higher vehicle volume at these intersections.



The Town of Brookhaven Division of Traffic Safety provided data related to accident history and the existence of high accident locations (HAL) along Town roads within the study area. The Town recognizes a location with a frequency of five or more crashes per year at an intersection under its jurisdiction as a

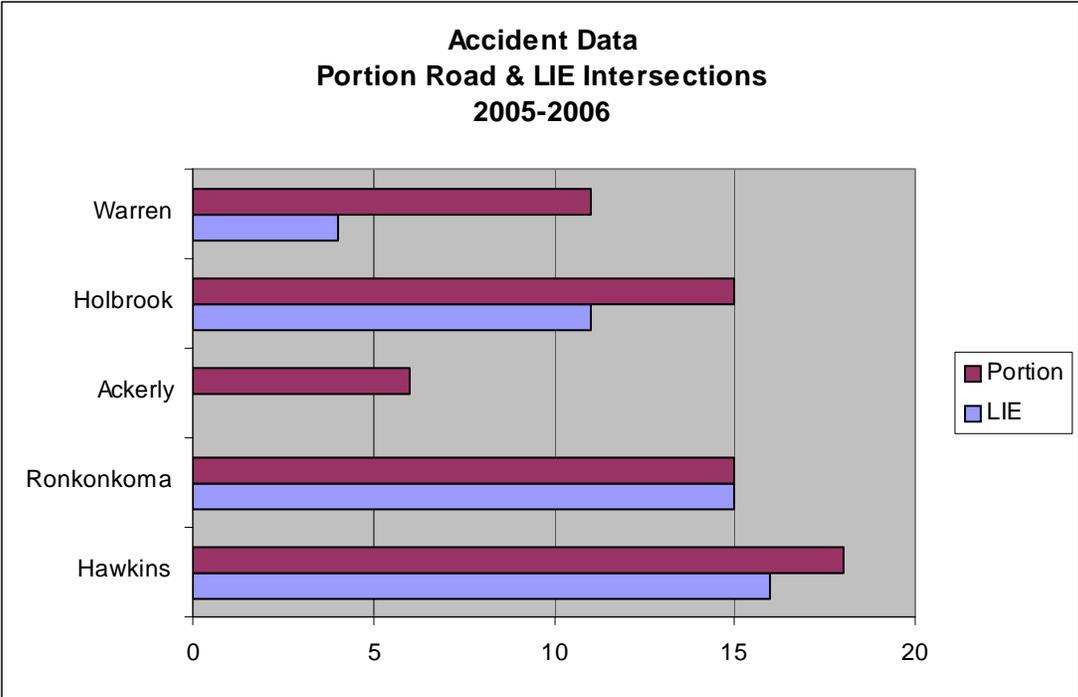


Table 9 – Accident Data

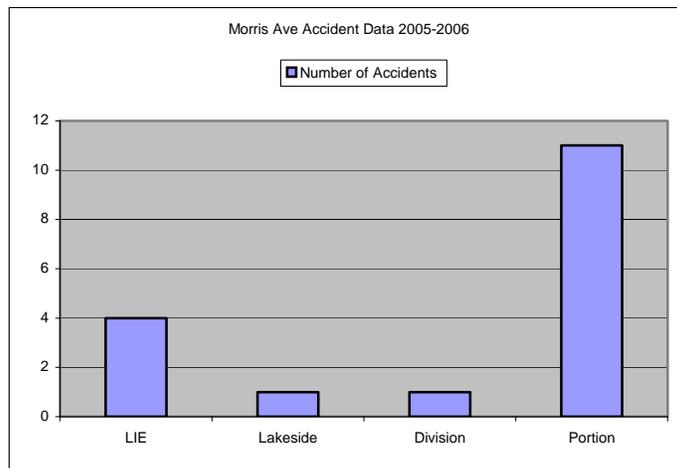
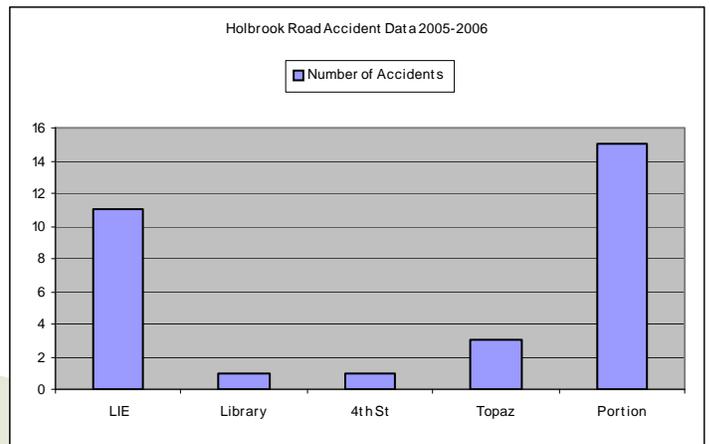
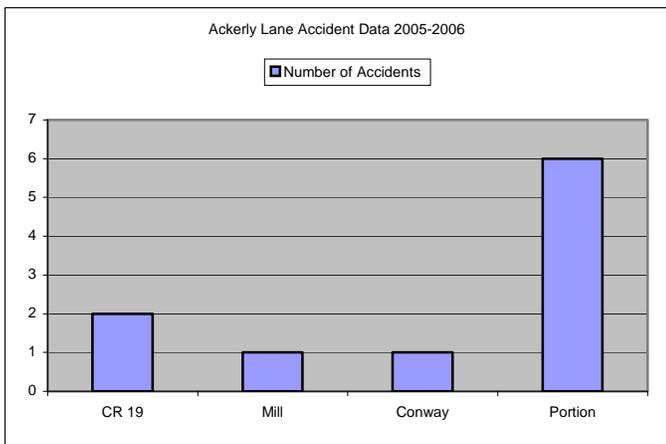
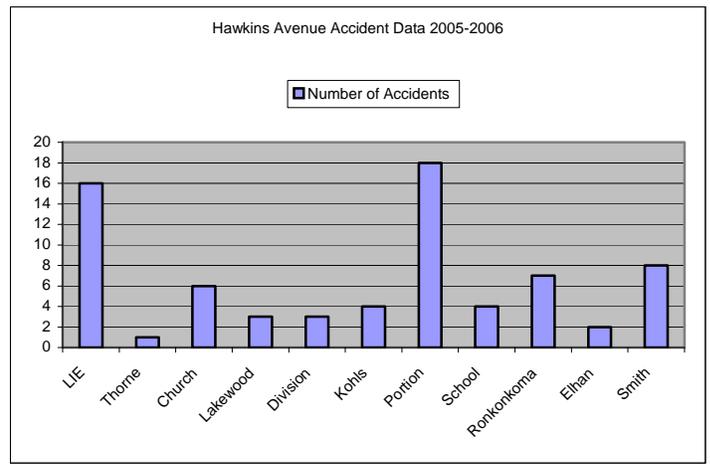
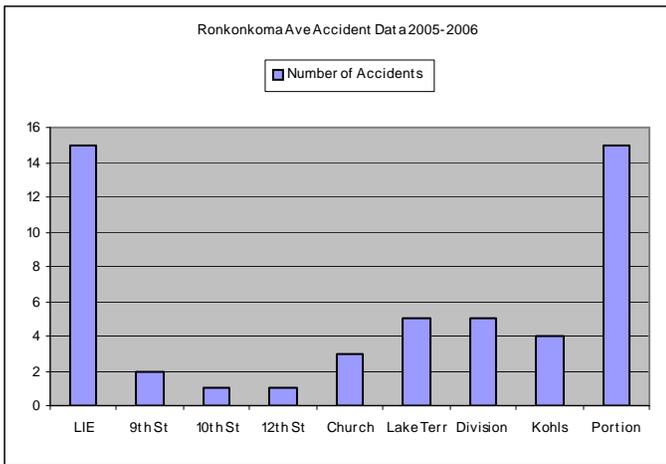


Table 9 – Accident Data



# 8e. Average Daily Traffic



## Daily Traffic Counts

*Traffic is only one of the side effects of growth.*

*Roy Barnes*

The Town of Brookhaven periodically collects Average Daily Traffic (ADT) data on Town roadways. Available data is provided for specific sections of roadways within the study area.

A review of the operational analysis results, intersection and traffic volumes, reveals

that although most intersections generally operate at acceptable levels of service (LOS), some individual intersection movements do experience operational problems that are the result of high volumes (see Table 00).

A growth factor of two percent per year is typically applied when projected volumes are needed to establish

baseline or future estimates of traffic volumes. Generally, an increase of five percent or greater for a specific intersection approach volume may require further evaluation and impact mitigation.

Roadway function and characteristics are carefully considered when evaluating performance levels and safety measures.

# TRAFFIC COUNTS



The Town of Brookhaven classifies its roadways using the following guidelines.

**Classification Volume**

Arterial	>5000 VPD
Collector	>2000 VPD
Local	<2000 VPD

> = Greater Than  
< = Less Than  
VPD = Vehicles Per Day

STREET	LOCATION	DATE	N/B ADT	85 <sup>th</sup>	S/B ADT	85 <sup>th</sup>	E/B ADT	85 <sup>th</sup>	W/B ADT	85 <sup>th</sup>
Innis Ave	N/O Church St	4/30/04	183	31.7						
Church St	W/O Innis Ave	4/30/04					2982	41.8		
Hillcrest St.	W/O Ronkonkoma Ave	5/04/04					645	31.1		
Ronkonkoma Ave	S/O Hillcrest St	5/04/04	8609	42.9						
Carroll Ave	N/O Union Ave	12/02/04	345	33.9						
Knickerbockers Ave	Btwn RR Ave & Union Ave	2/1/05	2293	32.4						
Gatelot Ave	N/O School Access N	4/18/05	4176	46.2						
Lake Ter	W/O Ronkonkoma Ave	6/03/05					557	37.2		
Lakewood Rd	E/O Ronkonkoma Ave	6/03/05					245	22.7		
Ronkonkoma Ave	N/O Lakewood	6/03/05	16244	41.9						
Ronkonkoma Ave	S/O Lakewood S	6/03/05	16145	44.7						
Cenacle Rd	S/O Smith Rd (I/F/O New House)	6/13/05	9802	38.5						
Church St	W/O Pleasure (I/F/O #177)	1/19/06					2202	30.1		
Church St	E/O Pleasure (I/F/O #181)	1/19/06					2201	30.2		
4th street	W/O Ave C						165	25	119	21
Pleasure St	N/O Church (I/F/O #111)	1/27/06	114	30.6						
Pleasure St	S/O Church (I/F/O #122)	1/27/06	307	29.3						
Church Pl	N/O Church St (I/F/O #3)	4/20/06	10	19.6						
Heatherwood Ln	Ronkonkoma Ave	10/27/06					373	21	375	20
Sylvester Ave	Portion Rd	11/4/06	66	27	43	32				

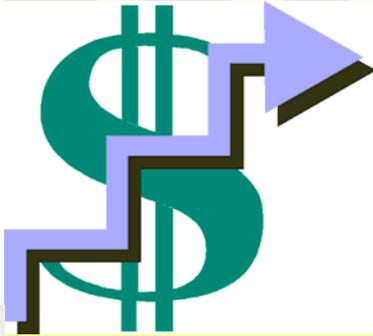
Table 10 – Daily Counts

STREET	LOCATION	DATE	N/B ADT	85 <sup>th</sup>	S/B ADT	85 <sup>th</sup>	E/B ADT	85 <sup>th</sup>	W/B ADT	85 <sup>th</sup>
Samuel St	Btwn Sylvester Ave and Benoni Ave	1/10/07					172	34	208	35
Benoni Ave	Btwn Portion Rd and Samuel St	1/10/07	89	26	152	26				
Caroll Ave	Btwn Portion Rd and Cherry St	1/1107	644	30	534	31				
Innis Ave	Carlson ST	1/31/07	83	28	83	28				
Virginia Ave	I/O House # 65	7/11/07	728	39	673	41				
Ave C	S/O 4th Street	7/24/07	175	35	224	33				
Ave C	N/O 4th Street	7/24/07	197	35	184					
Chestnut St	East of Linden St	11/11/07					20	21	25	21
Chestnut St	West of Linden St	11/11/07					20	13	26	16
Linden St	North of Chestnut St	11/11/07	64	26	145	28				
Linden St	South of Chesnut St	11/11/07	64	25	150	30				
Holbrook Ave	across from # 234	3/03/08	1835	43	1763	43				
Hawkins Ave	Approches to School St	06/20/08	6006	44.7	4945	43				
School St	Hawkins Ave	06/20/08					991	31	1001	34.9

Table 5 – Daily Counts



# 9. Economic Recommendations

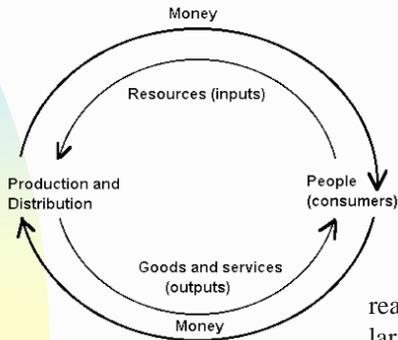


**Potential Gap Opportunities**

- Home center
- Family clothing
- Quick service
- Restaurant
- Uniform & supply
- Pet supply
- Ice cream/yogurt
- General merchandise
- Art supply
- Juvenile furniture
- House wares
- Bedding and linen
- Furniture store
- Home furnishings
- Miscellaneous retail

**Please refer to the Retail Market Analysis Report in Appendix 2**

The full circular flow:



## Retail Market Analysis Recommendations

*What must occur is a greater recognition by investors of their individual responsibility.*  
Arthur Levitt

The market analysis prepared by Seth Harry & Associates for this land use plan provides recommendations to improve and sustain existing and new commercial uses within the Portion Road study area.

This study area has become the location of choice for many commercial activities which benefit from

reasonable proximity to the larger, more affluent market, but whose business models cannot sustain the more expensive rents. The cumulative impact of these factors is that the net amount of retail goods and services exceeds the net supportable square footage. Within that oversupply, there are specific categories that are overrepresented to a greater extent than others.

However, within the

overall range of retail merchandise categories that are potentially supportable, there are also several which are currently underrepresented in the market. This presents an opportunity to target particular retailers that could help define new market niches and that could be used to reinforce and articulate the individual retail zones called for in the comprehensive community master plan.

**Market Analysis Recommendations:**

- ❖ Reduce the overall amount of retail in the study area, by consolidating the commercially zoned land within the hamlet into no more than three discreet retail zones, each with its own unique merchandizing focus and theme.
- ❖ Promote landuse and building type regulations which encourage a more compact, walkable urban form in the community's core, which will help to attract and support more diverse, locally-owned commercial enterprises, helping to define a more distinctive niche market position for the hamlet as a whole.
- ❖ Limit the size of the assumed trade area to one that is more realistically supportable, and tailor the retail mix accordingly, focusing on more neighborhood-serving convenience goods and services. This will include conventional grocery-anchored community shopping centers, of the type identified as being overrepresented, but more accurately calibrated and positioned to match the actual supportable demand.
- ❖ Provide additional quality and diversity of retail offerings by raising the threshold level of entry, and by targeting specific retailers whose customer profiles match the demographic and psychographic characteristics of the market. These retailers will value enter into the market more than randomly self-selected merchants who are attracted primarily by the low prevailing rent structure.
- ❖ Creating more "place-based" retail environments and introducing other uses into the mix will help to create more unique and intimately defined dynamic between the merchant and the consumer, fostering a more robust, loyal relationship for both.
- ❖ Mixed-uses reduce auto-dependency, increases the size of the local consumer market, and promotes a higher capture rate within the local trade area, helping to support more unique, locally-owned businesses, which in and of themselves return a much higher percentage of their gross sales receipts into the local economy.





# 10. Land Use Introduction

## Land Use Recommendations



Agnew & Taylor Hardware Store  
Location: Southeast Corner of Hawkins Ave. and Portion Rd. Intersection

*We know we belong to the land, and the land we belong to is grand.*

Oscar Hammerstein

### UPCOMING SECTIONS:



Lake Ronkonkoma is an active community with a unique personality and a distinct sense of place. Through cooperative efforts the Town of Brookhaven and the community prepared these land use recommendations contained in this section of the land use plan. The recommendations are expected to foster the development and redevelopment of the Portion Road corridor in a cohesive and coordinated manner. Any new development or redevelopment of properties must be compact and convenient for residents seeking goods and services. These recommendations will provide the foundation and tools with which this area can grow and prosper while providing a revitalized, pedestrian-friendly community.

The formalization of the main street and downtown areas where a greater density can be provided within the centers and a lesser density at its perimeter, in the transitional areas, will accomplish the goals of this plan. It is important to eliminate sprawl by concentrating infrastructure and drawing a distinction between the downtown and regional centers by establishing commercial and residential transition areas.

To further the goals of this plan and the community's vision for Lake Ronkonkoma and the Farmingville area, the Portion Road corridor is identified in distinct areas. They include the Hawkins Avenue Main Street District, the Portion Road Downtown, Morris Avenue Neighborhood Center and the Highpoint Regional Center.

Outside these distinct centers transitional areas are designated, which offer non-retail commercial uses with specific design standards. This methodology is used in other areas around the Town to reduce commercial sprawl.

Opportunity sites offer options for redevelopment of existing gray field sites that may not fit into the distinct areas identified. Other commercial land uses identified include: commercial recreation, office use and heavy commercial uses. Lastly, residential land uses are identified both single family and multi-family.

The architecture proposed in these distinct areas is integral to the overall

community design. Each area should have its own architectural features and elements to reflect the established sense of place of this community. All existing and any new structures in these areas should be reviewed for architectural consistency upon application to the Town of Brookhaven.

The following sections of the Portion Road Land Use Plan are intended to offer typical site layouts along with design standards for each of the distinct areas. The intent is to offer a visual representation of the desire of the Town of Brookhaven's desire to create pedestrian-oriented commercial and residential land uses along this corridor. These typical site layouts and designs depict how sites could be developed within the main street, downtown and other areas identified. Each parcel will be required to file the necessary applications to the Town of Brookhaven.

- ❖ Land Use Plan Categories
- ❖ Land Use Plan
- ❖ Design Guidelines Introduction
- ❖ Ronkonkoma Downtown Introduction
- ❖ Main Street District
- ❖ Main Street Layout
- ❖ Main Street Design
- ❖ Main Street Infill
- ❖ Other Design Elements
- ❖ Downtown Lake Ronkonkoma
- ❖ Downtown Layout
- ❖ Downtown Design
- ❖ Downtown infill
- ❖ Other Design Elements
- ❖ Morris Neighborhood Center
- ❖ Morris Layout
- ❖ Morris Design
- ❖ Regional Centers
- ❖ Regional Center Layout
- ❖ Regional Center Design
- ❖ Commercial Transition
- ❖ Transition Layout
- ❖ Transition Design
- ❖ Opportunity Sites
- ❖ Other Land Uses
- ❖ Residential Transition
- ❖ Residential Layout
- ❖ Residential Design
- ❖ Residential Development
- ❖ Single Family
- ❖ Multifamily Development
- ❖ Other Land Uses



# 10a. Land Use Plan



## Land Use Plan Categories

*Land really is the best art.*  
*Andy Warhol*

The Portion Road Land Use Plan designates specific areas for specific land use categories. Each land use category offers a variety of permitted land uses that are typically associated with that category. This section describes each category and associated permitted land use as they appear in the land use plan.

The categories are also related to the Town of Brookhaven's land use legislation or Town Code zoning district. This is done in order to better assist the reader and ultimate user of this land use plan and help guide the desired development to the appropriate land use category and zoning district.



**Medium Residential** class refers to the current configuration of the single family residential development pattern of the area. The areas in Lake Ronkonkoma are predominately zoned and developed as C Residential (9,000 sq.ft. lots). The areas in Farmingville are predominately zoned and developed as B Residential (15,000 sq.ft. lots). Land uses identified in this category are proposed to be zoned and used for single family residential purposes.



**Multi-Family Residential/High Res** class refers to several different attached housing options and types including garden apartments, condominium and townhouse. Opportunities exist for future multi-family housing within the study area; however, this land use should be limited to those areas identified in the plan. Future development should also be consistent with the Town Code provisions and regulations pursuant to the MF Residential Zoning District.



**Elder Multi-Family Residential** multifamily housing designed for older people including adult retirement community, assisted living facility, congregate residences, continuing care retirement community and nursing home. Development or redevelopment for these land uses should be consistent with the PRC, PRCHC or NH-H Residence Districts of Town Code.



**Residential Transition** areas provide for commercial land uses but prohibit retail commercial uses, consistent with the J Business Zoning District. The Residential Transitional category also provides for a distinctive residential architectural treatment. Development in this class requires a residential architecture. This designation is designed to permit non-retail commercial uses while concentrating retail commercial to more appropriate areas and reducing sprawl.



**Office** category limits land use development or future development to office related uses only, consistent with the J4 Business District.

# LAND USE PLAN LEGEND

- ❖ **Medium Residential**
- ❖ **High Residential**
- ❖ **Residential Transition**
- ❖ **Office**
- ❖ **Commercial Transition**
- ❖ **Commercial Recreation**
- ❖ **General Commercial**
- ❖ **Downtown**
- ❖ **Regional Center**
- ❖ **Heavy Commercial**
- ❖ **Open Space**
- ❖ **Park**
- ❖ **Institutional**
- ❖ **Opportunity Sites**



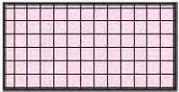


# 10a. Land Use Plan (cont)

# LAND USE PLAN LEGEND



**Neighborhood Commercial (Commercial Transition)** refers to areas of existing traditional commercial retail strip development that provide convenient shopping and services to nearby and adjacent residential neighborhoods. These areas provide a separation between the downtown district, the regional center district and the residential transition district by providing a different front yard or streetscape treatment.



**Commercial Recreational** uses allow for a variety of uses, from miniature golf to social recreation hall, consistent with the CR Commercial Recreation Zoning District. Based on the size and character of this area, larger CR uses permitted in this zoning district should be prohibited.



**Downtown/Main Street** class refers to the Hawkins Avenue **Main Street**, Portion Road **Downtown** and Morris **Hamlet Center** and is designed to be the pedestrian-oriented center of Lake Ronkonkoma and Farmingville. The uses and site layout are consistent with the J6 Main Street Business District.



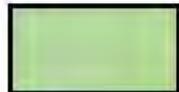
**Commercial/Regional Centers** represent those uses that typically attract consumers both locally and from a large contributing area. Land uses include supermarkets, regional movie theater, and other large scale retailers on parcels of land in excess of five acres, consistent with the J2 Business District.



**Heavy Commercial** uses consist of gasoline filling stations, automotive repair and dealerships as well as fast food restaurants, consistent with the J5 Business District.



**Open Spaces** are areas preserved as natural and undisturbed lands for preservation purposes. Passive recreation uses may also be included in this category.



**Parks** include active and passive recreations sites and may also include pocket parks, ball fields and tot lots as well as village greens.



**Institutional** uses are typically permitted in most zoning districts and include such uses as place of worship and cemetery but may also include municipal uses such as post office, fire department and public utilities.



**Opportunity Sites** offer the opportunity for redevelopment of those parcels identified as alternative land uses or site layout and design. The parcels are specifically identified and future uses potential land uses are recommended herein.

- ❖ **Medium Residential**
- ❖ **High Residential**
- ❖ **Residential Transition**
- ❖ **Office**
- ❖ **Commercial Transition**
- ❖ **Commercial Recreation**
- ❖ **General Commercial**
- ❖ **Downtown**
- ❖ **Regional Center**
- ❖ **Heavy Commercial**
- ❖ **Open Space**
- ❖ **Park**
- ❖ **Institutional**
- ❖ **Opportunity Sites**

	Med Residential
	High Residential
	Elder Residential
	Res Transition
	Office
	Com Transition
	Comm Recreation
	Gen Commercial
	Downtown
	Commercial Center
	Heavy Commercial
	Open Space
	Park
	Institutional
	Opportunity Sites



# 10a. Land Use Plan (cont)

## Portion Road Draft Land Use Plan

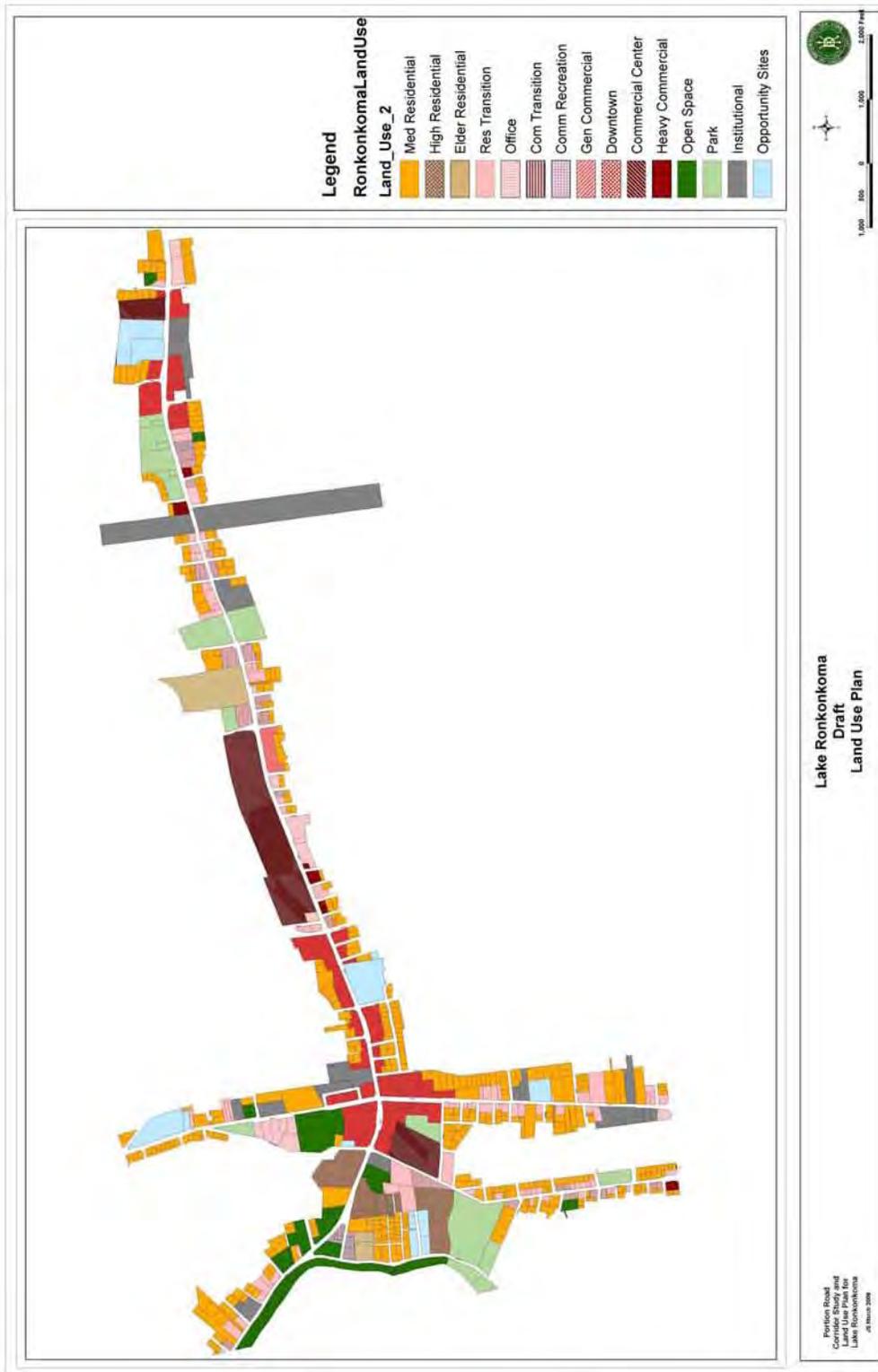
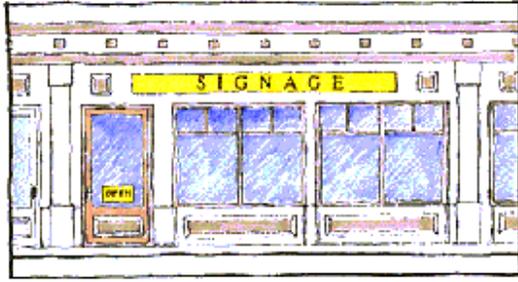


Figure 8 – Land Use Plan

# 11. Design Guidelines



## Design Guideline Introduction

*Design is directed toward human beings. To design is to solve human problems by identifying them and executing the best solution.*

*Ivan Chermayeff*

The following section of this land use plan provides the layout, design elements and recommendations for each of the distinct areas identified in Chapter 11.

Layout standards show the desired placement of buildings and structures, parking facilities and other development criteria. These criteria are based on the recommended zoning district for each of the distinctive areas. The standards may also include recommendations regarding density, building height and

building massing. Design standards show the desired building architecture and building form. These may include architectural consistency and character, material types, signage and streetscape.

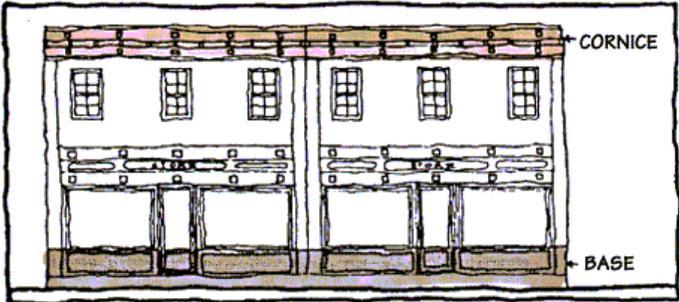
As a part of this process, amendments to the *Main Street Business District Design Manual* may be warranted. This plan may also provide the basis for the adoption of other design manuals for incorporation into Town Code. Amendments to the Town

Zoning Ordinance may also be warranted.

This plan is intended to be user-friendly and assist anyone wishing to develop or redevelop property in this study area. Pull sheets have been provided offer a glimpse of the legislative requirements and desired design features for the distinctive areas within the land use plan. Applications for development or redevelopment should follow Town Code requirements for application submission standards.

## DESIGN INTRODUCTION

- Layout Standards
- ❖ Placement of Buildings
  - ❖ Placement of Parking
  - ❖ Building Height
  - ❖ Building Density
  - ❖ Building Massing
- Design Standards
- ❖ Building Architecture
  - ❖ Building Form
  - ❖ Building Materials
  - ❖ Streetscape
  - ❖ Signage





# 12. Ronkonkoma Downtown



## Downtown Lake Ronkonkoma

*Downtown is a term used to refer to a city's core, usually in a geographically, commercial, and community sense.*

*APA Planning and Urban Design Standards*



The Ronkonkoma Downtown consists of Hawkins Avenue Main Street and parts Portion Road. Many of the existing buildings along the main street presently comply with these standards. These layout and design standards should be applied as a guide to new construction and redevelopment within the Ronkonkoma Downtown area.

In-fill development along Hawkins Avenue and Portion Road is desirable in areas that do not have building frontage along the roadway in a typical main street fashion, which positions the buildings to the street with pedestrian focus along the roadway with larger sidewalk areas.

The Hawkins Avenue Main Street has

an established building setback line. Any new development or redevelopment should be consistent with the existing building setbacks. Portion Road should have a different building setback line to draw a distinction between the main street and the downtown areas.

Other improvements, such as new signage, blade signs and awnings, will brighten the ambiance of the downtown. This can be accomplished with simple façade changes to some of the existing buildings.

Parking facilities should be located in the rear of the buildings and be open for common use or municipal owned or maintained. For existing commercial uses with front yard parking, attempts should be

made to relocate parking to the rear of the buildings. The former front yard parking areas should than be landscaped or used as plaza/courtyard areas.

Land uses for these areas are typically retail and encourage second story residential or office uses. Accessory uses such as outdoor dining and retail display should be encouraged. Back doors should be provided for pedestrians to access the buildings from the parking areas.

Buildings that cannot provide a second story use should be designed to appear as a two to two and one half story building through architectural design.

Land uses for the Lake Ronkonkoma Downtown are consistent with those found in the J6 Business District.

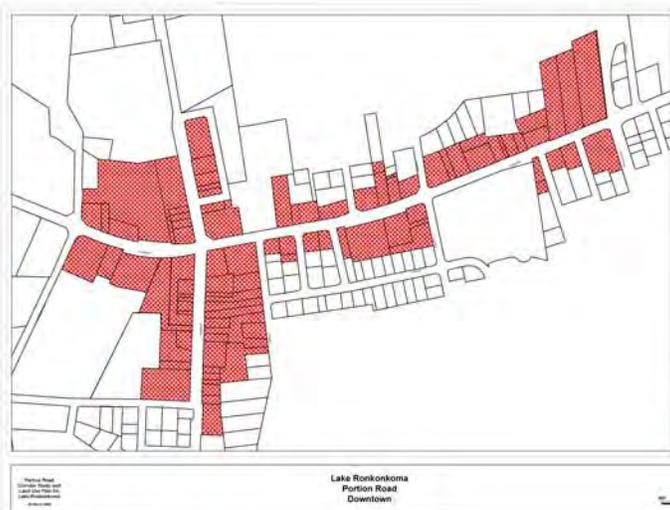


Figure 9a – Downtown Lake Ronkonkoma

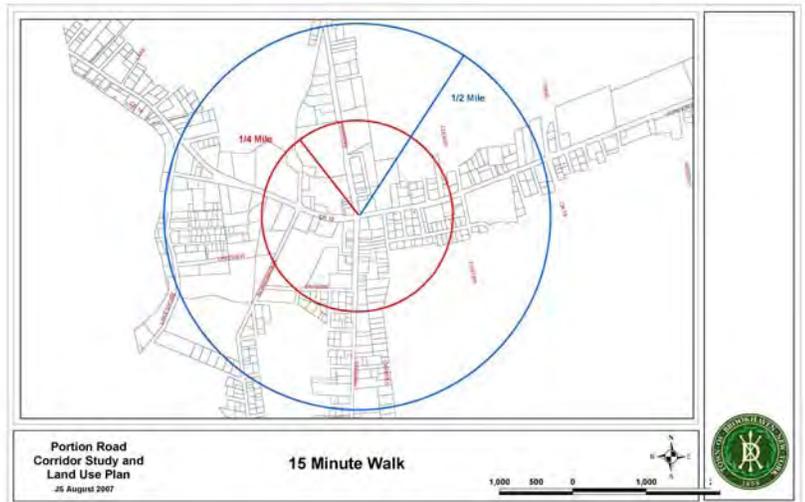


Figure 9b – 15 Minute Walk





# 13. Main Street

## Hawkins Avenue Main Street Introduction

*The main street corridor is the smallest and shortest length of all commercial corridors.*

*APA Planning and Urban Design Standards*



The Hawkins Avenue Main Street is the heart of Downtown Lake Ronkonkoma. Existing buildings line the street with typical street furniture and street trees. This main street runs from Lloyd Court on the northern end to Division Street at the southern end for approximately 1,850 linear feet.

This section of the land use plan provides the layout and design recommendations for the future improvements to this main street. Provided with the layout

and design standards are general recommendations for improvements to streetscape, parking facilities, roadway treatments as well as future and potential land uses.

Main streets flourish when they offer a variety of goods and services, a pleasant community environment and convenient access. Design and physical appearance contribute directly to their livability and economic success.

The cornerstone of this main street is the Agnew &

Taylor hardware store, an historic landmark. Most of the layout and design standards contained herein are derived from this unique building.

The guidance herein offers opportunities for second story additions to existing buildings along with redevelopment opportunities for those existing sites that do not conform to the main street character of this area. Other considerations for parking improvements and pedestrian amenities are also included.

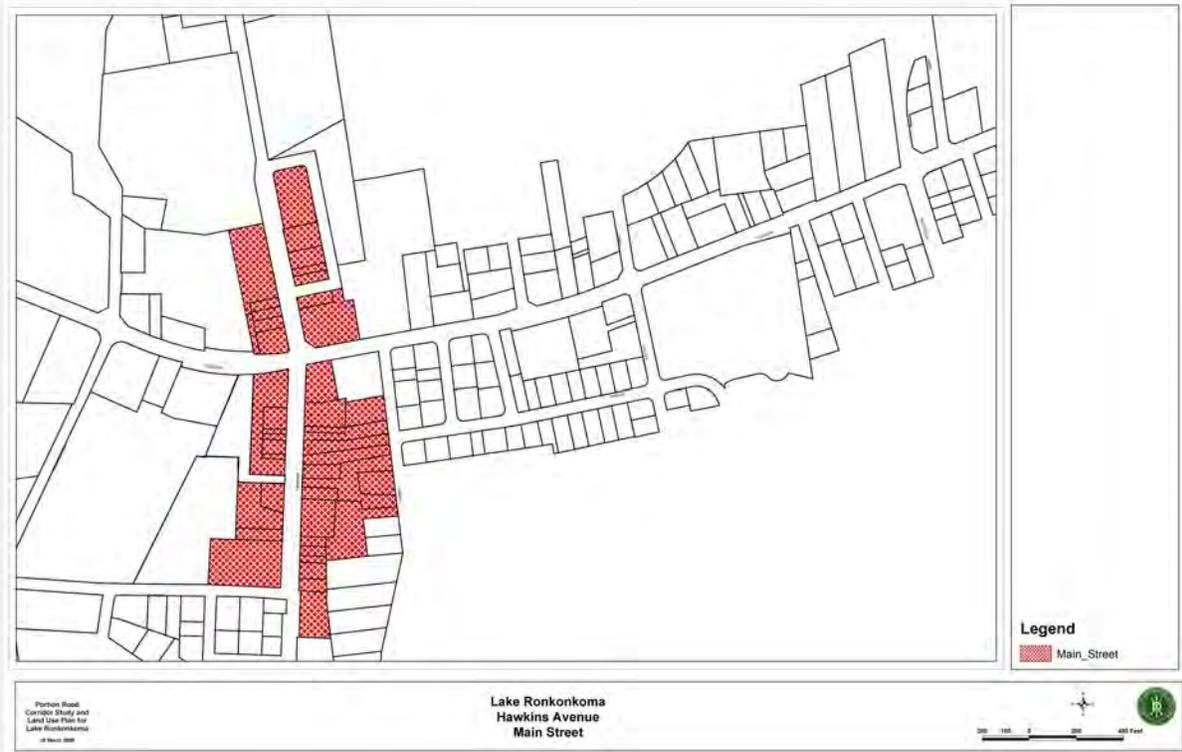
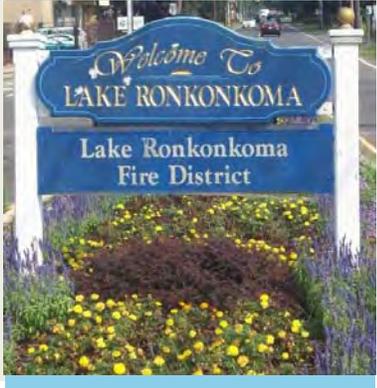
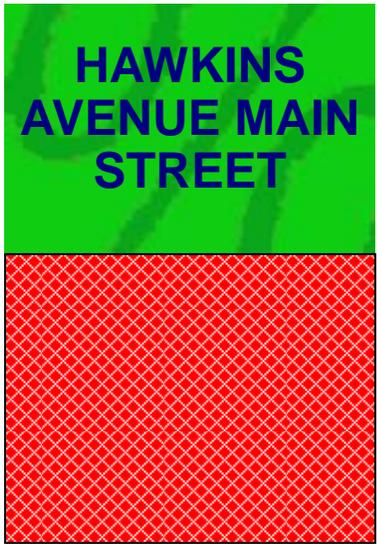


Figure 10 – Hawkins Avenue Main Street

# 13a. Main Street Site Design

# LAYOUT STANDARDS

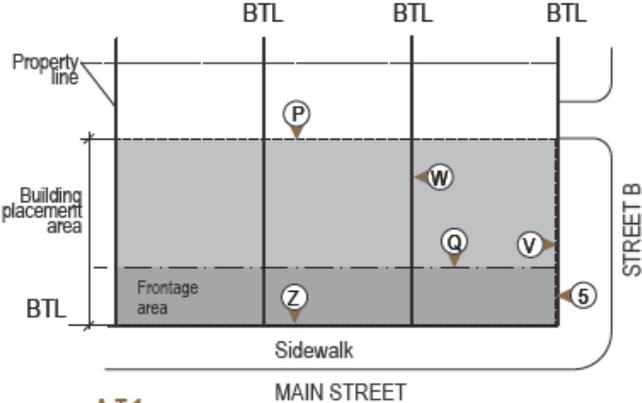
## Main Street Layout Standards

In the general sense, the term "Main Street" refers to a place of traditional values.  
 The Main Street Encyclopedia

A-1



**Agnew & Taylor Hardware Store**  
 Location: Southeast Corner of Hawkins Ave. and Portion Rd. Intersection



**PERMITTED USES**

**GROUND FLOOR**

Retail sales and/or personal service stores; Restaurant, with or without drive-through facility; Bar/tavern/night club; Bank with or without drive-through facility; Live performance/community theater; Museum or nonprofit cultural centers; Artist studio; Billiard hall; Indoor recreation; Health club; Non-degree-granting or recreational schools, including self-defense, dance, swimming, gymnastics and similar instruction/programs; Churches or similar places of worship, libraries or municipal buildings or municipal uses.

**UPPER FLOORS**

Residential, Office Use.

**BUILDING PLACEMENT**

Front	0 feet	Z
Side, Corner	0 feet	V
Rear	30 feet	P
Side	0 feet	W,V
Frontage area for	25 feet max	Q,5
Public spaces		
Pedestrian Alleyway	15 feet wide	4

**BUILDING HEIGHT**

Minimum	xx feet/1 story	2
Maximum (pitched roof)	35 feet/2.5 stories	1
Maximum (low slope/flat roof)	xx feet/2 stories	1

**PARKING**

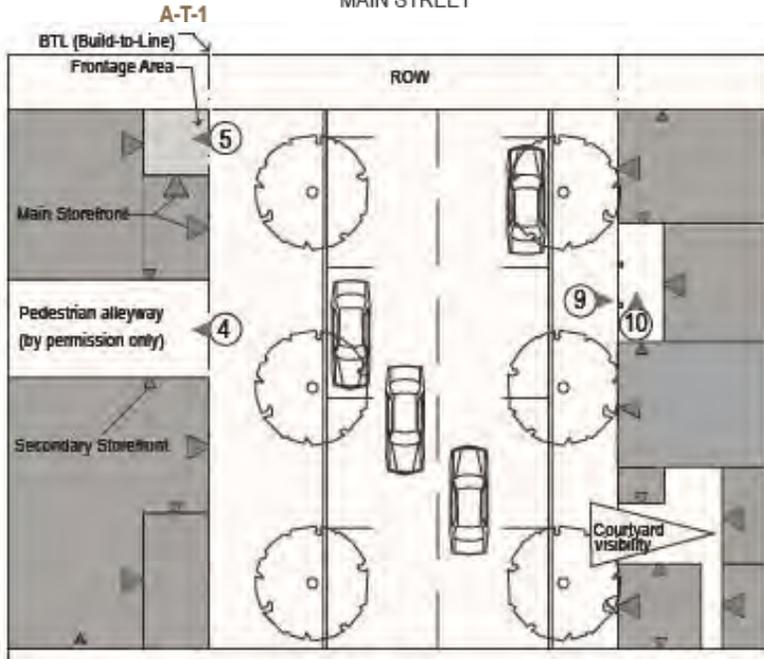
<b>Ground Floor</b>		
	All Uses	1 per 150 sf
<b>Upper Floor</b>		
	Residential Uses	1 per BR
	Other Uses	1 per 500 sf

**FRONTAGE ELEMENTS**

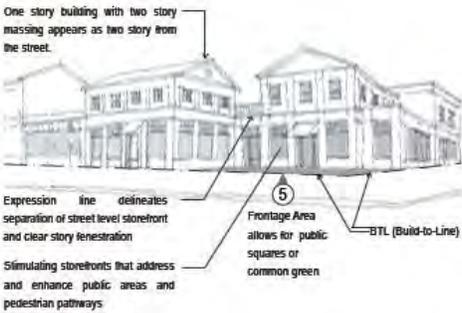
Porches (min. depth/max height)	7 feet/1 story 12'	10
Colonnades (min depth/max height)	7 feet/1 story	10
Awnings (max projection)	8 feet	12
Canopy (max area)	200 sf	13

- ❖ J6 Business District Code
- ❖ Main Street Business District Design Manual.

P C F J S E W H



A-3

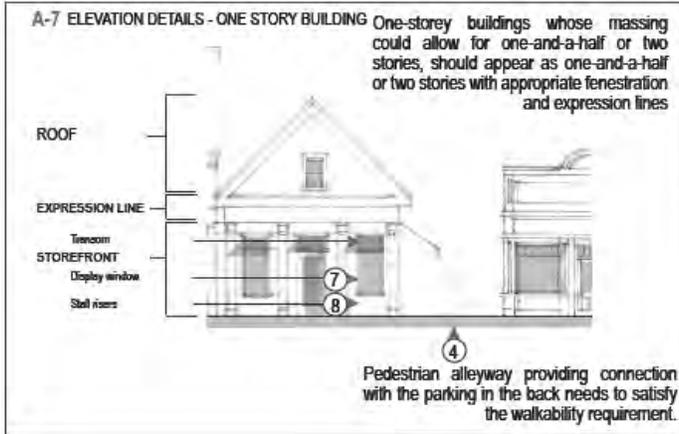
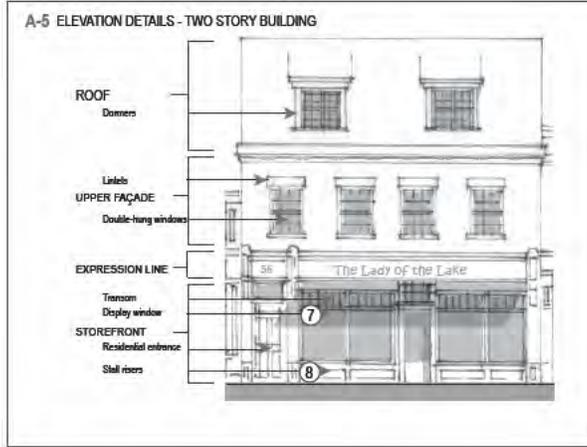




## Main Street Design Standards

*To design is to communicate clearly by whatever means you can control or master.*

Milton Glaser



**A-8  
SIGNAGE- DESIRABLE**



**A-10  
SIGNAGE- UNDESIRABLE**



- Building sign conceals the cornice
- Over-varied sign shapes create visual confusion
- Awning sign covers the storefront pilasters
- Sale signs too large for storefront and poorly placed in display window
- Window sign too large, obscuring the store interior

### SPECIAL BUILDING ELEMENTS

#### STOREFRONTS AND STREET LEVEL FAÇADES

- ❖ Stall risers between 18" and 24" above the sidewalk. 8
- ❖ Maximum width for a single pane of glass 10 feet.
- ❖ The use of mullions and/or muntins within a storefront is permitted.
- ❖ A cornice or clear space between the top of the storefront and the sill of the first floor windows.
- ❖ Out-swinging doors should be recessed.
- ❖ Doors should be 75%, not less than 25 % clear glass.

#### AWNINGS /CANOPIES

- ❖ Awnings placed at the top of windows and storefronts.
- ❖ Shape should relate to the top of the opening.
- ❖ These requirements apply to first floor awnings only.
- ❖ Awnings occur forward of the building line not extend into the planting zone.

#### BALCONIES, PORCHES, COLONNADES

- ❖ The maximum opening between columns 10 feet.
- ❖ The minimum dimension between column and building 7 feet.
- ❖ The maximum height of the ceiling 12 feet.
- ❖ Individual columns should not extend more than one story.
- ❖ Round columns are preferred.
- ❖ All columns have a capital; a "Doric" or "Tuscan" style.

#### MATERIALS AND COLORS

##### Façades- materials

- ❖ Natural building materials such as wood, brick and terra cotta.
- ❖ No more than two wall materials may be used.
- ❖ Separations between materials shall be primarily horizontal.
- ❖ Heavier materials shall always be below lighter materials.
- ❖ Stone should only be used as a secondary or accent material.
- ❖ Finish materials oriented so as to accentuate horizontal lines.

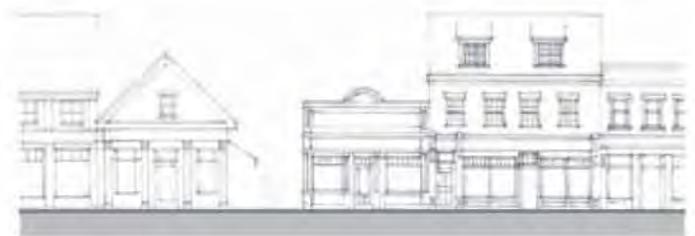
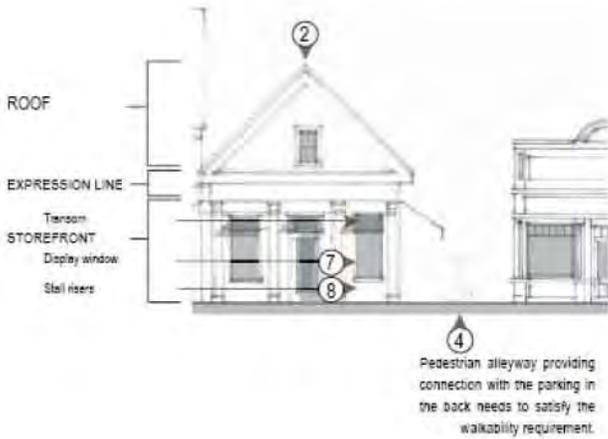
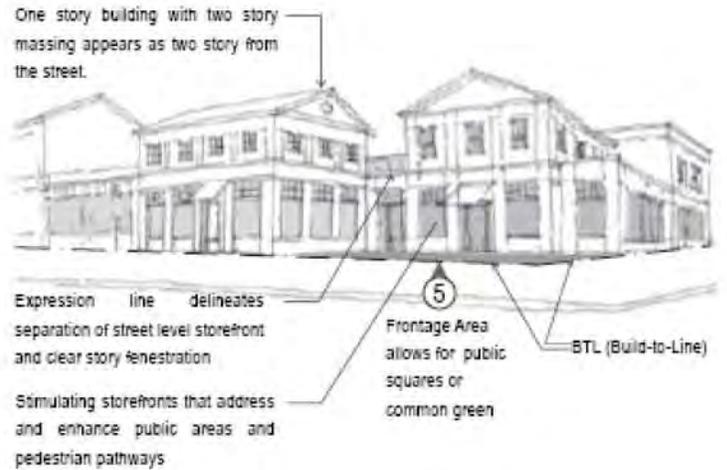
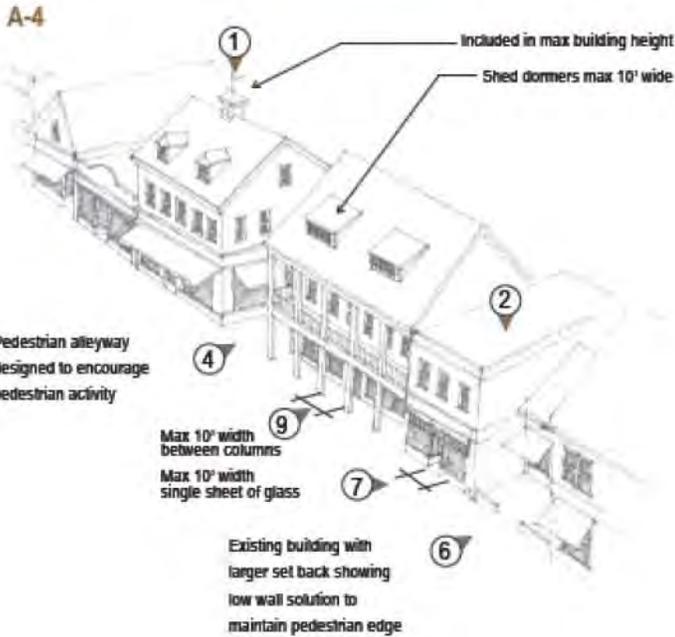
##### Roof- materials

- ❖ Architectural-grade shingles for visible roof finishes.
- ❖ Metal roofing should be limited to small roof areas for accent purposes.
- ❖ Low-slope (flat) roofs that are visible to pedestrians should be finished so as to have the least visual impact.

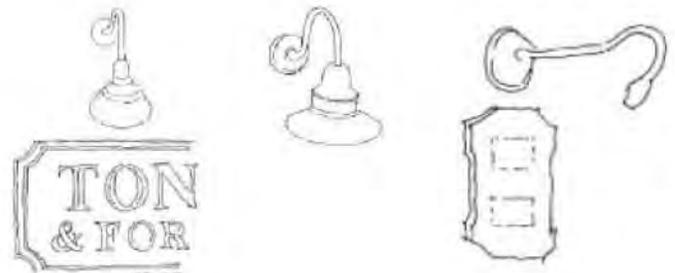
##### Colors

- ❖ Finish colors respectful and coordinate with adjacent color schemes on nearby buildings.
- ❖ Color schemes relate to naturally occurring materials.
- ❖ Contrasting colors that accent architectural details.

# 13b. Architectural Design (cont)



Signage standards



Lighting standards

# 13c. Main Street Infill



## Hawkins Avenue Main Street Infill & Redevelopment

*"Infill" is the process of building a new structure to fit in with an existing neighborhood.*  
 Planning & Urban Design Standards

The Hawkins Avenue Main Street began in the early 1900's with its cornerstone, Agnew & Taylor, used as the local general store and post office. During the 1950's the main street began to form as other buildings were constructed.

In the 1980's, however, a different type of development occurred and the southern end of Hawkins Avenue was set back from the roadway with parking areas in front of the buildings. This created a discontinuance of the "Main Street."

Today, opportunities exist to redevelop those sections and continue the "Main Street" as it was originally formed. In-fill opportunities exist in the areas that are shown below. The site adjacent to Agnew & Taylor, a pharmacy that was destroyed by

fire in the 1980's, is an ideal location to replace an asphalt parking area with a new main street building. Redevelopment of the corner gas station with the pump islands internally and the primary structure along Hawkins Avenue will give a new and exciting look to this major intersection of the main street. Infill development is possible along the west side of Hawkins Avenue in areas that do not have building frontage along the roadway.

On the northern end of the main street, opportunities exist on unimproved lands of the Capital One Bank property. The Fire District property also has potential for additional building area fronting along Main Street while keeping the driveway's access to Lloyd Court.

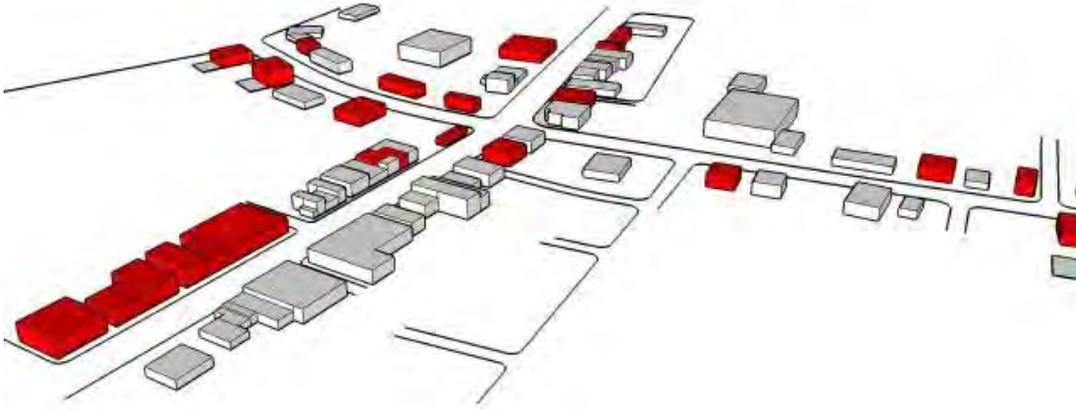
Incentives for infill development include expedited review and the commercial incentive program.

## REDEVELOPING MAIN STREET



- ❖ Establish a common street wall.
- ❖ New structures should reflect the traditional widths of the structures in the area.
- ❖ New structures should be built to maintain the street wall without side yard setbacks, except to provide alley to rear yard parking.
- ❖ Second story additions should be encouraged.
- ❖ Incentives for infill development and redevelopment through Commercial Incentives Corridor designation.

### Hawkins Avenue Main Street in-fill opportunities



The above map is shown as a representation of possible future development along the Hawkins Avenue Main Street. Red indicates proposed building layout.

Figure 11 – Main Street Infill





# 13d. Other Design Elements

## MAIN STREET DESIGN ELEMENTS



### Main Street Design Elements

*It's not what you look at that matters, it's what you see.*  
Henry David Thoreau

**Speed Tables:** Due to the volume of traffic on Hawkins Avenue, speed tables should be used south of Division Street and north of Lloyd Court in order to slow vehicle traffic down through the main street.



**Alleys:** Many of the existing alley ways are blocked to pedestrian traffic. These alleyways and any new alley ways should be opened to pedestrians accessing the parking areas. Pedestrian alleyways should be well lit and decoratively paved.



**Planters:** A portion of the sidewalk area has a grade difference requiring steps and a rail. The rail should be replaced with low lying planter boxes making a more attractive grade separation.



**Street Furniture:** Street furniture such as benches, planters, clock and informational kiosks should be used along the length of the main street. These improvements can be provided in the sidewalk area.





## 13d. Other Design Elements (cont)

# MAIN STREET DESIGN ELEMENTS

## Main Street Design Elements



**Signage:** Blade signs and awnings will brighten the views of the main street. This can be accomplished with simple façade changes to some of the existing buildings.

**Stamped pavement:** Stamped pavement markers can be used for pedestrian cross walks at intersections as well as mid-way along the main street.



**Outdoor Seating:** Restaurants can provide outdoor dining areas within a portion of the side walk closest to the building. Retailers can also provide outdoor display areas along the fronts of the buildings.

**Business Improvement District:** This community should organize a Business Improvement District, which is a public/private partnership in which business owners elect to make a collective contribution to the maintenance, development and promotion of their district.





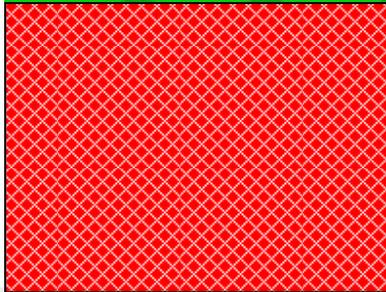


# 14. Downtown Lake Ronkonkoma



## Downtown Lake Ronkonkoma

*To be prepared is half the victory*  
Miguel de Cervantes



Downtown Lake Ronkonkoma extends east and west from the Hawkins Avenue Main Street along Portion Road, (CR 16). By applying the planning standard of a comfortable 15 minute walk from the main street area, the "Ronkonkoma Downtown" emerged. The downtown boundaries were also established based on the nature of the business along this section of Portion Road and the local community's parade route. The Lake Ronkonkoma Downtown runs along Portion Road (CR 16), beginning at Ronkonkoma

Avenue and running east for approximately 3,000 feet to Patchogue-Holbrook Road (CR 19). Many of the existing buildings that line this street meet many of the recommended criteria contained in the layout and design standards herein. This section of the corridor also includes the local Fire Department and a satellite post office. In order to draw a distinction between the main street and the downtowns different layout standards are provided. These include a larger

front yard area, which can be landscaped or used as a pedestrian courtyard or plaza. This section of the land use plan provides the layout and design recommendations for the future improvements to this downtown. Along with the layout and design standards are general recommendations for improvements to streetscape, parking facilities, roadway treatments as well as future and potential land uses. Land uses for the Lake Ronkonkoma Downtown are consistent with the J6 Business District.

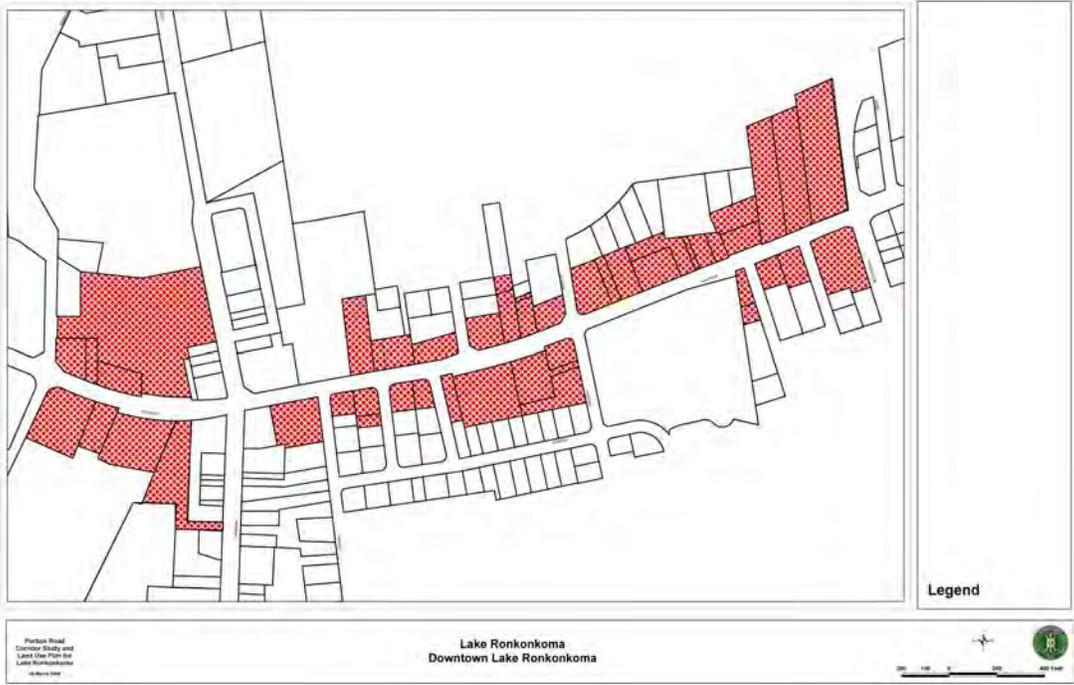


Figure 12 – Downtown Lake Ronkonkoma



# 14a. Downtown Layout

# DOWNTOWN LAYOUT STANDARDS

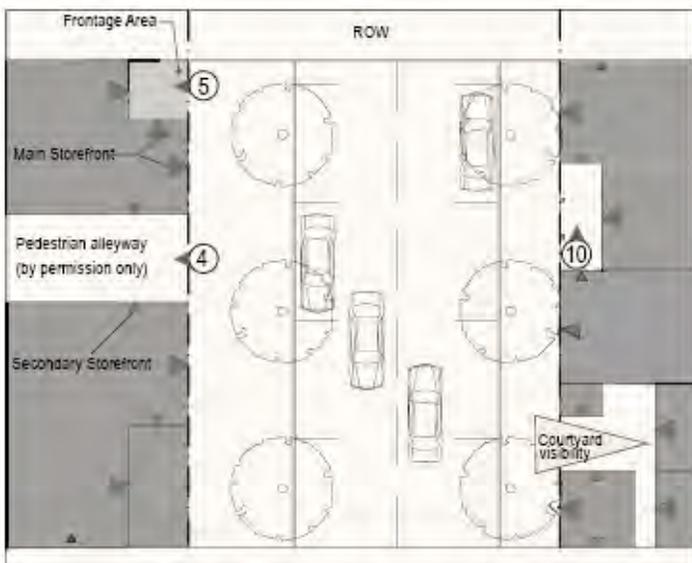
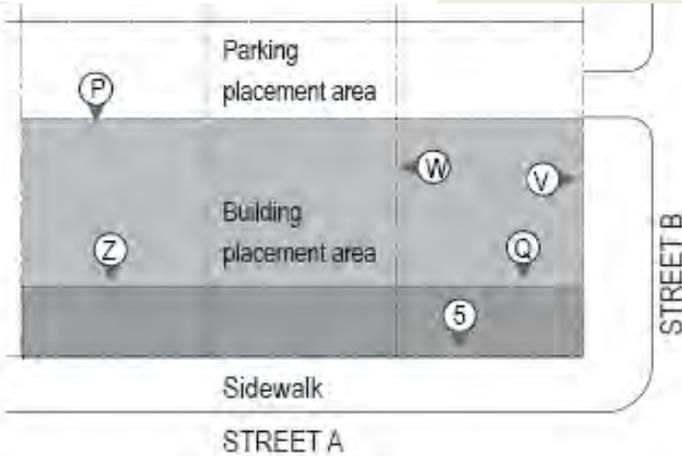
## Downtown Layout Standards

*To accomplish great things, we must not only act, but also dream, not only plan, but also believe.*

Anatole France



**Agnew & Taylor Hardware Store**  
 Location: Southeast Corner of Hawkins Ave. and Portion Rd. Intersection



### PERMITTED USES

#### GROUND FLOOR

Retail sales and/or personal service stores; Restaurant; Bank with or without accessory drive-through facility; Bar/tavern/night club; Bank with or without accessory drive-through facility; Live performance community theater; Museum or nonprofit cultural centers; Artist studio; Billiard hall; Indoor recreation; Health club; Non-degree-granting or recreational schools, including self-defense, dance, swimming, gymnastics and similar instruction/programs, Churches or similar places of worship, libraries or municipal buildings or municipal uses.

#### UPPER FLOORS

Residential, Office.

#### BUILDING PLACEMENT

Front	25 feet	Z
Side, Corner	0 feet	V
Rear	30 feet	P
Side	0 feet	W,V
Frontage area for	25 feet max	Q,5
Public spaces.		
Pedestrian Alleyway	15 feet wide	4

#### BUILDING HEIGHT

Minimum	xx feet/1 story	2
Maximum (pitched roof)	35 feet/2.5 stories	1
Maximum (low slope/flat roof)	xx feet/2 stories	1

#### PARKING

Ground Floor	Retail Uses	1 per 150 sf
Upper Floor	Residential Uses	1 per Bed
	Other Uses	1 per 500 sf

#### FRONTAGE ELEMENTS

Porches (min. depth/max height)	7 feet/1 story 12'	10
Colonnades (min depth/max height)	7 feet/1 story	10
Awnings (max projection)	8 feet	
Canopy (max area)	200 sf	

- ❖ J6 Business District Code
- ❖ Main Street Business District Design Manual.

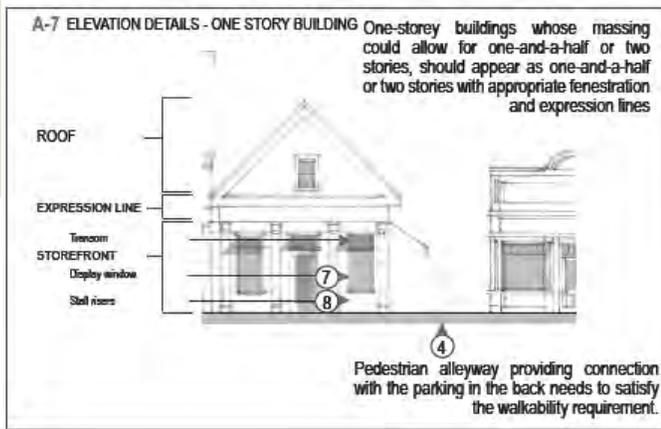
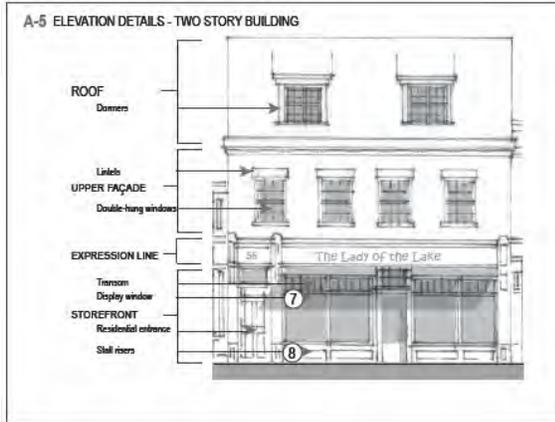


P E T R O S E W I T

## Downtown Design Standards

*Design is a plan for arranging elements in such a way as best to accomplish a particular purpose.*

Charles Eames



A-9 SIGNAGE- DESIRABLE



A-10 SIGNAGE- UNDESIRABLE



- Building sign conceals the cornice
- Over-varied sign shapes create visual confusion
- Awning sign covers the storefront pilasters
- Sale signs too large for storefront and poorly placed in display window
- Window sign too large, obscuring the store interior

### SPECIAL BUILDING ELEMENTS

#### STOREFRONTS AND STREET LEVEL FAÇADES

- ❖ Stall risers between 18" and 24" above the sidewalk.
- ❖ Maximum width for a single pane of glass 10 feet.
- ❖ The use of mullions and/or muntins within a storefront is permitted.
- ❖ A cornice or clear space between the top of the storefront and the sill of the first floor windows.
- ❖ Out-swinging doors should be recessed.
- ❖ Doors should be 75 %, not less than 25 % clear glass.

#### AWNINGS /CANOPIES

- ❖ Awnings placed at the top of windows and storefronts.
- ❖ Shape should relate to the top of the opening.
- ❖ These requirements apply to first floor awnings only.
- ❖ Awnings occur forward of the building line not extend into the planting zone.

#### BALCONIES, PORCHES, COLONNADES

- ❖ The maximum opening between columns 10 feet.
- ❖ The minimum dimension between column and building 7 feet.
- ❖ The maximum height of the ceiling 12 feet.
- ❖ Individual columns should not extend more than one story.
- ❖ Round columns are preferred.
- ❖ All columns have a capital; a "Doric" or "Tuscan" style.

#### MATERIALS AND COLORS

##### Façades- materials

- ❖ Natural building materials such as wood, brick and terra cotta.
- ❖ No more than two wall materials may be used.
- ❖ Separations between materials shall be primarily horizontal.
- ❖ Heavier materials shall always be below lighter materials.
- ❖ Stone should only be used as a secondary or accent material.

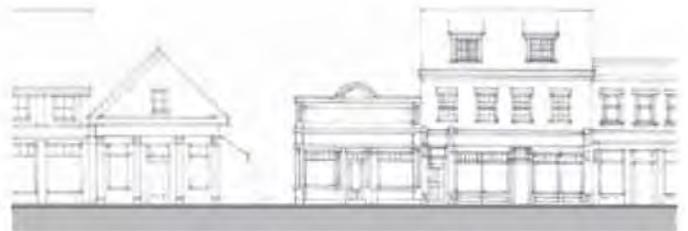
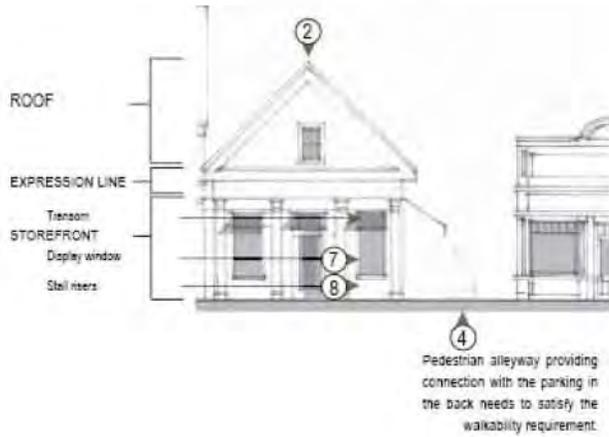
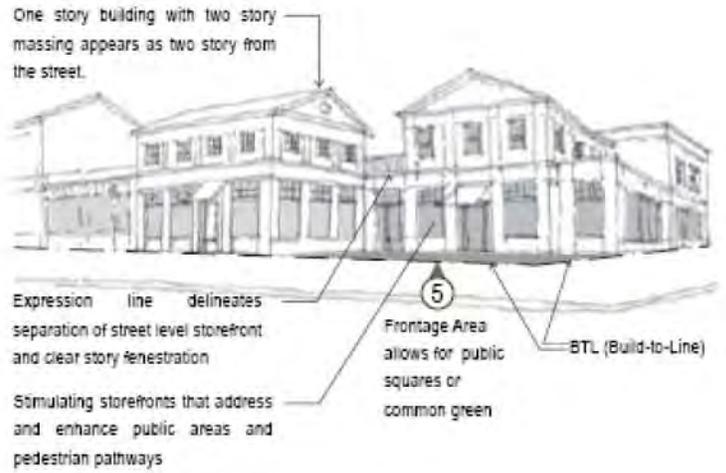
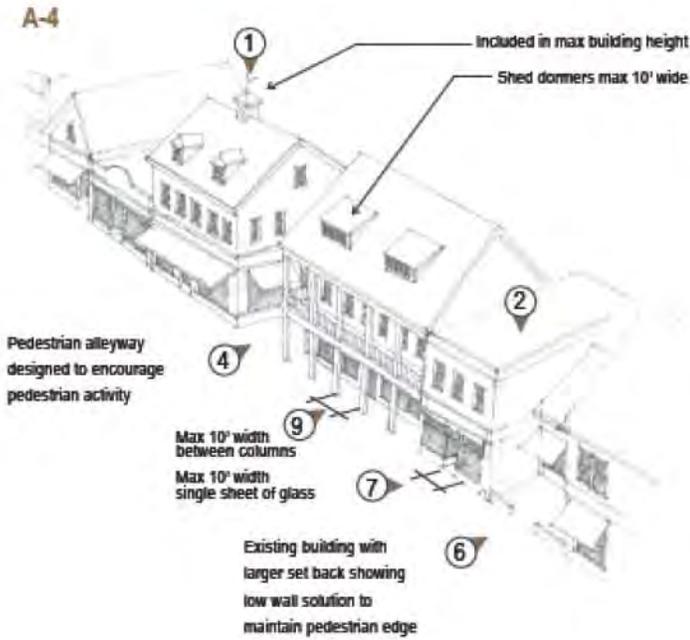
##### Roof- materials

- ❖ Architectural-grade shingles for visible roof finishes.
- ❖ Metal roofing should be limited to small roof areas for accent purposes.
- ❖ Low-slope (flat) roofs that are visible to pedestrians should be finished so as to have the least visual impact.

##### Colors

- ❖ Finish colors respectful and coordinate with approved color schemes on nearby buildings.
- ❖ Color schemes relate to naturally occurring materials.

# 14b. Downtown Design (cont.)



Example: Sign board with carved lettering



Example: Individual letters painted or mounted



Example: Hanging signs

Signage standards



Lighting standards



# 14c. Downtown Infill

## Infill Opportunities

*Planning is bringing the future into the present so that you can do something about it.*

*Alan Lakein*



Downtown Lake Ronkonkoma has many opportunities for infill development, both on lands that are presently vacant or that are otherwise improved.

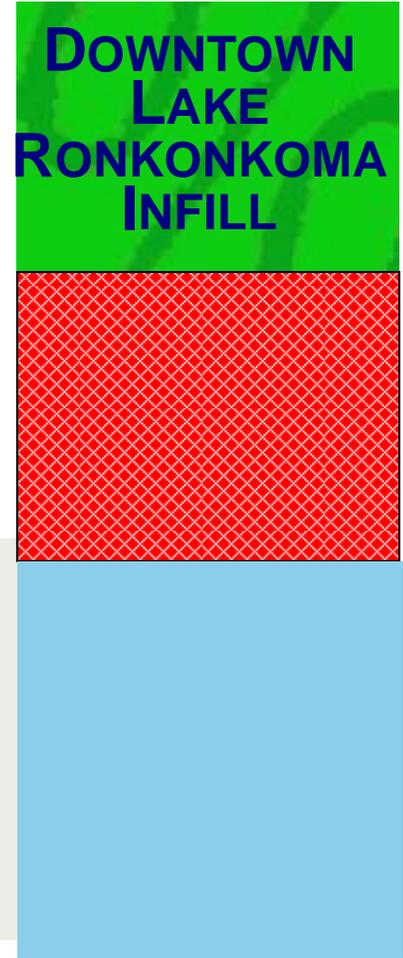
Parcels improved with commercial uses that meet the setback provisions herein may be eligible for building additions to either side. Improved building sites that do not conform to the setback provisions may be eligible for additions in the front in order to create the street wall envisioned by this land use plan.

Many sites for infill or redevelopment can also be found along the Downtown. These would not qualify for additions due to the sites existing layout or other site constraint.

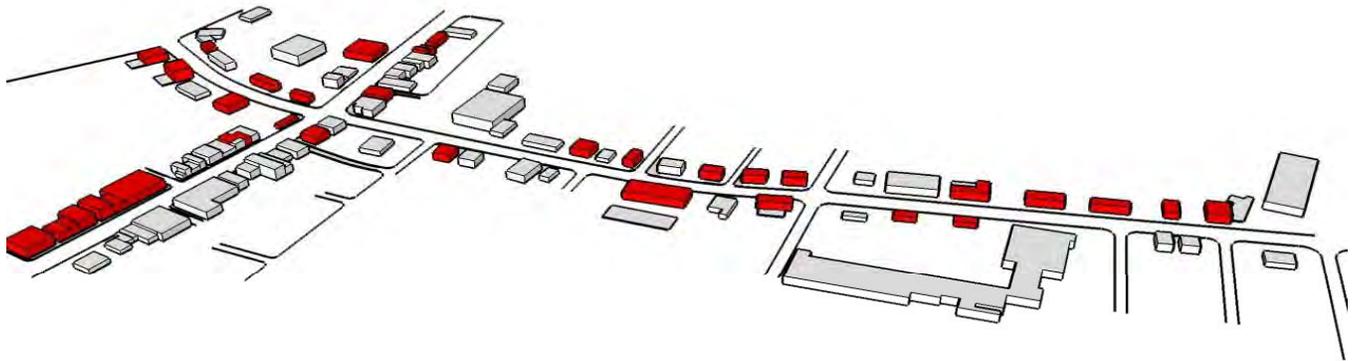
Commercial centers in the Downtown can also provide infill opportunities. Presently there are two large commercial centers within the boundary of the Downtown area. Using liner store or pads sites that run along the roadway, consistent with the layout and design standards, these commercial centers can be transformed into the pedestrian downtown envisioned by this land use plan.

Front yard parking areas along the Ronkonkoma Downtown can be retooled for other more attractive purposes. Part of the Fire Department property along Portion Road could be converted from an asphalt parking area to a memorial park feature. Plazas, courtyards or other decorative feature could replace the asphalt creating a more inviting look and feel.

Unlike the Main Street area infill in the Downtown respects front yard setbacks as well as side yard setbacks. Parking facilities should be relocated to the rear or sides of buildings.



### Portion Road Downtown in-fill opportunities



The above map is shown as a representation of possible future development along the Portion Road Downtown. Red indicates proposed building layout.

Figure 3 – Downtown Infill



# 14d. Other Design Elements

## DOWNTOWN DESIGN ELEMENTS

### Downtown Design Elements

*All the flowers of all the tomorrows are in the seeds of today.*  
Indian Proverb



**Courtyard/Plaza/Civic Space:** The Downtown area distinguishes itself by its front yard setback. This setback area can be utilized as a courtyard or plaza area with decorative fountain, paving materials, artwork, etc.

**Front Yard Landscaping:** The Downtown area's front yard setback can also be utilized as an attractively landscaped area with pedestrian connections to the front of the buildings.



**Outdoor Seating:** The Downtown area front yard setback can also be used, in part, as an outdoor dining or seating areas for cafés and restaurants.

**Street Furniture:** Street furniture such as benches, planters, clock and informational kiosks should be used along the length of the downtown area. These improvements can be provided in the sidewalk.





# 14d. Other Design Elements (Cont)

## DOWNTOWN DESIGN ELEMENTS

### Downtown Design Elements



**Signage:** wood carved signs and awnings will brighten the aesthetic views of the downtown. This can be accomplished with simple façade changes to some of the existing buildings.

**Stamped pavement:** Stamped pavement markers can be used for pedestrian cross walks at all intersections as well as mid-way along the county road.



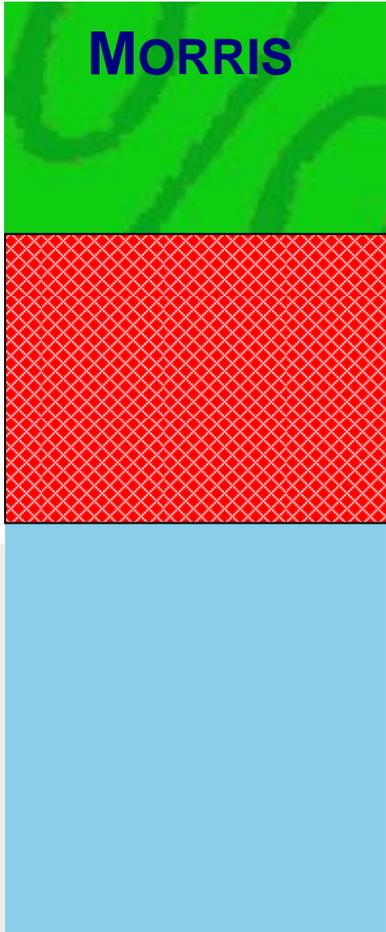
**Front yard parking:** Parking areas in the front of building should be relocated to the side or rear of the buildings. Side and rear yard parking areas should be shared by multiple properties for easier access.

**Business Improvement District:** This community should organize a Business Improvement District which is a public/private partnership in which business owners elect to make a collective contribution to the maintenance, development and promotion of their district.





# 15. Morris Neighborhood Center



## Neighborhood Center

*I am always drawn back to places where I have lived, the houses and their neighborhoods.*

*Truman Capote*

design standards contained herein.

Parking should be located in the rear of sites with shared access point and common parking facilities. Multiple curb cuts should be eliminated and connections made to the side streets.

Along the north side are presently several larger commercial sites that have struggled over the years. These sites have an opportunity to redevelop into a more pedestrian-friendly hamlet

center. Keeping the existing J2 Business zoning, these sites can combine with a common and more cohesive development plan.

A terminal view small scale commercial center can be established by combining the sites, re-grading to street level and providing liner stores along the Portion Road frontage.

Second story land uses can also be realized in the form of office or residential uses.

Common access drive and shared parking facilities with the center and the Cancos site should be provided.

The Morris Neighborhood Center offers a unique opportunity to provide a pedestrian friendly neighborhood hamlet center.

Morris Neighborhood Center extends from Warren Avenue to Morris Avenue for a distance of approximately 1,900 liner feet along Portion Road.

The south side of Portion Road should be considered for a J6 Business zoning district and developed in accordance with the J6 District and the layout and



Figure 14 – Morris Neighborhood Center



# 15a. Morris Layout

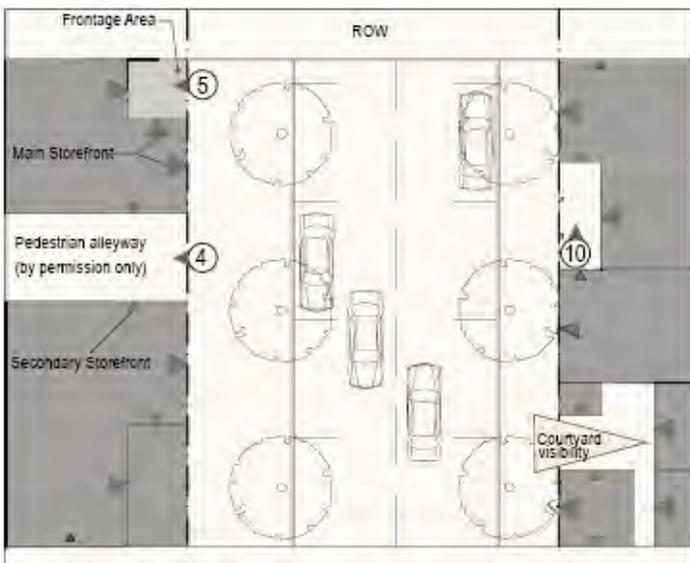
## Morris Neighborhood Center Layout Standards

*You take care of you and your family first. Then you go to your neighborhood, and then you spread it on out within the community.*

Al Smith



BTL



### PERMITTED USES

#### GROUND FLOOR

Retail sales and/or personal service stores; Restaurant, with or without drive-through facility; Bar/tavern/night club; Bank with or without drive-through facility; Live performance/community theater; Museum or nonprofit cultural centers; Artist studio; Billiard hall; Indoor recreation; Health club; Non-degree-granting or recreational schools, including self-defense, dance, swimming, gymnastics and similar instruction/programs, Churches or similar places or worship, libraries or municipal buildings or municipal uses.

#### UPPER FLOORS

Residential, Office.

### BUILDING PLACEMENT

Front	25 feet	Z
Side, Corner	0 feet	V
Rear	30 feet	P
Side	0 feet	W,V
Frontage area for Public spaces,	25 feet max	Q,5
Pedestrian Alleyway	15 feet wide	4

### BUILDING HEIGHT

Minimum	xx feet/1 story	1,3
Maximum (pitched roof)	35 feet/2.5 stories	1,3
Maximum (low slope/flat roof)	xx feet/2 stories	1,3

### PARKING

#### Ground Floor

Retail Uses 1 per 150 sf

#### Upper Floor

Residential Uses 1 per Bed

Other Uses 1 per 500 sf

### FRONTAGE ELEMENTS

Porches (min. depth/max height)	7 feet/1 story 12'	10
Colonnades (min depth/max height)	7 feet/1 story	10
Awnings (max projection)	8 feet	
Canopy (max area)	200 sf	13

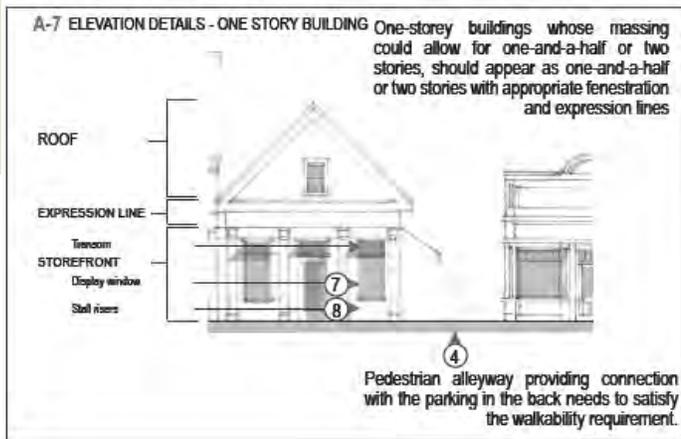
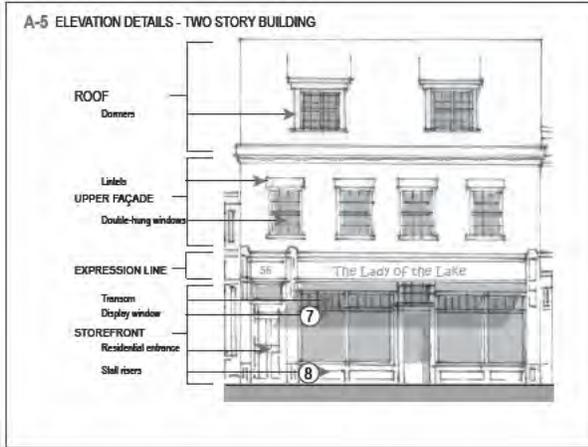
- ❖ J6 Business District Code
- ❖ [Main Street Business District Design Manual](#).



DESIGN ELEMENTS

## Morris Neighborhood Center Design Standards

*Proper preparation prevents poor performance.*  
 Charlie Batch



A-9 SIGNAGE - DESIRABLE



A-10 SIGNAGE - UNDESIRABLE



- Building sign conceals the cornice
- Over-varied sign shapes create visual confusion
- Awning sign covers the storefront pilasters
- Sale signs too large for storefront and poorly placed in display window
- Window sign too large, obscuring the store interior

### SPECIAL BUILDING ELEMENTS

#### STOREFRONTS AND STREET LEVEL FAÇADES

- ❖ Stall risers between 18" and 24" above the sidewalk.
- ❖ Maximum width for a single pane of glass 10 feet.
- ❖ The use of mullions and/or muntins within a storefront is permitted.
- ❖ A cornice or clear space between the top of the storefront and the sill of the first floor windows.
- ❖ Out-swinging doors should be recessed.
- ❖ Doors should be 75 %, not less than 25 % clear glass.

#### AWNINGS /CANOPIES

- ❖ Awnings placed at the top of windows and storefronts.
- ❖ Shape should relate to the top of the opening.
- ❖ These requirements apply to first floor awnings only.
- ❖ Awnings occur forward of the building line not extend into the planting zone.

#### BALCONIES, PORCHES, COLONNADES

- ❖ The maximum opening between columns 10 feet.
- ❖ The minimum dimension between column and building 7 feet.
- ❖ The maximum height of the ceiling 12 feet.
- ❖ Individual columns should not extend more than one story.
- ❖ Round columns are preferred.
- ❖ All columns have a capital; a "Doric" or "Tuscan" style.

#### MATERIALS AND COLORS

##### Facades- materials

- ❖ Natural building materials such as wood, brick and terra cotta.
- ❖ No more than two wall materials may be used.
- ❖ Separations between materials shall be primarily horizontal.
- ❖ Heavier materials shall always be below lighter materials.
- ❖ Stone should only be used as a secondary or accent material.

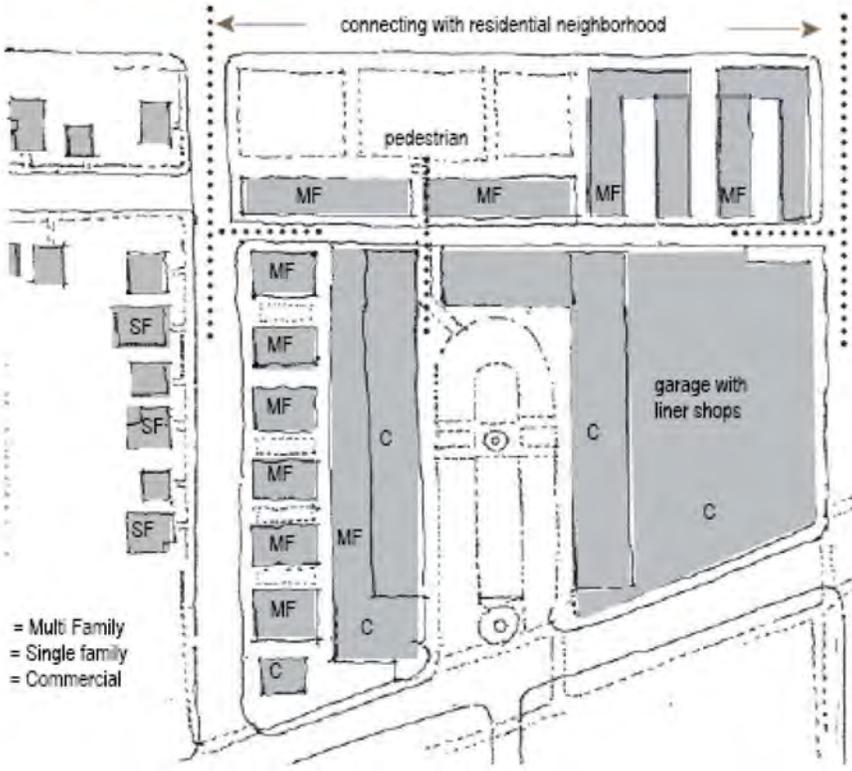
##### Roof- materials

- ❖ Architectural-grade shingles for visible roof finishes.
- ❖ Metal roofing should be limited to small roof areas for accent purposes.
- ❖ Low-slope (flat) roofs that are visible to pedestrians should be finished so as to have the least visual impact.

##### Colors

- ❖ Finish colors respectful and coordinate with approved color schemes on nearby buildings.
- ❖ Color schemes relate to naturally occurring materials.

# 15b. Morris Design (cont)



= Multi Family  
= Single family  
= Commercial



EXISTING - aging center in current conditions. No unified signage, attractiveness of the street scene, display of merchandise



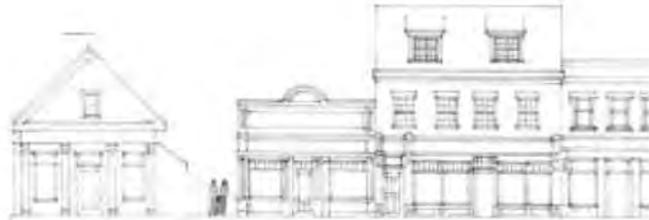
MOST AFFORDABLE IMPROVEMENT- unified signage, and lighting, more attractive storefronts, addition of awnings for additional color, shape and depth



IMPROVEMENT OPTION ONE- addition of colonnade for weather protection, additional depth and shadows, unified signage, and lighting, attractive storefronts.



IMPROVEMENT OPTION TWO- addition of colonnade for weather protection, additional depth and shadows, unified signage, and lighting, attractive storefronts. Strong expression line and addition of architectural details (dormers, profiles, windows) will help break the massing and increase the attractiveness of the building. Addition of gable ends visually breaks the elevation into smaller sections and improves the massing of the building.



Traditional scale- well proportioned elements animate the pedestrians and provide better shopping experience



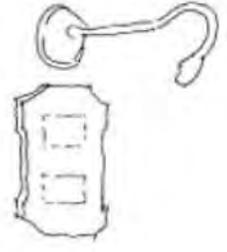
Example: Sign board with carved lettering



Example: Individual letters painted or mounted



Example: Hanging signs



Signage standards

Lighting standards



# 15c. Morris Center Infill



## Infill Opportunities

*Planning is bringing the future into the present so that you can do something about it.*

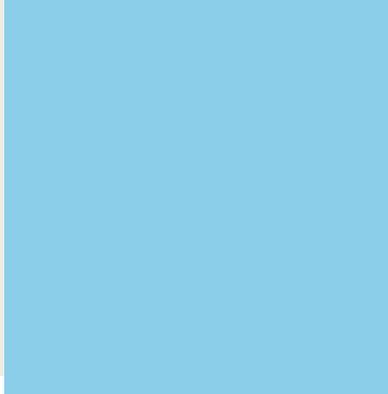
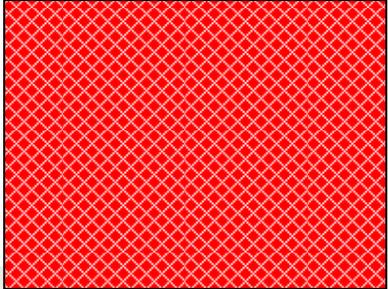
*Alan Lakin*

Morris Avenue Neighborhood Center has many opportunities for infill development and redevelopment potential, both on lands that are presently vacant or that are otherwise improved.

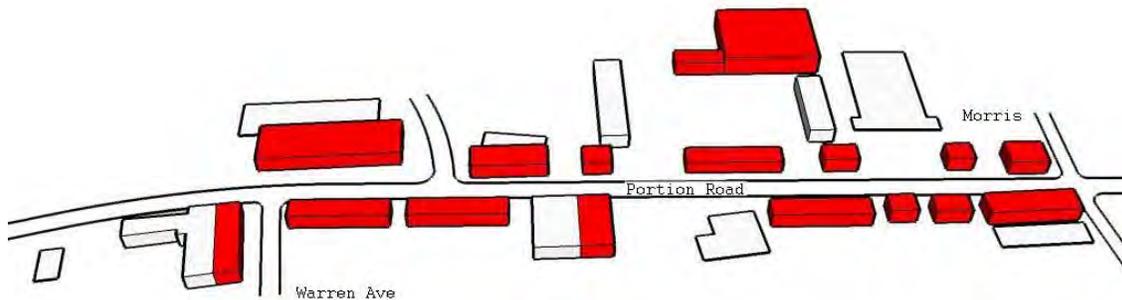
Parcels improved with commercial uses that meet the setback provisions herein may be eligible for building additions to either side. Improved building sites that do not conform to the setback provisions may be eligible for additions in the front in order to create the street wall

envisioned by this land use plan. Commercial centers in the Neighborhood Center can also provide infill opportunities. Presently there are three large commercial centers along the north side of Portion Road within the boundary of the Neighborhood Center. Using a liner store or pads sites that run along the roadway, consistent with the layout and design standards, these commercial centers can be transformed into the pedestrian downtown envisioned by this land use plan. Front yard parking areas along Portion Road can be retooled for other more attractive

purposes. Plazas, Courtyards, landscape feature or other decorative feature could replace the asphalt creating a more inviting look and feel. Unlike the previously described Main Street area infill in this Neighborhood Center respects the front yard setbacks as well as side yard setbacks. Front yard setbacks in this area should be consistent twenty-five feet throughout. Existing and new parking facilities should be relocated to the rear or sides of buildings and shared with neighboring properties.



## Morris Neighborhood Center in-fill opportunities



The above map is shown as a representation of possible future development along the Morris Neighborhood Center. Red indicates proposed building layout.

Figure 15 – Morris Infill



# 15d. Other Design Element

## NEIGHBORHOOD CENTER DESIGN ELEMENTS

### Neighborhood Center Design Element

*All the flowers of all the tomorrows are in the seeds of today.*  
*Indian Proverb*

**Courtyard/Plaza/Civic Space:** The Morris Neighborhood Center area distinguishes itself by its front yard setback. This setback area can be utilized as a courtyard or plaza area with decorative fountain, paving materials, artwork, etc.



**Front Yard Landscaping:** The Morris neighborhood center front yard setback can also be utilized as an attractively landscaped area with pedestrian connections to the front of the buildings.



**Outdoor Seating:** The Morris Neighborhood Center, front yard setback can also be used, in part, as an outdoor dining or seating areas for cafés and restaurants.



**Street Furniture:** Street furniture such as benches, planters, clock and informational kiosks should be used along the length of the Morris Neighborhood Center. These improvements can be provided in the sidewalk areas.





## 15d.Other Design Elements (Cont)

# Neighborhood Center Design Elements

## NEIGHBORHOOD CENTER DESIGN ELEMENTS

**Signage:** wood carved signs and awnings will brighten the aesthetic views of the center. This can be accomplished with simple façade changes to some of the existing buildings.



**Stamped pavement:** Stamped pavement markers can be used for pedestrian cross walks at all intersections as well as mid-way along the county road.



**Front yard parking:** Parking areas in the front of buildings should be relocated to the side or rear of the buildings. Side and rear yard parking areas should be shared by multiple properties for easier access.



**Business Improvement District:** This community should organize a Business Improvement District which is a public/private partnership in which business owners elect to make a collective contribution to the maintenance, development and promotion of their district.





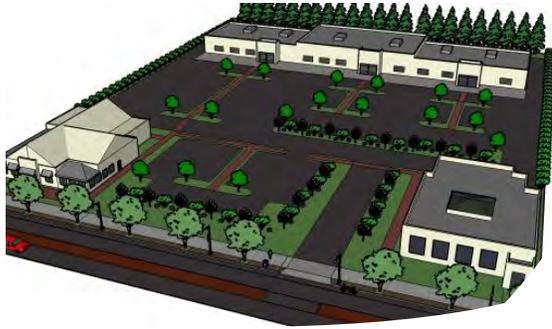


# 16. Regional Centers

## Regional Centers Introduction

*I'm shopping around for something to do that no one will like.*

Jerry Garcia



There are 5 regional centers within the Portion Road Land Use Plan study area. Two of these fall within the Ronkonkoma Downtown area. Regional centers provide for transit related shopping for land uses such as large scale grocery stores, department stores and medium size box retail uses.

It is recognized that these centers provide a valuable land use and typically require a vehicle to get to them making these sites accessible from longer distances.

The regional centers all fall within a J2 Business zoning district. Continued use of these sites within the J2 Business District is recommended.

However, this land use plan recommends these regional centers can transform into a more pedestrian-friendly environment by providing links to residential communities and pedestrian safe zones within the parking areas as well as enhanced architectural treatments and landscaping amenities.

Additionally, underutilized

front yard parking areas can provide for pad building sites, which will also change the appearance and character of the centers from both the street frontage as well as internal to the center. Increased front yard landscaping treatments should be provided in between pad building sites.

Green building standards should also be considered, including, alternate paving materials, reduced energy usage and other means.

Signage within the centers should be decorative and front lit.

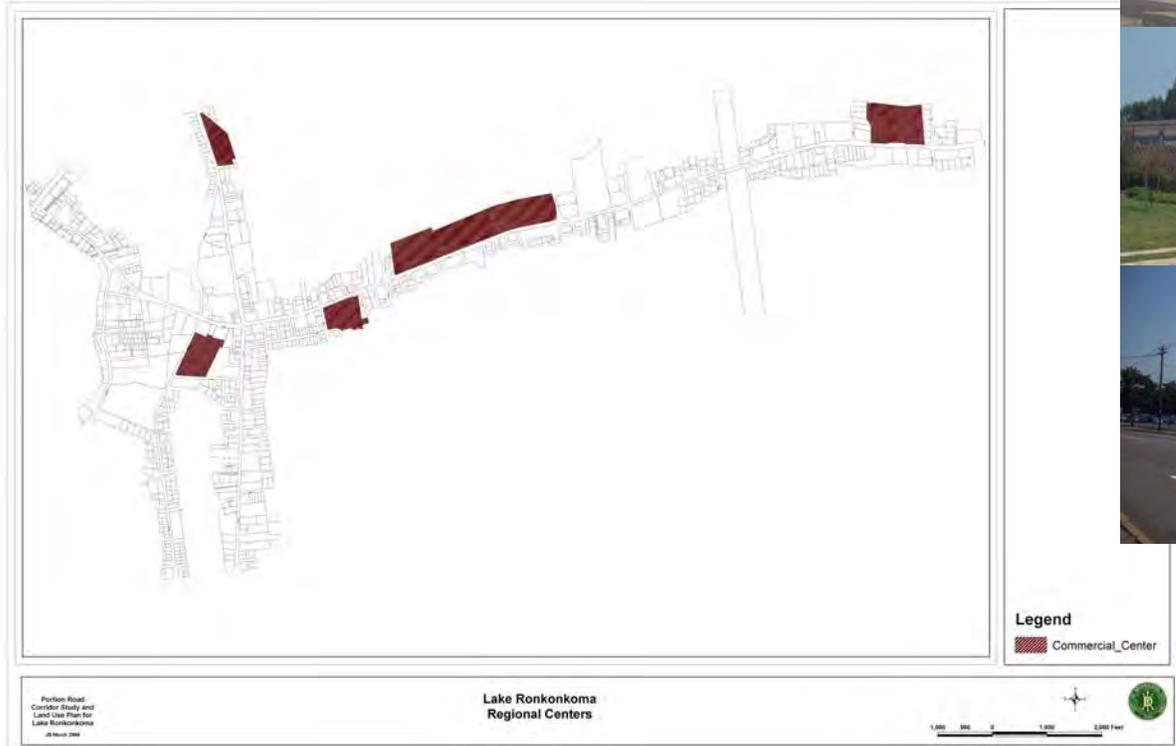
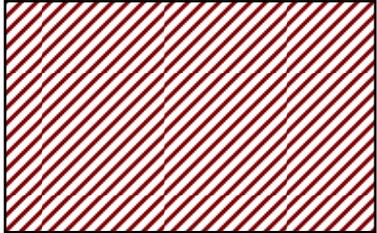


Figure 16 – Regional Centers

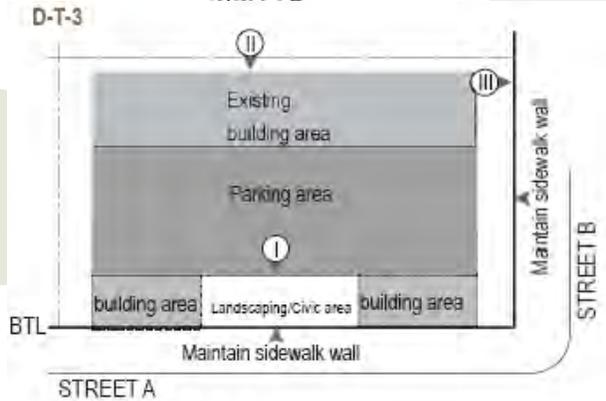
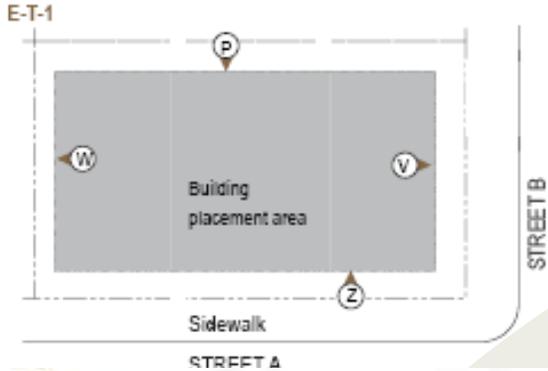


# 16a. Regional Center Layout

## Regional Center Layout Standards

In the mid-20<sup>th</sup> century, with the rise of the suburb and automobile culture, a new style of shopping center was created away from downtown.

Robert M. Fogelson



E-1 RETROFITTING COMMERCIAL CENTERS AND STRIP MALLS TO PROVIDE BETTER WALKABILITY



### PERMITTED USES

Retail sales and/or personal service stores; Restaurant, with or without drive-through facility; Bank with or without drive-through facility; Indoor recreation; Health club; Non-degree-granting or recreational schools, including self-defense, dance, swimming, gymnastics and similar instruction/programs,

### BUILDING PLACEMENT

Front	100 feet	Z
Liner	0-25 feet	I
Side	25 feet	V
Rear	75 feet	P
Frontage area for	25 feet max	Q,5
Public spaces.		

### BUILDING HEIGHT

Maximum (pitched roof)	35 feet/2.5 stories
Maximum (low slope/flat roof)	35 feet/2.5 stories

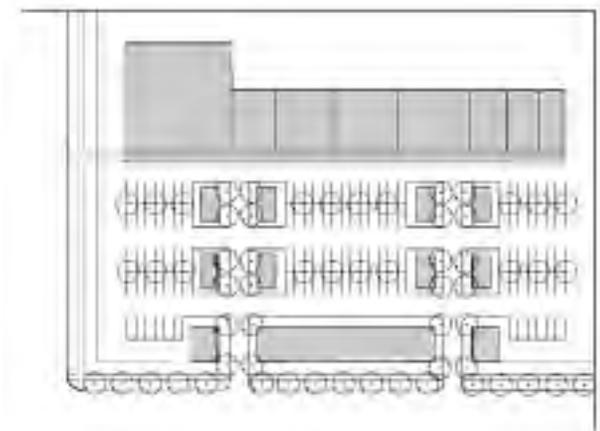
### PARKING

	All Uses	1 per 175 sf
Parking Screened from view by Landscaping or Liner Store.		

### FRONTAGE ELEMENTS

Porches (min. depth/max height)	7 feet/1 story 12'	10
Colonnades (min depth/max height)	7 feet/1 story	10
Awnings (max projection)	8 feet	12
Canopy (max area)	200 sf	13

❖ J2 Business District Code



P E E S F F C P



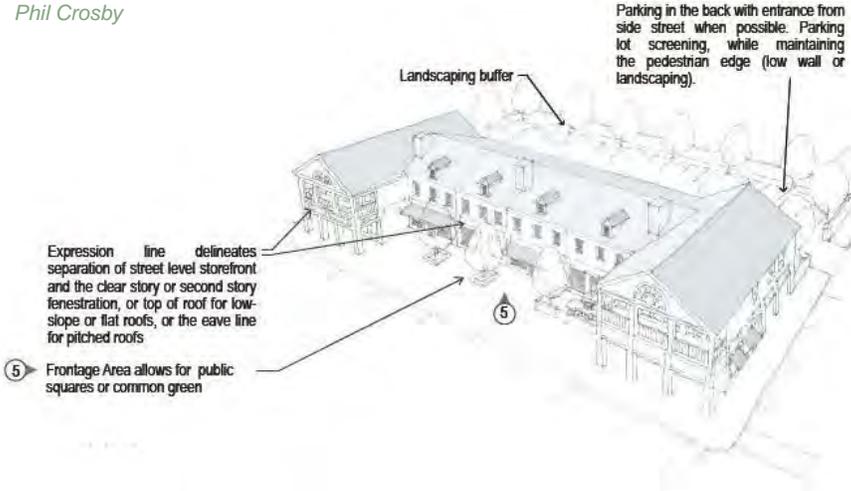
# 16b. Regional Center Design

# MAIN STREET DESIGN STANDARDS

## Regional Center Design Standards

*If anything is certain, it is that change is certain. The world we are planning for today will not exist in this form tomorrow.*

Phil Crosby



### SPECIAL BUILDING ELEMENTS STOREFRONTS AND STREET LEVEL FAÇADES

- ❖ The use of mullions and/or muntins within a storefront is permitted.
- ❖ Out-swinging doors should be recessed.

### AWNINGS /CANOPIES

- ❖ Awnings placed at the top of windows and storefronts.
- ❖ Shape should relate to the top of the opening.

### MATERIALS AND COLORS

#### Facades- materials

- ❖ Natural building materials such as wood, brick and terra cotta.
- ❖ No more than two wall materials may be used.
- ❖ Separations between materials shall be primarily horizontal.
- ❖ Heavier materials shall always be below lighter materials.
- ❖ Stone should only be used as a secondary or accent material.
- ❖ Finish materials oriented so as to accentuate horizontal lines.

#### Roof- materials

- ❖ Architectural-grade shingles for visible roof finishes.
- ❖ Metal roofing should be limited to small roof areas for accent purposes.
- ❖ Low-slope (flat) roofs that are visible to pedestrians should be finished so as to have the least visual impact.

#### Colors

- ❖ Finish colors respectful and coordinate with approved color schemes on nearby buildings.
- ❖ Color schemes relate to naturally occurring materials.
- ❖ Contrasting colors that accent architectural details.







# 17. Commercial Transition

## NEIGHBORHOOD BUSINESS



### Neighborhood Business

*Small neighborhood business that provides convenient shopping and services to nearby and adjacent residential neighborhood.*

*APA Planning and Urban Design Standards*



One of the goals of this land use plan is to identify and provide for transitional land uses, including a commercial transition land use. Presently Brookhaven Town Code provides for residential transition in the form of the J Business Zoning District. The Code also provides for general business in the form of J2 Business Zoning District. However, there are no provisions for those land uses that fall in between these classifications.

This plan intends to offer the basic information to create the legislation and standards necessary for the J1 Neighborhood Business District.

It is recognized that there are some commercial land uses that typically serve the needs of adjacent and nearby residential communities. The current zoning code does not provide the tools necessary to regulate these land uses.

Although they may be considered "spot zoned," the well-established land uses identified in this plan serve the needs of the local

residential communities. A new J1 Business District can provide for the continued use of these lands for commercial retail purposes and provide the layout and design standards to improve physical appearance and enhance community character.

Small-scale retail, office and personal service uses can be provided. Limitations on parcel size and scale should be required. Enhanced architectural and landscaping should be applied in order for these uses to fit in to the community.



Figure 17 – Commercial Transition



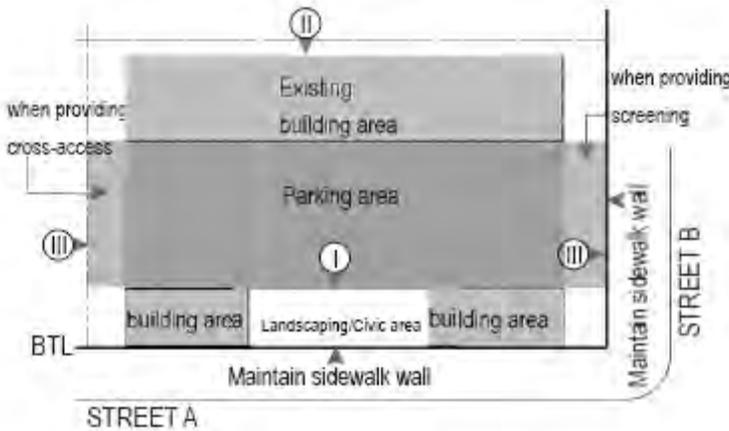
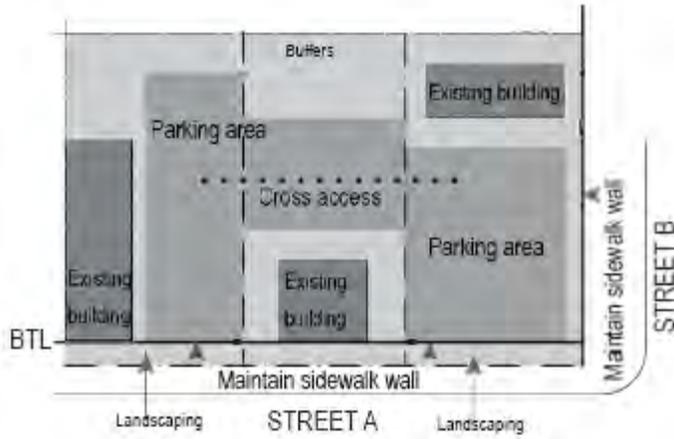
# 17a. Commercial Transition Layout



## Commercial Transition Layout Standards

*Good plans shape good decisions. That's why good planning helps to make elusive dreams come true.*

Lester Robert Bittel



### PERMITTED USES

Retail sales and/or personal service stores; Office; Bank with or without drive-through facility; Undertaking Establishments; Take-Out Restaurant; Indoor recreation; Non-degree-granting or recreational schools, including self-defense, dance, swimming, gymnastics and similar instruction/programs; Churches or similar places or worship, libraries or municipal buildings or municipal uses.

### LOT AREA

Minimum	15,000 sf
Maximum	65,000 sf

### BUILDING PLACEMENT

Front	30 feet	I
Side	15 feet	III
Rear	30 feet	II
Frontage area for	25 feet max	

### Public spaces.

### BUILDING HEIGHT

Minimum	35 feet/1 story
Maximum (pitched roof)	35 feet/2.5 stories
Maximum (low slope/flat roof)	35 feet/2 stories

### PARKING:

1 per 150sf

### FRONTAGE ELEMENTS

Porches (min. depth/max height)	7 feet/1 story 12'
Colonnades (min depth/max height)	7 feet/1 story
Awnings (max projection)	8 feet
Canopy (max area)	200 sf

❖ J1 Business District Code

P L S E E H



# 17b. Commercial Transition Design



## Commercial Transition Design Standards

*It is better to take many small steps in the right direction than to make a leap forward only to stumble backward.*

*Proverb*



EXISTING - aging center in current conditions. No unified signage, attractiveness of the street scene, display of merchandise



MOST AFFORDABLE IMPROVEMENT- unified signage, and lighting, more attractive storefronts, addition of awnings for additional color, shape and depth



IMPROVEMENT OPTION ONE- addition of colonnade for weather protection, additional depth and shadows, unified signage, and lighting, attractive



IMPROVEMENT OPTION TWO- addition of colonnade for weather protection, additional depth and shadows, unified signage, and lighting, attractive storefronts. Strong expression line and addition of architectural details (dormers, profiles, windows) will help break the massing and increase the attractiveness of the building. Addition of gable ends visually breaks the elevation into smaller sections and improves the massing of the building.

### SPECIAL BUILDING ELEMENTS

#### STOREFRONTS AND STREET LEVEL FAÇADES

- ❖ The use of mullions and/or muntins within a storefront is permitted.
- ❖ Out-swinging doors should be recessed.

#### AWNINGS /CANOPIES

- ❖ Awnings placed at the top of windows and storefronts.
- ❖ Shape should relate to the top of the opening.

#### MATERIALS AND COLORS

##### Façades- materials

- ❖ Natural building materials such as wood, brick and terra cotta.
- ❖ No more than two wall materials may be used.
- ❖ Separations between materials shall be primarily horizontal.
- ❖ Heavier materials shall always be below lighter materials.
- ❖ Stone should only be used as a secondary or accent material.
- ❖ Finish materials oriented so as to accentuate horizontal lines.

##### Roof- materials

- ❖ Architectural-grade shingles for visible roof finishes.
- ❖ Metal roofing should be limited to small roof areas for accent purposes.
- ❖ Low-slope (flat) roofs that are visible to pedestrians should be finished so as to have the least visual impact.

##### Colors

- ❖ Finish colors respectful and coordinate with approved color schemes on nearby buildings.
- ❖ Color schemes relate to naturally occurring materials.
- ❖ Contrasting colors that accent architectural details.



Example: Sign board with carved lettering



Example: Individual letters painted or mounted



Example: Hanging signs

Signage standards



Lighting standards



# 18. Opportunity Sites

## OPPORTUNITY SITES



### Opportunity to Change

*It is better to be prepared for an opportunity and not have one than have an opportunity and not be prepared.*

*Whitney M. Young, Jr.*

Certain distinct parcels of land have been identified by this land use plan as commercially or otherwise developed parcels that may not fit into the development pattern envisioned by this plan. As a long range study and plan, these parcels of land are identified as opportunity sites.

This land use plan offers alternative land uses for these parcels for future redevelopment. Redevelopment should occur in conjunction with and to further

the goals of this plan.

The parcels identified in this section may also be reflected in other sections contained herein. However, the land uses that presently exist on these site may not fit directly in with the overall recommendations and goals of this plan.

Alternative land uses offer property owners an option to redevelop these sites to come into conformance with this plan. Many of the parcels identified fall within one of the transitional areas designated herein. One parcel falls within

the designated downtown area.

Redevelopment options were developed respectful to the area designation that this plan recommends. Sites within transitional areas should be redeveloped in accordance with transitional recommendations found in this plan.

Alternative land uses proposed are also consistent with existing patterns of land use and zoning of these parcels and recommend similar land use or other land use that has been known to provide similar return to the property owner.

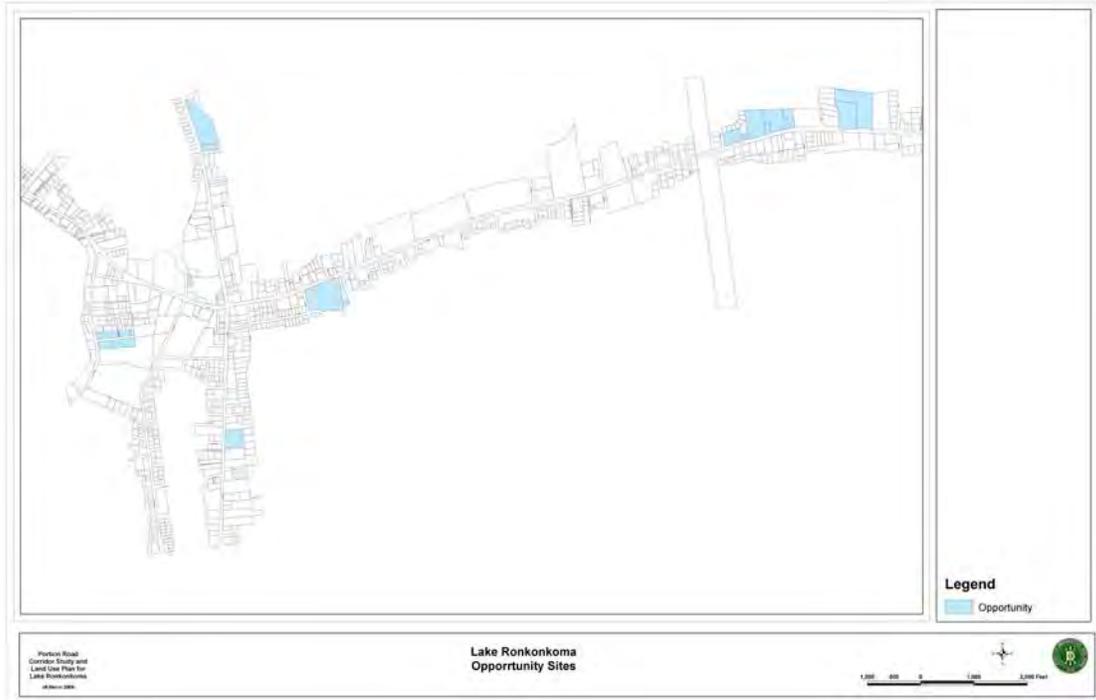


Figure 18 – Opportunity Sites

## Land Use Choices

*Small opportunities are often the beginning of great enterprises.*

*Demosthenes*



Known as Phoenix House, these parcels contain historic structures fronting on Lake Ronkonkoma. Future land uses of this site could include multi family, other institutional, or bed and breakfast land use.



This shopping center known as Gatelot Plaza, presently developed as a commercial center and used for retail purposes. Future land uses of this site could include multi-family, office development, or other non retail use.



This smaller shopping center known as Park Plaza, presently developed for retail purposes. Future land uses of this site could include non retail, office use, or personal service



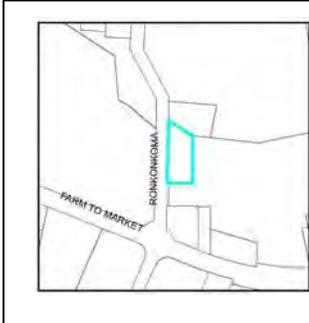
This shopping center known as Lake Commons presently developed as a commercial center and used for retail purposes. Future land uses of this site could include multi-family, mixed use commercial with residential or office.



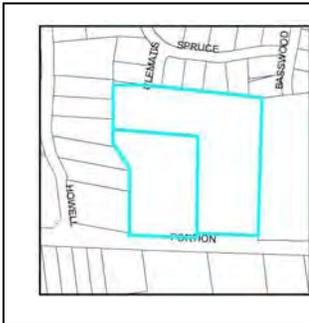


# 18a. Opportunity Sites (cont)

# OPPORTUNITY SITES



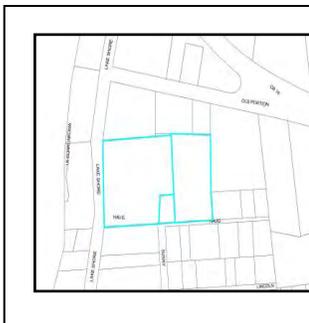
Known as Leonard Levy, this parcel is occupied with an auto repair use. Future land use of this site could include transition office.



Known as American Arcade and Tiffany Plaza, these parcels contain commercial land uses that struggle to maintain tenants. Redevelopment of these sites together can create the Hamlet Center envisioned in the land use recommendations. Other uses of this site could include multi family land use.



These lands are presently vacant and wooded. They are one of the few areas remaining along the corridor undeveloped. In addition to the active park recommendation these parcels could provide for commercial recreation, transition office use or multi family land uses.



Known as Lake Haven, the Nursing Home fronting on Lake Ronkonkoma. Future land uses of this site could include multi family, other institutional, or bed and breakfast land use.



# 19. Other Commercial Land Uses

## OTHER COMMERCIAL

### Office Uses to Gas Station Uses

*Will urban sprawl spread so far that most people lose all touch with nature.*  
 Frank N. Ikard

**Office Uses** are found scattered throughout the corridor. The primary zoning category that these sites were developed upon is J2 Business. This plan recommends that these sites identified should be rezoned to a J4 Business designation in order to prevent further retail commercial sprawl along the corridor.



**Heavy Commercial Uses** consist of gasoline filling stations, auto repair and fast food restaurants. The proper zoning designation for these uses is J5 Business. However, many are zoned J2 Business. The continued use of these sites is recommend based on location. Heavy commercial uses that are not consistent with the goals of this plan should be discontinued and relocated to more appropriate areas, please see proposed land use plan for further details. Additionally, gas stations in Main Street areas should be designed with the pump islands behind the building.



**Social and Recreational Uses** such as American Legion and VFW. The preferred zoning category for these sites is the Residential (C, B & A1) Districts. However the J2 Business zoning also permits these uses. This plan recommends that these sites should be zoned to a residential or a commercial transition designation in order to prevent retail commercial sprawl in areas that are not appropriate for retail development.





# 19. Other Commercial Land Uses

## OTHER COMMERCIAL

**Bars, Taverns and Night Club Uses** play an important social role in this community. These commercial land uses are known to participate in many local community events such as the different parades the community sponsors. These uses also organize recreational activities such as softball leagues and teams. Zoning designation of these uses depend on the location; please see proposed land use plan for further details.



**Commercial Recreation Uses** such as mini-golf, catering reception hall, indoor and outdoor recreation and health clubs. The preferred zoning category for these sites is the CR (Commercial Recreation) District, however the J2 Business zoning also permits these uses. This plan recommends that these sites should be rezoned to a CR Business designation in order to prevent further retail commercial sprawl.





# 20. Residential Transition



## Converting a Residential Use to Commercial Use

*You can never plan the future by the past.*

*Edmond Burke*

Along sections of Portion Road, Ronkonkoma Avenue and Hawkins Avenue, many residential structures have been converted into a commercial land use. In these areas it is important to preserve the residential character and in some cases the historical nature of the residential structures. This section provides basic site layout and design standards for new development and occupation of existing residential structures for commercial purposes.

Town Code permits “Customary Home Occupation,” an office type use that allows for a portion of the structure to be used for commercial purposes. This tool should be encouraged.

The Town Code also provides for transitional uses in the J Business District. This zoning district requires residential architecture and landscaped front yards consistent with a residential land use and prohibits those land uses that are not appropriate in a

residential setting.

This plan provides for the specific recommendations to rezone these lands to the J Business Zoning District. Please see the proposed land use plan for details.

Existing retail, auto-related, heavy commercial or other general commercial land uses that fall within the areas designated for residential transition should be discontinued and relocated to more appropriate areas.



As provided in the J Business District, the additional standards should be applied:

- ❖ Maintain existing residential structures.
- ❖ New development compatible with existing character of the area.
- ❖ Preserve the residential character by maintaining the front yard landscaping in a residential fashion.
- ❖ Parking should be provided in the rear of the structure.
- ❖ Driveways should be consolidated and shared by multiple properties.
- ❖ Parking areas should be screened from adjacent residential properties.
- ❖ Signs advertising the building use should be smaller in scale.





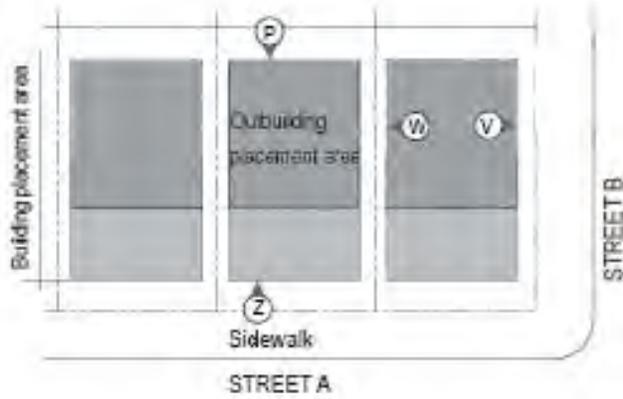
# 20a. Transition Site Design

# RESIDENTIAL TRANSITION LAYOUT STANDARDS

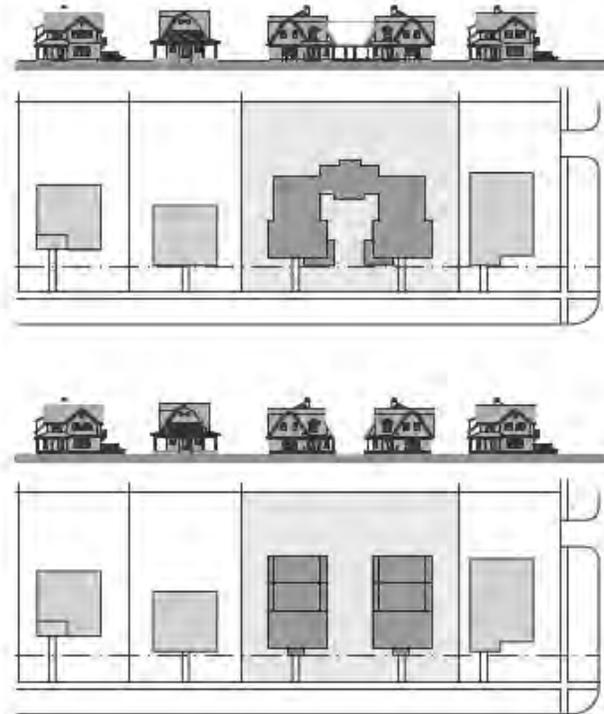
## Converting a Residential Use to Commercial Use

Transitional business insures redevelopment consistent with a hamlets character and identity.

Town of Brookhaven Town Code



Buildings should relate in scale and proportion to existing buildings that are visible from the subject site and maintain the residential character and single family appearance from the street.



### PERMITTED USES

Art gallery, Exhibit hall, Places of worship, parish house, or rectory, Farm Stand, Open farming, Personal service shops, Community center, Single-family or two-family dwelling, Day-care facility.

### SPECIAL PERMITTED USES

Bank, without drive through facility, Bed and Breakfast, Nonprofit fraternity or lodge, Undertaking establishment, Veterinarian.

### BUILDING PLACEMENT

Front	40 feet	Z
Side, Corner	10 feet	V
Side	10 feet	W
Rear	40 feet	V

### BUILDING HEIGHT

Minimum	35 feet/2.5 stories	1, 3
---------	---------------------	------

### PARKING

#### Ground Floor Uses

Uses < 2,000 sf	xx per xx sf
Uses > 2,000 sf	xx per xx sf

#### Upper Floor Uses

Residential Uses	1 per unit
Other Uses	1 per xx sf

#### Residential Uses

### FRONTAGE ELEMENTS

Porches (min. depth/max height)	8 feet/1 story 12'	10
Colonnades (min depth/max height)	7 feet/1 story	10
Awnings (max projection)	8 feet	
Canopy (max area)	xx sf	

### SIDEWALK

An accessible pedestrian walkway leading from the public right-of-way or sidewalk to the front entrance of the building is required.

❖ J Business District Code



The use of shared parking entrances and rear alleys is encouraged. Parking lot should be screened from the street and the use of landscaping, trellises, low street walls, and other elements to help define the sidewalk edge is encouraged. The provision of secondary rear entrances and pleasing rear facades is strongly encouraged.

JAMES FFC

## Residential Transition Design Standards

*Maintaining the unique character through architecture*  
 Town of Brookhaven Town Code

# RESIDENTIAL TRANSITION DESIGN STANDARDS

### ADDITION TO EXISTING BUILDING - UNSUCCESSFUL SUBMISSION

No vertical or horizontal break, too big in massing, no expression line, large amount of blank wall

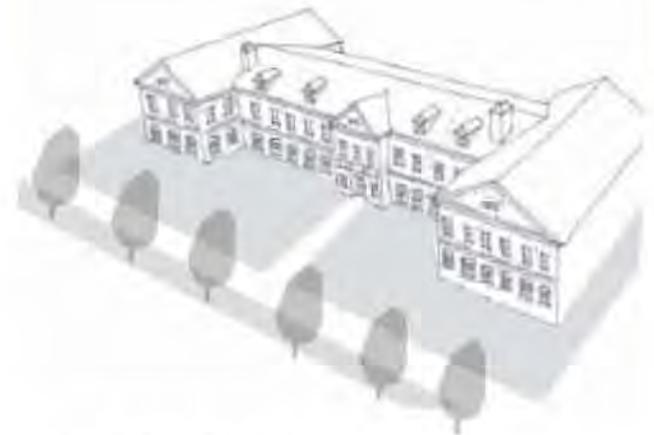


D-5 One story building with two story massing appears as two story from the street.



Expression line delineates separation of street level storefront and the clear story or second story fenestration, or top of roof for low-slope or flat roofs, or the eave line for pitched roofs

### ADDITION TO EXISTING BUILDING - RECOMMENDATION



- BREAK THE MASSING OF THE BUILDING
- ADDRESS THE STREET
- ARCHITECTURAL DETAILS HELP WITH THE MASSING
- FOLLOW BOTTOM-MIDDLE-TOP RULE



Example: Sign board with carved lettering

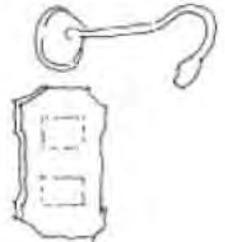


Example: Individual letters painted or mounted



Example: Hanging signs

Signage standards



Lighting standards

# 21. Residential

## SINGLE FAMILY



### Single Family Residential

*We can build new housing while preserving the quality and character of adjacent residential districts and ensuring infill development strengthens the surrounding neighborhood*  
 Gavin Newsome



- ❖ C Residence District
- ❖ B Residence District
- ❖ A Residence District

The principal land use in this study area is single family residential. Unlike other parts of the Town of Brookhaven, this area was developed consistent with the C Residential Zoning District. C Residential zoning provides for single family residential development on 9,000 square foot lots.

To a lesser extent the areas to the east and north were developed consistent with the B Residential Zoning District. B

Residence District provides for single family residential development on 15,000 square foot lots. In recent years some of the more sensitive areas were upzoned to the A Residential Zoning District requiring 30,000 square foot lot sizes.

Subdivision of these areas took place primarily in the 1950's and became a popular place to settle down and purchase a home after WWII. GI Bills provided the ability for many of these homes to be built.

patterns of this area, it is recognized that the residential development in the Ronkonkoma area is at a much greater density than in most other communities in the Town of Brookhaven. This is an important factor in the development of the overall land use plan and proposals for future land uses in the corridor and study area.

Further subdivision potential is limited. Most new construction would be infill development on existing single and separate tax lots.

Based on the zoning



Figure 20 – Single Family Residential



# 21a. Single Family Development

# SINGLE FAMILY INFILL



## Residential Infill Opportunities

*It is far better to foresee even without certainty than not to foresee at all.*

*Marcel Proust*



Opportunities for infill development of single family residential are very limited. The amount of vacant lands available leaves a slim potential for any significant addition to the single family residential housing stock.

There is, however, a potential for residential land divisions. Future residential land divisions should be based on existing zoning as well as consistency with surrounding

residential development.

In review and approval of these land divisions, consideration for consistency with existing lot sizes in the area should not be the only factor in determining consistency. Building size and massing should also play a critical role in the review process. This is extremely important as it directly relates to community character.

According to existing inventory of lands and analysis of the vacant lands available, the Ronkonkoma/Farmingville

study area could realize approximately 290 additional single family housing units if all vacant lands were to be built out. This analysis does not take into consideration the requirements of the Town for development of single family residential housing or the possibility of land divisions that may be granted in the future.



Figure 21 – Vacant Residential



# 21b. Multi-Family Development

## Multi-Family Residential

*The Romans used every housing form known today and they have a remarkably modern look.*

*Stephen Gardiner.*



Several sites have previously been identified as existing multi-family housing in this study area. However, only limited opportunity is available for future multi-family development.

Existing multi-family housing stock consists of those parcels zoned for MF Residential, PRC Residential, PRCHC Residential and NH-H Nursing home. As previously analyzed, this community enjoys 240 apartment style multi-family

residential housing units, 654 apartment style Planned Retirement units and 120 Assisted Living PRCHC units.

Considering the multi-family housing stock in other parts of the Town of Brookhaven, this area presently has a relatively low number of multi-family housing available. In addition, there is also a lack of housing options available as only apartment type multi-family housing exists.

It is important to provide a mix of diverse housing choices and opportunities. Therefore, this plan recommends that future multi-family housing be

limited to those areas identified in the plan. Owner occupied or condominium type housing units should take preference over additional rental apartment type housing units.

Multi family housing should also be within walking distance of Hamlet Center or Downtowns. The parcels specifically identified in this plan should therefore be considered as primary areas.

Other sites not specifically identified in this plan that may qualify as primary area based on the Hamlet Center/Downtown designation should be discouraged.



## MULTIFAMILY

- ❖ MF Residential
- ❖ PRC Residential
- ❖ PRCHC Residential
- ❖ NH-H Nursing Home

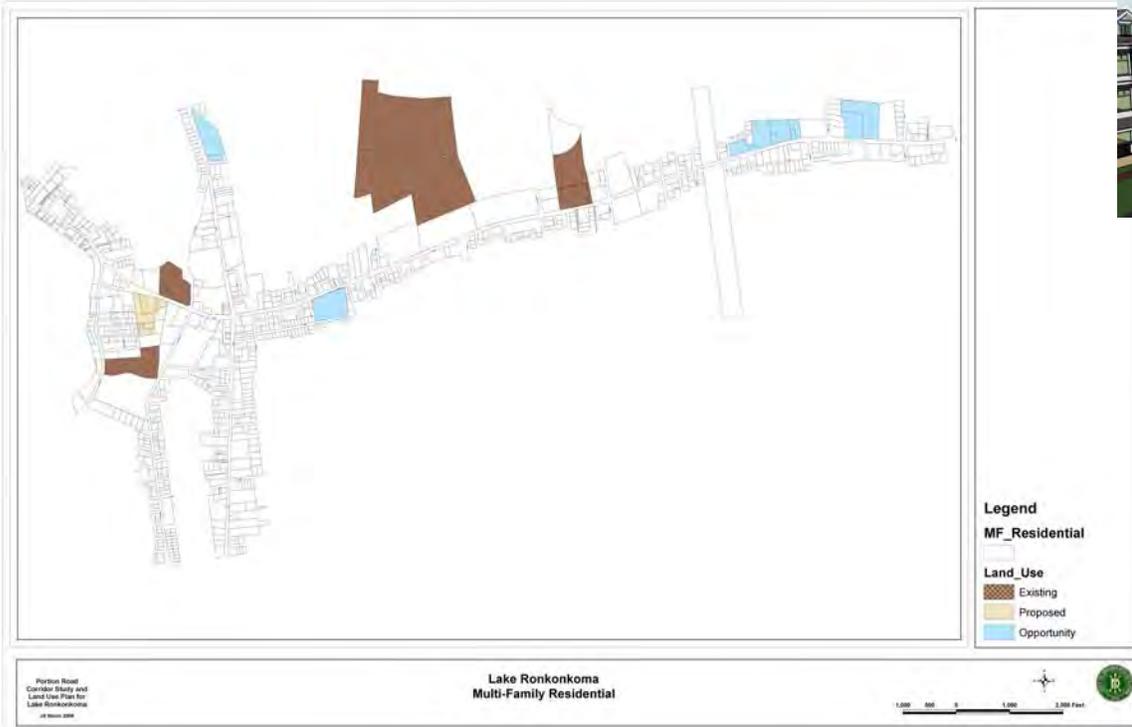


Figure 22 – Multi-Family Residential



## 22. Other Land Uses



# Other Important Land Uses

*The Romans used every housing form known today and they have a modern look.  
Stephen Gardiner.*

**Schools:** This study area is a part of the Sachem School District. Within the study area, seven public schools were identified including: Sachem North High School, one Jr. High School, one Middle School and four Elementary Schools. In addition to the educational value, these uses occupy large tracts of lands and also provide recreational opportunities to the community they serve. As a municipal land use, zoning is not applicable.



**Places of Worship:** Several sites were identified as established Places of Worship. These land uses can be provided in most every zoning district. The uses represented in this study area are currently within a residential zoning category. This plan recommends that these lands remain residentially zoned.

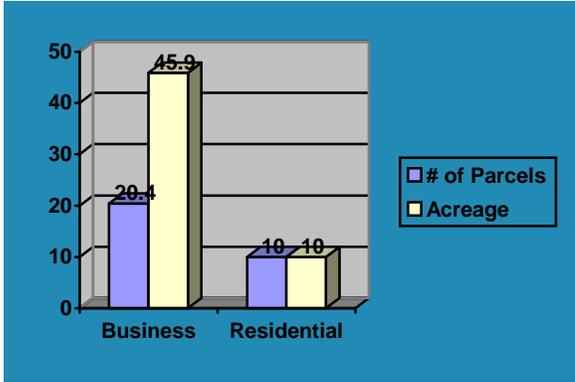


**Institutional:** Uses such as Fire Department, Post Office, and public and private utilities are considered institutional land uses. As municipal or public land uses, zoning typically is not applicable. Private utility land uses must comply with the regulations as set forth in Town Code.





# 23. Implementation Analysis



## Achieving the Plan Goals

*For the things we have to learn before we can do them, we learn by doing them.*  
Aristotle

This section will analyze the recommendations contained in the preceding section of this Land Use Chapter.

This Plan provides the recommendations for future land use within the study area. These recommendations include the establishment of non-retail land uses including residential transitional use and office uses, as shown in the preceding sections. As stated in the Existing Conditions Section the entire corridor was strip (J2 Business) commercially zoned in 1937, thereby overwhelming the study area with the potential for strip commercial retail development.

Should the Town of Brookhaven rezone lands in accordance with the recommendations contained herein, an overall decrease in potential retail development would be achieved in accordance with the Goals of the Plan.

For the purposes of this analysis a rezoning of lands as identified as Residential and Residential Transition along Hawkins Avenue and Ronkonkoma Avenue would yield a dramatic reduction of over 120,000 square feet of potential retail development. Further analysis finds that a rezoning of lands as identified as Office and Residential Transition along the Portion Road corridor finds that an additional reduction of 206,000 square feet of potential retail

development. Thereby achieving a total reduction of approximately 326,000 square foot of potential future retail development within the entire study area.

This analysis was performed using the information provided in this Plan including the existing land use inventory and existing zoning. A standard assumption of 16% lot occupancy was used for the future build out examination. This percentage is assumed based on potential build out of a commercially zoned parcel which would include all site alterations such as structures, parking facilities and landscaping and buffering requirements.

Within the proposed Hawkins Avenue Main Street an analysis of the potential for future retail development was also examined. Although the recommended J6 Main Street Business District allows for 60% Floor to Area Ratio (FAR), this ratio is based on the total square footage of all stories of a proposed building. Furthermore Town Code provides that only the first floor can be utilized for retail land use, the second or even third floors of any structure can only be used for office or residential land uses. In addition, the allowable FAR does not relieve the land developer for basic land development standards such as parking and landscaping and buffering. As a result

approximately 20-30% lot occupancy can be assumed for the proposed J6 Business District areas.

This Land Use Plan fully examined the existing land use and inventory of the study area including the Hawkins Avenue Main Street. Based on the existing conditions approximately 118,000 square feet of retail space currently exists along the Hawkins Avenue Main Street. The potential for future first floor retail land use along this section is limited based on these existing conditions. The above assumption that only 20% lot occupancy can be achieved within a J6 Business District parcel would yield approximately 102,000 square feet of first floor retail. Considering this amount is less than the existing conditions revealed it could be assumed that 30% lot occupancy may be appropriate which would yield an additional 34,000 square feet of potential first floor retail land use.

In summary the market analysis identified an excess of 207,244 square feet of retail space. The recommendations contained in this land use chapter would decrease the potential retail development by 326,000 square feet. A possible increase in first floor retail of 34,000 square feet could be realized within the Main Street area. Thereby providing for a decrease of over 292,000 square feet of retail development within the study area.



### RECOMMENDATIONS:

- ❖ Rezone in accordance with existing land use along Hawkins Avenue and Ronkonkoma Avenue in order to reduce the potential for future development.
- ❖ Rezone in accordance with existing land use along Portion Road in order to reduce the potential for future retail development.
- ❖ Accomplish rezoning of transitional areas to reduce the potential for future retail development before rezoning of Main Street, Downtown and Hamlet Center areas where increases in retail development may occur.



## 24. Natural Resources Introduction



# Natural Resources Introduction

*The conservation of our natural resources and their proper use constitute the fundamental problem which underlies almost every other problem of our national life.*  
Theodore Roosevelt

Throughout the Town of Brookhaven and within this study area are vast and precious natural and environmental resources. These include woodland and open spaces, flora and fauna, wetlands, groundwater, unique geological features, air quality, agriculturally fertile land, historical and archeological resources and other areas of important aesthetic and scenic quality. Some of these valuable resources are located within this study area.

This plan recognizes the need to protect these valuable natural resources to the maximum extent possible for the benefit and enjoyment of all Town residents and the residents of these communities. The recommendations contained herein intend to provide the means necessary to protect, preserve and enhance significant environmental resources within the study area.

The recommendations contained herein relate to Environmentally Sensitive

Lands as identified by New York State Department of Environmental Conservation, wetlands protection, groundwater, clean lakes study recommendations and SWAP area recommendations.

This plan also provides for historic and cultural recommendations.

Specific recommendations for future active and passive recreational and park opportunities, in addition to open space preservation recommendations are also provided. A proposed park and open space plan is found at the end of this chapter.



### UPCOMING SECTIONS

- ❖ **Environmentally Sensitive Lands**
- ❖ **Wetlands**
- ❖ **Lake Management Plan**
- ❖ **Groundwater/SWAP**
- ❖ **Historical and Cultural Resources**
- ❖ **Public Lands Introduction**
- ❖ **Active parks and recreation**
- ❖ **Civic and pedestrian spaces**
- ❖ **Open space preservation, passive recreation**





# 25. Environmentally Sensitive

## Sensitive Lands

*Conserving, improving and protecting New York's natural resources and environment.*

New York State DEC



This study area contains a large quantity of environmentally-sensitive lands, including wetlands, and geological features such as kettle holes, moraines, steep slopes and glacial erratic. It may contain rare and endangered or otherwise important wildlife and vegetation species and significant ecosystems and habitats.

These lands are a

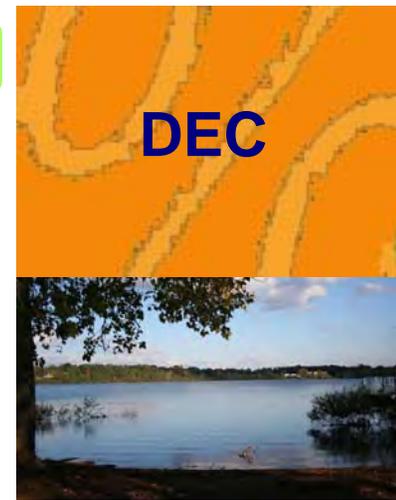
positive aspect of the quality of life for the communities in this study area.

New York State Department of Environmental Conservation (DEC) was consulted via their website to determine if any endangered or species special of special concern have been identified in this study area. The illustration below was obtained from the DEC website.

As shown, the area's numerous wetlands

and waterways have been clearly identified. In addition, rare plants and/or animals may be found in and around these wetland areas.

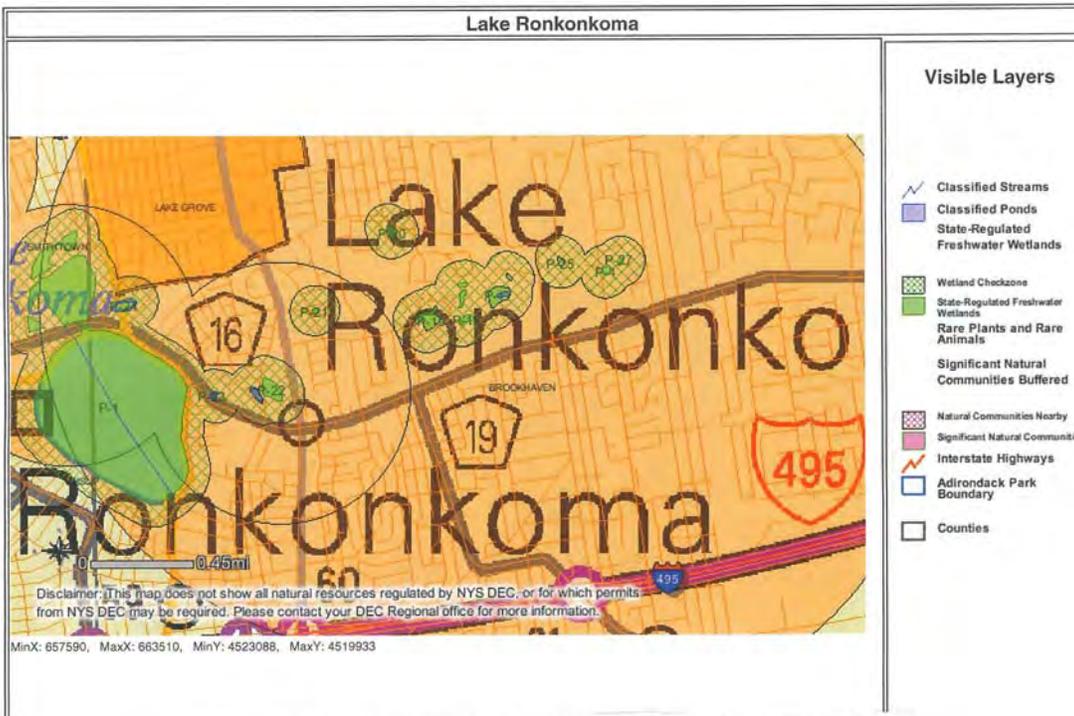
Specific species of special concern were not specifically identified due to the scale of the study area. However, as individual development projects are reviewed, each site must undergo environmental review. At that time a detailed examination for any endangered or special concern will take place.



Efforts have been undertaken to preserve these sensitive lands though public acquisition as well as acquisition by organizations such as the Nature Conservancy. The majority of the sensitive lands, particularly those surrounding Lake Ronkonkoma, are presently under the control of the Town of Brookhaven, Town of Smithtown, Town of Islip or the County of Suffolk.

Additional land acquisitions may be needed in the future in order to protect additional sensitive lands or to provide connections to publicly owned lands. NYS DEC and Suffolk County should play an active roll in connecting public lands along Lake Ronkonkoma within the boundaries of the three townships of Brookhaven, Smithtown and Islip.

**Source:** New York State Department of Environmental Conservation



Disclaimer: This map was prepared by the New York State Department of Environmental Conservation using the most current data available. It is deemed accurate but is not guaranteed. NYS DEC is not responsible for any inaccuracies in the data and does not necessarily endorse any interpretations or products derived from the data.

Figure 23 – NYS DEC



# 26. Wetlands

## Safeguarding Wetlands

*All water has a perfect memory and is forever trying to get back to where it was.*

*Toni Morrison*



The Town has sought to protect the valuable wetland areas by adopting the Wetlands Overlay District. Article XXVIIB, Wetland Overlay District, of the Code of the Town of Brookhaven provides specific provisions for the protection and improvement of freshwater and tidal wetlands and surface waters throughout the Town of Brookhaven.

The intent of the Code is to provide

additional protection for property in areas identified as wetlands, surface waters and adjacent buffer areas. Generally, the code provides for increased buffer areas adjacent to identified wetland areas.

In addition, New York State Department of Environmental Conservation requires permitting for development projects in close proximity to wetlands.

The wetlands identified in this study area are primarily in public ownership. However, several privately owned parcels were found to contain freshwater wetlands. In cases where development occurs or is proposed adjacent to these wetlands the appropriate buffering and permitting provided in Town Code should be required. The state and county should continue to play an active roll in acquiring these sensitive lands.

### Section 85-000 of Brookhaven

#### Town Code find the following

##### goals:

1. To further the protection and improvement of our fresh and salt water quality
2. To prevent the destruction of wetlands and adjacent buffer areas
3. To preserve and protect natural drainage ways and to reduce and prevent flooding and storm water runoff associated with adjoining properties; and open space and aesthetic appreciation, erosion control
4. To reduce the amount of storm water runoff and its associated contaminants into the Town's lakes, streams, harbors and bays
5. To regulate new construction in environmentally sensitive areas, including but not limited to the siting of structures a safe distance away from areas of active erosion and away from reasonably anticipated impacts of wetlands in order to prevent premature damage and/or destruction thereof, and prevent damage to natural protective features and other natural resources

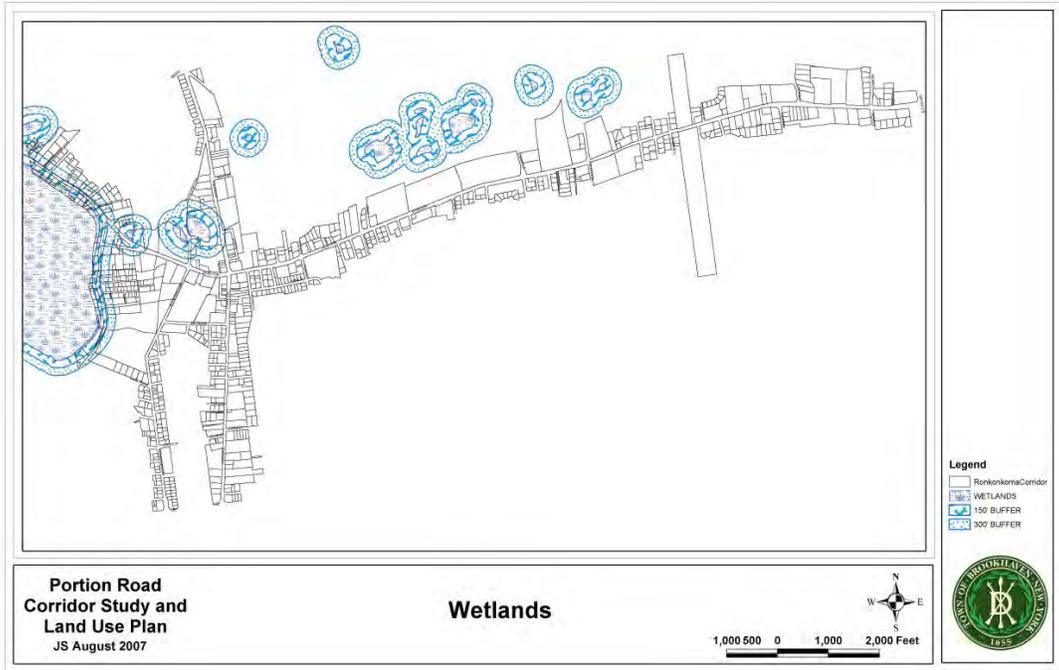


Figure 24 – Wetlands



# 27. Lake Management Plan



## Lake Ronkonkoma Clean Lake Study

*The problems at Lake Ronkonkoma are not unique for a freshwater lake...  
1986 Clean Lakes Study*

In 1986 the Suffolk County Planning Department of Health Services and New York State Department of Environmental Conservation studied Lake Ronkonkoma in detail. Their findings and recommendations were published in a document entitled *Lake Ronkonkoma Clean Lakes Study 1986*”

The primary purpose of this study was to develop a comprehensive management

plan for Lake Ronkonkoma and its watershed areas. The management plan included provisions for the protection and enhancement of the lake’s water quality and use, and protection of the lake shoreline and the publicly owned lands that surround the lake.

The problems at Lake Ronkonkoma are not unique for a freshwater lake located in an urbanized area. Pollution, flooding, a high water table, destruction of vegetation are common occurrences. Some of these problems are as a result of

development that occurred at a time when environmental and aesthetic concerns were accorded little regard.

A follow up report is presently being undertaken by the Town of Brookhaven. The plan update is intended to discuss in detail the accomplished tasks originally outlined in the management plan, failures as appropriate, and present and future opportunities for improvement of the Lake Ronkonkoma Watershed Area.

### Lake Ronkonkoma Clean Lakes Update Recommendations:

- ❖ A reassessment of the lake related problems and goals for improving water quality and general environment should be done
- ❖ Latest technology and mapping project should be undertaken and incorporated in a Geographic Information System
- ❖ A reexamination of past and present governmental activities and programs affecting the lake and the surrounding community should be completed
- ❖ Acquisitions, drainage improvements and maintenance
- ❖ Updates of the coliform testing, beach closures due to high coliform counts, wildlife habitat DNA coliform testing, should be identified and quantified
- ❖ Impacts of waterfowl presence on both the water quality and local economic condition in Lake Ronkonkoma should be examined
- ❖ Update water quality Impacts
- ❖ Summary of the preceding chapters outlining goals accomplished and those left incomplete
- ❖ Water quality as it relates to recreational swimming
- ❖ Water quality and habitat as it relates to resident fish and wildlife
- ❖ Storm water improvements – ie installation of new catch basins, maximizing the recharge and catch basin filtration through existing and new technologies
- ❖ Elimination of all direct runoff into the lake
- ❖ Dye testing existing houses and business to determine if sanitary systems are adequate
- ❖ Changes in land use patterns
- ❖ Recommendations for Town and County parks
- ❖ Education components
- ❖ Legislative initiatives
- ❖ Recommendations for coordinated storm sewer cleanups
- ❖ Development of an integrated Community Based Goose Management Plan



### 1986 Clean Lakes Study Accomplished Tasks:

- ❖ Vacant properties for storm water control have been acquired.
- ❖ Zoning patterns in the three Towns generally reflect the proposed zoning of the 1986 study.
- ❖ Prohibition of new direct storm water runoff has been accomplished by the upkeep and redesign of the preexisting basins.
- ❖ Recommendations regarding fertilizer application are difficult to implement and measure. TV and Radio ads urging citizens not to use inorganic fertilizer and herbicides are likely to have an impact.

**Source:**  
*1986 Lake Ronkonkoma Clean Lakes Study. Suffolk County 2006 Draft Lake Ronkonkoma Clean Lakes Study Update. Town of Brookhaven*

## 28. Groundwater/SWAP

# Stormwater Assessment

*Now our biggest environmental problems come from our own actions, our own choices, rather than pollution produced by big business.*

Jesse Ventura



The Suffolk County Water Authority prepared a Storm Water Assessment Plan (SWAP) designed to protect water quality and reduce the discharge of pollutants to the maximum extent practicable in contributing areas of existing well sites. Reducing the discharge of pollutants to the maximum extent practicable can be achieved by implementing

control measures such as Public Education and Outreach on Storm Water Impacts, as indicated on the right.

The two well sites, at Samuel Street and Morris Avenue (shown below), and their contributing areas should be protected and controlled through land use as well as education.

The Morris Avenue well site and its contributing area are

located in an area identified by this plan as the Farmingville Hamlet Center. New development or redevelopment in this area should consider appropriate measures to prevent the discharge of pollutants.

As required by Town Code, development projects must comply with Stormwater Pollution Prevention guidelines and requirements.



Keeping It Pure!

Public Education and Outreach on Storm Water Impacts:

- ❖ Public Involvement/Participation.
- ❖ Illicit Discharge Detection and Elimination
- ❖ Construction Site Storm Water Runoff Control
- ❖ Post-Construction Storm Water Management in New Development and Redevelopment
- ❖ Pollution Prevention/Good Housekeeping for Municipal Operations

Source: Suffolk County Water Authority

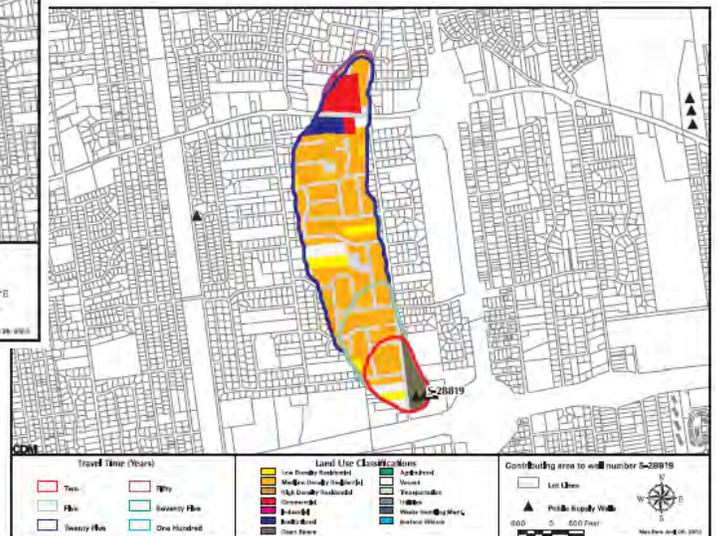
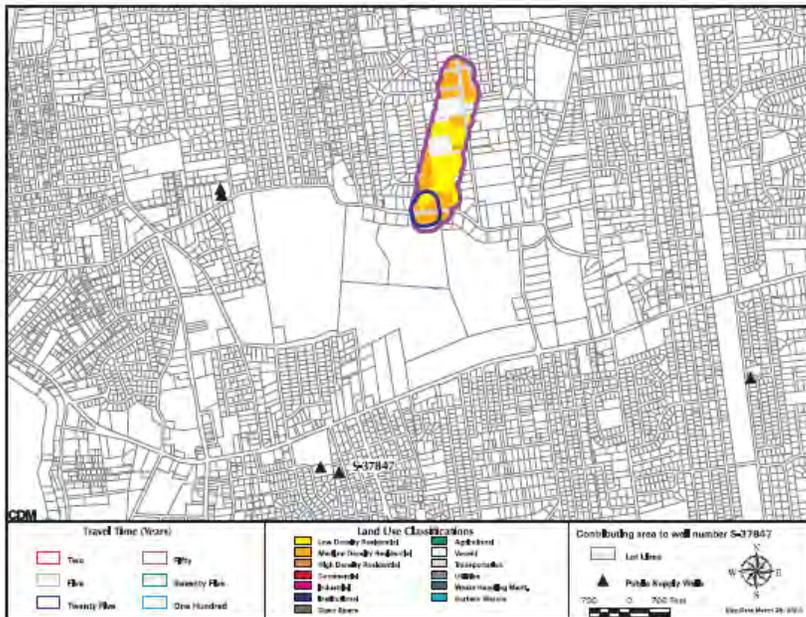


Figure 25 – SWAP



# 29. Historic & Cultural



## Historic Portion Road

*Difficulty is the excuse history never accepts.*  
Edward R. Morrow

The study area contains many significant historic resources, which are an integral part of its quality of life. Many historic sites exist within this study area, including the Maude Adams House, American Legion Building and St. Mary's Episcopal Church. Several more were previously identified in the chapters preceding this section.

The remaining historic structures that were identified should be retained and renovated as needed to

preserve their historic significance. Adaptive reuse of these structures should be encouraged in conjunction with the proposed land use plan. In those areas identified for commercial transition, these structures can easily be renovated for office use.

Consideration for a new historic district has been examined for this area. However, due to the lack of concentration of the remaining historic structures in one specific area, this land use plan does not support the creation of a new historic district. Current Town policy is to only refer designated

properties under HDAC jurisdiction for their input and recommendations. This plan recommends that any renovation or adoptive reuse/redevelopment of any structure identified in this study should be referred to the HDAC for their input, recommendations and guidance.

The Ronkonkoma Historical Society plays a critical role in this community in collecting and preserving the history of Lake Ronkonkoma. Many of the references contained in this document were derived from this organization.

# HISTORIC & CULTURAL PRESERVATION



**Cultural**  
The 1996 Comprehensive Land Use Plan for the Town of Brookhaven identified an area of archaeological significance adjacent to Lake Ronkonkoma. Due to the considerable history of this area of the Town, future development applications of over five acres in size should be required to undertake a cultural resource study to ensure that no important archaeological discovery is lost to future generations.

- Recommendations:**
- ❖ The designation of additional Town historic landmarks should be considered on a case by case basis upon the recommendation of the Historic District Advisory Committee (HDAC).
  - ❖ Any renovation or adoptive reuse/redevelopment of any historic structure identified in this study should be referred to the Town of Brookhaven's Historic District Advisory Committee for their input, recommendations and guidance.
  - ❖ Nominations of significant structures for State and National Registers of Historic Places with support of the Historic District Advisory Committee.
  - ❖ Adopt Town Code amendment to require structures found on the Town's SPLIA inventory and identified herein to be reviewed by the HDAC for adaptive reuse and/or redevelopment.
  - ❖ The installation of formal signs announcing the designation of a site as a Town historic landmark.
  - ❖ Establish a formalized Town Preservation Incentive Program for preserving historic structures.
    - Formal public recognition and reward for adaptive reuse.
    - Reducing assessments for designated Town historic landmarks.



# 30. Public Lands Introduction

## Parks & Open Space

*Do not go where the path may lead, go instead where there is no path and leave a trail*

*Ralph Waldo Emerson*



As previously identified, this study area possesses a significant park and recreational feature, Lake Ronkonkoma. As the largest freshwater lake on Long Island the majority of the public lands for both open space and active recreation are focused around the lake in all three of the townships that the lake resides in Brookhaven, Smithtown and Islip.

Outside of the lake areas, little opportunity exists

for passive and active recreation. The purpose of this section of the land use plan is to identify sites for potential active and passive recreational opportunities as well as civic and public spaces within the downtown and hamlet center areas and any additional opportunities for open space preservation.

Active parklands should include all types of services from small playgrounds, large multi-use recreational sites and historic sites.

Within the Portion Road segment of the study

area there is a need for public parks and/or playgrounds particularly within or adjacent to the hamlet centers and downtown. There is also a need for outdoor recreational activities.

This section of the land use plan is separated into Active Parks and Recreation, Open Space and Civic and Public Spaces. Each of these sections will identify specific recommendations for these very important land use features.



- ❖ **Playlots:** These are small area designated for small children, less than an acre in size, generally found in high density areas as a substitute for a back yard.
- ❖ **Vest Pocket or Mini-Parks:** These are also small parks usually devoted to a single need and the location is determined more by the availability of land.
- ❖ **Neighborhood Parks:** These are the backbone of the local park system. They should have a minimum of five acres and be located within one-half mile of the population they serve (2,000 to 10,000 persons).
- ❖ **Open Space:** Lands such as woods, wetlands, parks, golf courses, farms and the like constitute open space.

Source: 1996 Comprehensive Land Use Plan.





# 30a. Active Parks



## Active Parks & Recreation

*The only compensation for land is land.*  
Winona LaDuke

As identified in the existing conditions section, this area is poorly served by active recreation and park lands with the exception of the areas around Lake Ronkonkoma. It is the intent of this section of the land use plan to provide recommendations for new active parks and recreation facilities.

**Holbrook Road:** A neighborhood park should be established on the property located at the southeast corner of Portion Road and Holbrook Road. This is an ideal location for an active park as it is centrally located in this part of the study area. In addition, due to its location along Portion Road, vandalism and after hours trespass is minimized thereby reducing potential costs for maintenance and repair.

**Avenue D:** A neighborhood park should be

established on the property located at the northeast corner of Portion Road and Avenue D. This is also an ideal location for an active park, as it is centrally located in the Farmingville section of the study area.

**LIPA:** LIPA Right-of-ways run through this study area both north to south and east to west. The north-south ROW runs from the Long Island Expressway to Centereach and beyond. As recommended in other land use plans, this expansive right-of-way can also be used as a pedestrian corridor park. Formalized paved trails should be installed for various uses including pedestrians and bicycles.

**Lake Boardwalk:** Suffolk County should undertake an overall improvement plan of their lands along the shoreline of Lake Ronkonkoma. Connection from the Town of Brookhaven Park on Shore Road to the Smithtown Park would be possible with a Boardwalk

that runs along the shoreline of the lake at street level. This would provide public access to the Lake in areas presently not available. Fishing piers could be provided from the boardwalk. The historic bookstore could be renovated for concession. Parking is currently provided in both municipal parks.

**Fireman's Park:** Lake Ronkonkoma Fire District currently owns a facility at the northeast corner of Portion Road and Hawkins Avenue. The eastern most portion of this site is presently an underutilized parking area. This area fronting along Portion Road should be developed with a Fireman Memorial Park. This will create an enjoyable public space and memorial feature as well as screen the existing parking field.

Smaller pocket park lands with limited access and located within residential subdivisions should be discouraged.



The parks on utility right-of-ways are a new concept that has been well received in other parts of the country. LIPA should play a critical role in providing access to these lands.

This plan identifies parcels proposed for park or open space. Please see Proposed Parks, Open & Public Space Plans, Figure 26.





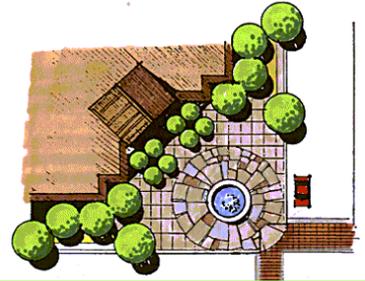
# 30b. Civic Spaces

## Civic & Public Spaces



*Eisenhower understands that a civic space must have a duality. You want to appreciate it from the outside looking in, but when you're inside, you want to focus on the message.*

Gary Chosen



Civic and public spaces focus primarily on the downtown, hamlet center and main street but can also be incorporated into a large scale commercial center. Public spaces such as squares, plazas, greens, landscaped areas. A greenway or common area will serve as a pedestrian common area and can be developed with amenities such as gazebos, community center and other such public amenities as the community and the Town

of Brookhaven see fit. Within the Hawkins Avenue Main Street the primary civic space is the large cedar tree used for holiday events. This corner should be formalized with brick pavers, park benches, information kiosk and other amenities. Within the downtown area the Fireman's Memorial Park creates a public space in an area currently paved. Within the Farmingville Hamlet

Center opportunities exist to provide plazas or squares. The regional commercial centers known as Highpoint, can be transformed utilizing a single row of front yard parking to create a greenway or common area along Portion Road. Walking path, benches, gazebo and other amenities should be provided. This greenway will also serve to screen the large scale commercial development.

Public and private parks and civic uses are an important component to any main street or hamlet center. Well-configured public spaces such as squares, plazas, greens, landscaped streets, greenways, and parks are woven into the pattern of the hamlet center and dedicated to the social activity, recreation, and visual enjoyment of the residents of the Town of Brookhaven.



# 30c. Open Space



## Open Space

*Do not go where the path may lead, go instead where there is no path and leave a trail*  
 Ralph Waldo Emerson

Past preservation efforts have shown significant open space acquisitions within the Town of Brookhaven, particularly within the Central Pine Barrens. There have been no such significant open space acquisitions provided for in this study area. This is due primarily to the fact that this area was developed and potentially built out before any efforts to preserve lands for open space purposes were practiced. As a result, there are few large tracts of land remaining that could even be considered for preservation of open space.

The last remaining large parcel of land is the

Cenacle Property. This property is a haven for both wildlife and human life and should always remain as the sanctuary it was intended to be. To those ends, although development plans for a new convent is proposed, any additional land uses such as multi-family housing, of any kind, or other land use not compatible with the existing sanctuary use should be greatly discouraged.

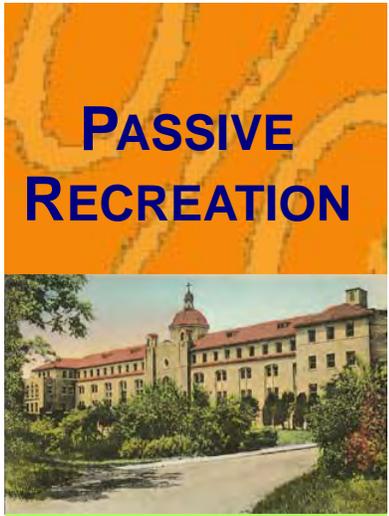
Other sites identified for potential open space acquisition include the Slowik property located at the north east corner of Portion Road and Holbrook Road. This seven acre parcel of land provides for both a scenic viewshed along Portion Road as well as a habitat

for avian species.

Lastly, the remaining undisturbed land along Portion Road consisting of three parcels makes up seven acres of potential open space. These lands identified as the Irace/Fernandes/Nicolos property are the last remaining undisturbed parcels along Portion Road in the Farmingville portion of this study area.

Priority should be given to acquisition of these significant parcels.

Consideration should also be given to any parcels of land that may connect to potential greenbelts.



## PASSIVE RECREATION

A passive recreation area is generally an undeveloped space or environmentally sensitive area that requires minimal development. The Parks Department may maintain passive recreation areas for the health and well-being of the public and for the preservation of wildlife and the environment. The quality of the environment and "naturalness" of an area is the focus of the recreational experience in a passive recreation area. Passive recreation uses refer to non-consumptive uses such as wildlife observation, walking, hiking and biking.

This plan identifies parcels proposed for park or open space. Please see Proposed Parks, Open & Public Space Plans, Figure 46.





Figure 26 – Proposed Parks & Open Space





# 31. Transportation Introduction

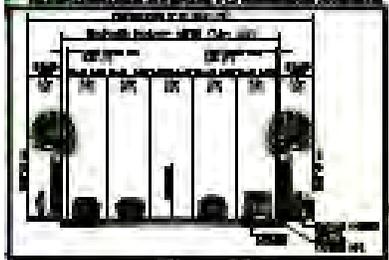
## Transportation Improvement Recommendations



### Roadway Improvement Recommendations

*The United States Transportation system is the envy of the world.*

*Jerry Costello*



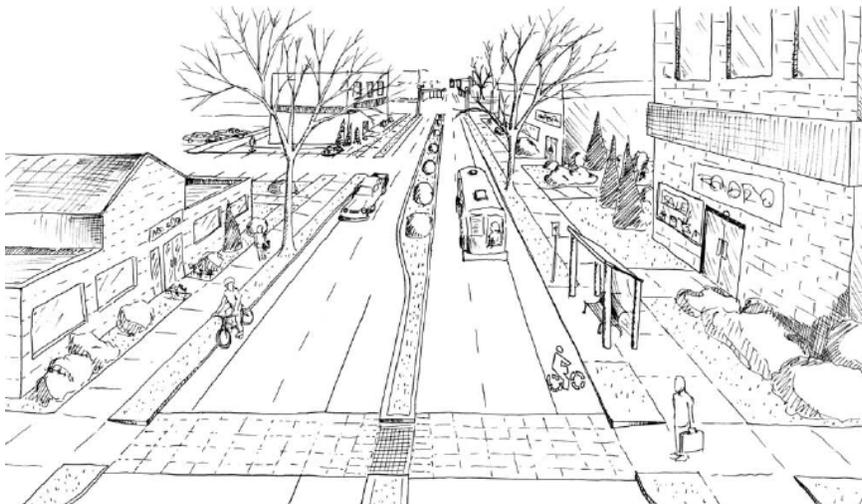
The development of a resourceful transportation plan for Portion Road (CR 16) involves not only addressing the needs of motorists, bicyclists, pedestrians, and the local community, but also of this land use plan. The Suffolk County Department of Public Works is currently reconstructing a 2.73 mile section of Portion Road, extending easterly from Ronkonkoma Avenue to Nicolls Road (CR 97). These improvements are described in Section 31c. Concrete curb, sidewalk, drainage system, and rebuilt traffic signals will all be part of this improvement project.

This Land Use Plan centers around four distinct areas, which include the Hawkins Avenue Main Street District, the

Portion Road Downtown area, the Morris Avenue Neighborhood Center, and the Highpoint Regional Center. At each of these areas, there will be transition zones which contain both residential and business uses. Interconnectivity between parking lots, as well as shared parking facilities among neighboring businesses will help to minimize congestion. Minimizing the number of curb cuts, e.g. by sharing access to multiple businesses, will facilitate traffic flow and safety. Establishment of bike routes and installation of bike racks and bus shelters will also enhance bicycle and pedestrian activity in these areas. Increased density of development will encourage improved Suffolk Transit bus service.

#### UPCOMING SECTIONS

- ❖ General Recommendations
- ❖ Center Improvements
- ❖ Parking Improvements
- ❖ CR 16 Recommendations
- ❖ Town Roads
- ❖ Bike Routes
- ❖ Bus Service
- ❖ Safe Routes to Schools
- ❖ Funding





## 32. General Recommendations



### Roadway Improvement Recommendations

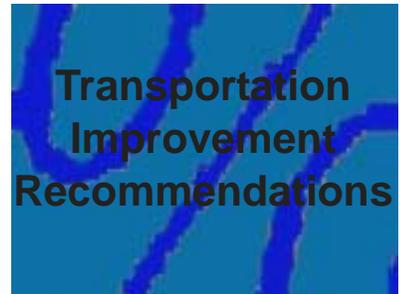
*Standing in the middle of the road is very dangerous; you get knocked down by the traffic from both sides.*  
Margaret Thatcher

Hawkins Avenue, the heart of Downtown Lake Ronkonkoma, extends from Lloyd Court at the northern terminus to Division Street at the southern terminus. This “Main Street” area has the potential for in-fill and redevelopment opportunities. Increased width of sidewalk areas raised pedestrian crosswalks, center medians, sidewalk “bulb-outs” at intersections, “gateway” entrances to the area, as well as improved municipal parking will all help to promote an all-around general feel of a “Main Street” area.

A “Walkable Communities” study was conducted in the vicinity of the Portion Road / Hawkins Avenue intersection in order to provide recommendations to enhance pedestrian travel. Some of the key points in this study were to add continuous sidewalk on both sides of the street, with countdown pedestrian signals at intersections, tightening the turning radii and adding bulb-outs at intersections, reducing the width of the travel lanes in order to reduce vehicular speeds, and adding pedestrian signage and crosswalks (both at intersections and mid-block crossings).

The Portion Road downtown area extends from Ronkonkoma Avenue at the western terminus to Patchogue – Holbrook Road (CR 19) at the eastern terminus. The philosophy is very similar to that of the “Main Street” areas. Making the building frontages more pedestrian friendly by connecting businesses with wider sidewalks, adding street furniture (e.g. decorative street lights, benches, planters, trash receptacles and clocks), as well as outdoor seating areas, will help to create the effect of a “Downtown” area. Common access points as well as shared parking facilities will help to alleviate excessive traffic on Portion Road. The current reconstruction of Portion Road (CR 16) will encourage future growth of these downtown areas.

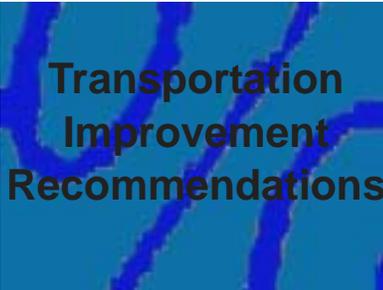
The Morris Avenue Neighborhood Center, which extends from Warren Avenue to Morris Avenue along Portion Road, has several commercial sites which could be expanded upon, as well as interconnected.



- ❖ Utilize Shared Access techniques to optimize traffic safety along Portion Road and major Town roads.
- ❖ Utilize Shared Parking where possible to optimize use of parking spaces.
- ❖ Improve streetscape in downtown centers as development occurs, i.e. continuous sidewalks, landscaping, lighting, benches, and trash receptacles.
- ❖ Crosswalks should utilize contrasting pavement techniques, e.g. stamped concrete, and fluorescent warning signs for motorists should be provided.
- ❖ Where median islands are proposed, openings would be provided for intersecting streets and major driveways.



# 32a. Center Improvements



## Hamlet Center Improvements

*Restore human legs as a means for travel. Pedestrians rely on food for fuel and need no special parking facilities.*  
Lewis Mumford

### Hawkins Avenue Main Street

➤ Hawkins Avenue Main Street:

- Connect Hawkins Avenue and Ronkonkoma Avenue via a new roadway through the Kohls Shopping Center currently used as a driveway. The new road should be complete with sidewalks, street trees, etc. Access to the parking areas for Main Street, Kohls shopping center and other commercial uses along Portion Road should be provided via this new roadway.
- Provide a pedestrian by-way/bike connection from Ronkonkoma Avenue (Moloney property) west to Lake Shore Road, Harding Road or LakeView, a vehicular connection is not feasible due to grading conditions.
- Connect the Town parking field (east of Hawkins Avenue and south of Portion Road) with the existing driveway west of Carroll Avenue, opposite Samuel Street. This will provide a route from Samuel Street to Hawkins Avenue, via the parking field and the existing roadway adjacent to Hawkins Avenue. Consider expansion of the parking field onto two adjacent vacant properties. Reopen blocked alleyway connections from Hawkins Avenue to parking field.
- Pursue leasing of parking spaces at Capital One Bank on Portion Road for Town municipal use.
- Install “Gateway” treatments on Hawkins Avenue, southbound at Lloyd Court (north) and northbound just north of Division Road (see photo for example). These treatments will help to slow traffic entering the area on a downgrade.
- Improvements to the “Downtown” areas were the use of colorized pavement markings for crosswalk facilities at major intersections, replacement of iron railings with flower boxes, and installation of bike racks, pedestrian lighting, trees, and landscaped medians.





## 32a. Center Improvements



### Hamlet Center Improvements

*Restore human legs as a means for travel.  
Pedestrians rely on food for fuel and need no special parking facilities.*

*Lewis Mumford*

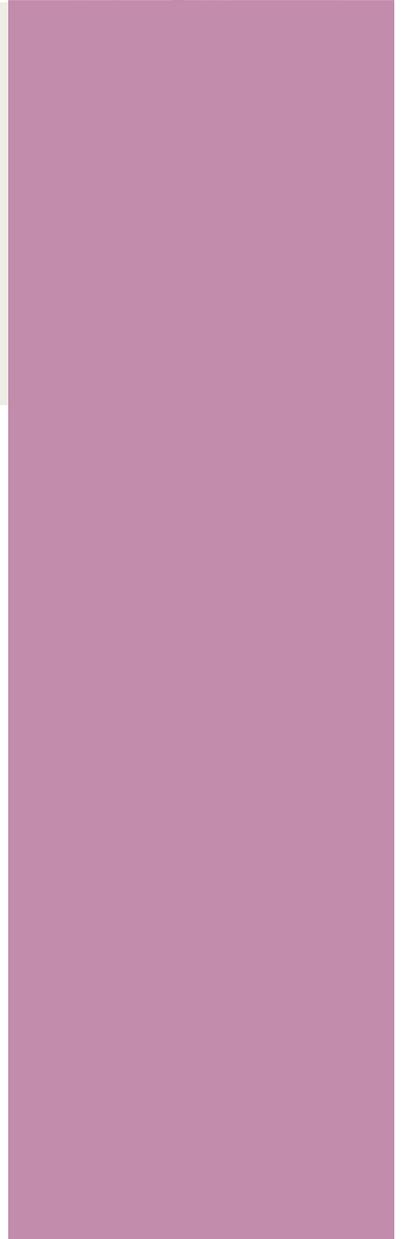
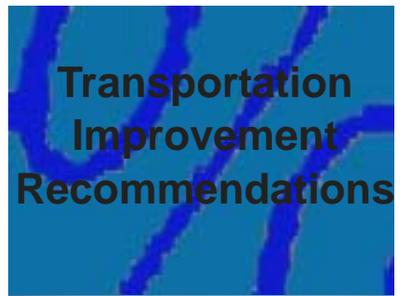
### Downtown Lake Ronkonkoma

➤ **Downtown Lake Ronkonkoma:**

- Connect existing/new parking facilities together to create shared access and parking between commercial sites.
- Limit direct access to County Road 16 from commercial properties that have access potential to side streets and other commercial properties.
- Provide wider sidewalks, adding street furniture (e.g. decorative street lights, benches, planters, trash receptacles and clocks).
- Provide decorative bus shelters.

➤ **Highpoint / Lake Shore Plaza Regional Centers:**

- Cross access between the three centers is essential.
- Pedestrian connections should be made between the three centers and from the store fronts to Portion Road.
- Eliminate/improve any vehicular/pedestrian conflicts within each site.
- Provide a pedestrian connection parallel to Portion Road through existing parking fields at the three contiguous sites. Remove first row of parking adjacent to Portion Road to increase buffer area.
- Utilize canoe, boulevard or other traffic calming measure at each of the access points to the centers from Portion Road.
- Add parking lot landscaping islands to direct traffic through the parking areas.





## 32a. Center Improvements

### Hamlet Center Improvements

*Restore human legs as a means for travel.  
Pedestrians rely on food for fuel and need no special parking facilities.*

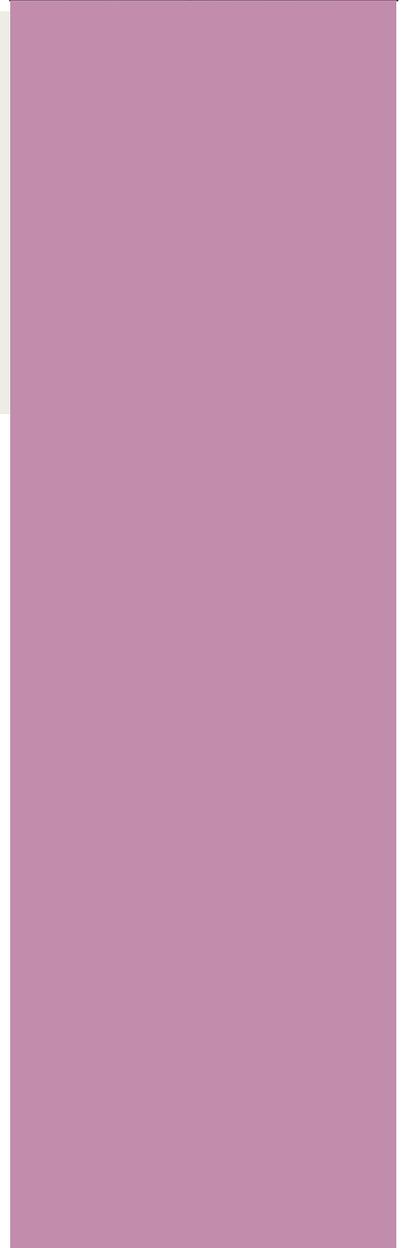
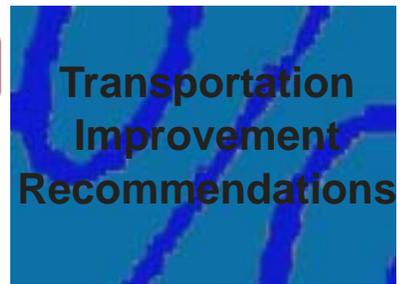
*Lewis Mumford*



### Morris Avenue Hamlet Center

➤ **Morris Hamlet Center - New Connections:**

- Connect existing/new parking facilities together to create shared access and parking between commercial sites.
- Limit direct access to County Road 16 from commercial properties that have access potential to side streets.
- Add parking lot landscaping islands to direct traffic through the parking areas.





## 32b. Parking Improvements



# Parking Improvement Plan

*If you have a little extra parking, I err on the side of getting rid of it in favor of having some more greenery.*

*Michael King*

The Town of Brookhaven currently holds a long term land lease agreement to provide municipal parking behind the buildings along the east side of Hawkins Avenue Main Street with access to the main street as well as Carroll Avenue.

This parking facility should be expanded and improved. Several vacant parcels of land fronting along Carroll Avenue should be acquired to expand this municipal parking field. Connections should also be made to other parking facilities to the north to make a complete connection to the existing parking area that services McDonalds.

On the west side of Hawkins Avenue Main Street, parking is provided via the Kohl's parking lot. Other parking is also

provided behind the buildings along the west side of Main Street. However, these two parking facilities are separated by curbing. It is recommended that the curbing be removed and a common parking area be provided.

Along the northeast portion of Main Street the Lake Ronkonkoma Fire District maintains a large parking area. The buildings along the east side of Hawkins Ave. have individual parking areas. These parking facilities should be combined with access via Lloyd Ct.

At the northwest area of Main Street, Capital One presently has a large parking lot. This parking area should be opened and shared with other commercial uses along Hawkins Avenue.

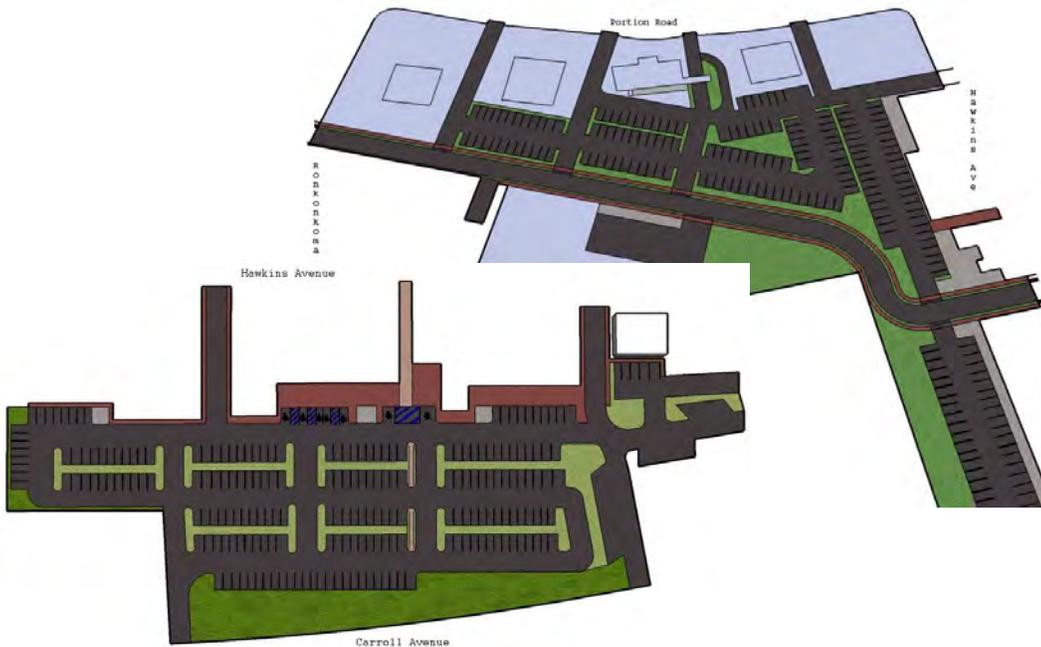


Figure 27 – Parking Improvement Plans



### Parking Improvement Recommendations

- ❖ Town acquisition and Improvement of Hawkins Avenue municipal Parking facility.
- ❖ Existing parking facilities should be connected where possible.
- ❖ Shared/common parking should be required between commercial sites.
- ❖ Parking lot landscaping should be provided pursuant to Town Code.
- ❖ Pedestrian connections should be provided within parking fields.

### Outside of Main Street:

- ❖ Commercial developments within the study area should be required to combine parking facilities and agree to share parking between commercial sites.
- ❖ Pedestrian connections should be required within parking fields.



## 32c. CR 16 Recommendations



# Portion Road Improvement Plan

*This isn't life in the fast lane, its life in the oncoming traffic.*

Terry Prachett

As the Suffolk County Department of Public Works continues its highway improvement plan of CR 16, this land use plan proposes to reinforce the highway improvement plan and reaffirm the improvements proposed.

The Final Design Report, PIN 0755.98, Reconstruction of County Road 16, dated May 2003, will improve vehicular, bicycle and pedestrian mobility along the County road. The plan also includes features that are important to the community character. It is these features that this land use plan reinforces.

An important element of the highway improvement plan is the pedestrian amenities. These include stamped pavement cross walks at critical intersections. Pedestrian signalization

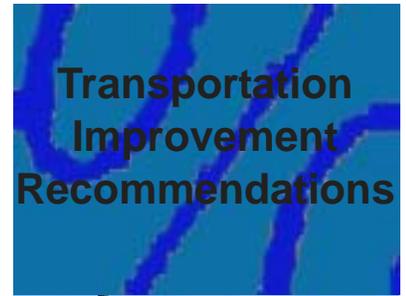
should also be provided.

Bike lanes should be provided along the entire length of Portion Road.

Bus shelters are proposed, however a decorative shelter is preferred that would better suit the character of these communities.

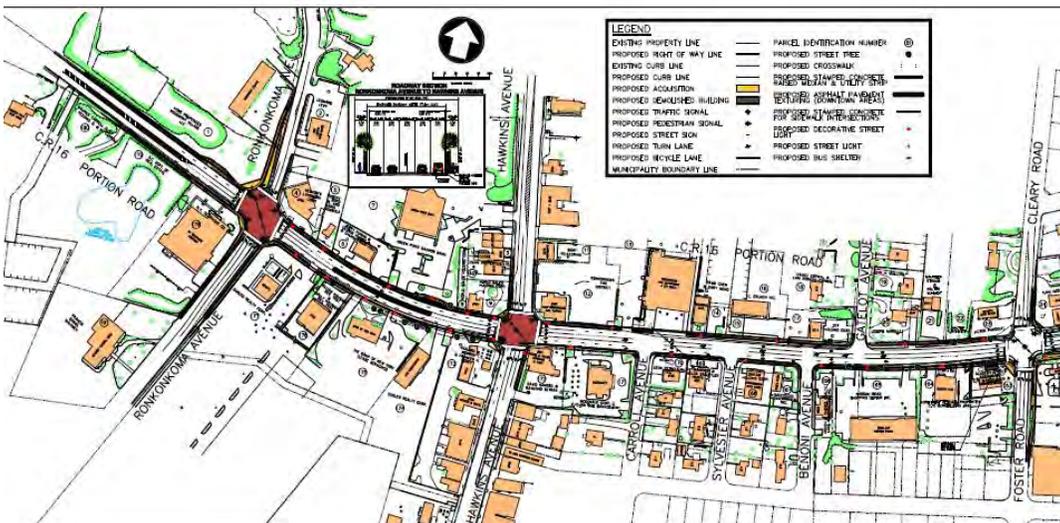
Street trees should be provided along the entire length of Portion Road, however a different tree species should be uses to show a distinction between transitional areas, downtown areas and hamlet center areas.

Access management principals should be applied. Each commercial site should only be afforded a single curb cut depending on property size. Curb cuts should be standardized. No site should be permitted open ended curb cut along the entire length of their property.



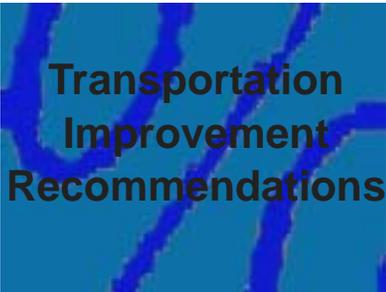
### CR 16 Improvement Plan Recommendations:

- ❖ Cross walks must be provided at critical intersections.
- ❖ Pedestrian signalization should be provided at critical intersections.
- ❖ Bike Lanes should be provided along the entire length of CR 16.
- ❖ Street trees should be reflective of Downtown, Hamlet Center and transition areas.
- ❖ Decorative Bus shelters should be provided.
- ❖ Bike Racks should be provided.
- ❖ Access management principals should be applied.





# 32d. Town Roads



## Improvements to Town Roads

*Transportation spending is a win-win-proposition.*  
*Tim Bishop*



Town roads provide the connections between State and County highways as well as direct access to all Town residents. The future traffic circulation system of Town roads is an important element of this land use plan. The improvement recommended reflect the nature of this community, the quality of life and the safe and effective movement of people and goods that this land use plan is designed to achieve.

➤ **Ronkonkoma Avenue**

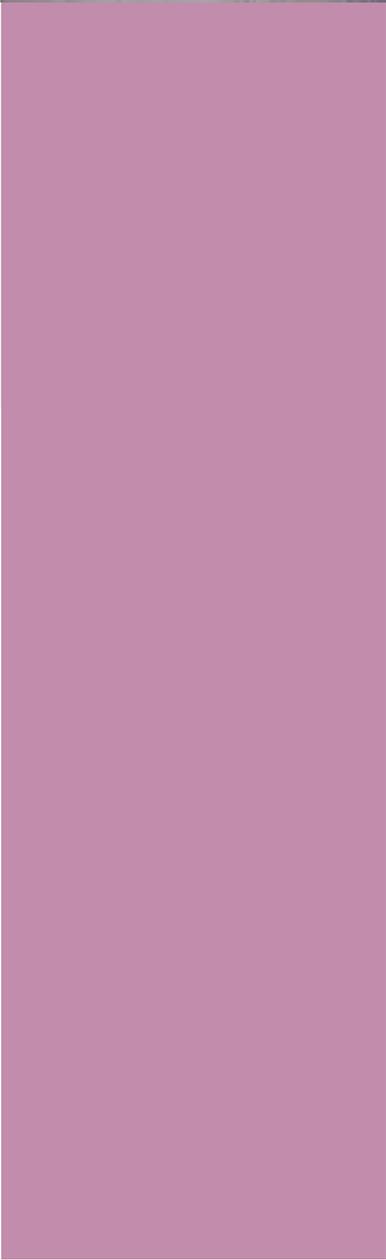
1. Between Portion Road and Division Road:
  - Traffic Calming - Install raised median island, reduce lane widths.
2. Between County Park and Rita’s Ices (Lake Terrace):
  - New sidewalk on west side of street (TOB Highway may be constructing).
  - New crosswalk at park.

➤ **Hawkins Avenue**

1. Lloyd Court (North) to Portion Road:
  - Traffic Calming - Install raised median island, reduce lane widths.
  - New crosswalk in this segment.
2. Portion Road to Division Road:
  - Traffic Calming - Install raised median island, from roadway adjacent to #466 Hawkins Avenue south to Division Road, as roadway width permits.
  - New crosswalk adjacent to #466 Hawkins Avenue.

➤ **Division Road**

- Traffic Calming - Install bike lanes, reduce lane widths.





## 32d. Town Roads (cont)



# Improvements to Town Roads

## Transportation Improvement Recommendations

### ➤ Lake Shore Road

- Construct “esplanade” on lake side of roadway, part sidewalk and part boardwalk, from Town Park to Smithtown Town Line/County properties. Install new crosswalks at appropriate locations.
- Install a cul-de-sac on Old Portion Road east of Lake Shore Road.

### ➤ Holbrook Road

1. North of Portion Road (from Division of Traffic Safety Study, September, 2006):
  - Traffic Calming - Reduce lane widths. Consider installation of Speed Awareness Devices.
  - New sidewalk between Portion Road and Hill Street.
2. South of Portion Road:
  - Traffic Calming - Reduce lane widths to discourage speeding and improve safety for bicyclists. Consider installation of Speed Awareness Devices.

### ➤ Street Closures

Close one road listed in each pair below:

1. Sylvester Avenue or Benoni Avenue
2. Linden Street or Beech Street



# 33. Bike Routes

## Bike Route System



*If you worried about falling off the bike, you'd never get on.*  
Lance Armstrong

The bicycle is a healthy and viable alternative to the automobile for many trips. It can also play an important role in helping the city to reduce congestion, improve air quality, improve the overall health of Brookhaven citizens, and develop a more balanced transportation system. Bicycle facility needs are based on general principles of safe and convenient bicycling, as well as specific location needs for various situations in the area. The following recommendations for bike lane improvements and connections to existing systems:

### Bike Routes (See Map)

1. Hawkins Avenue from the Ronkonkoma Railroad Station / Railroad Avenue to the Lake Grove Town line at Smith Road (Five Corners) (Install Bike Route signs - already listed as a non-signed connecting bike route – Source: NYSDOT).
2. From Town Park at Lake Ronkonkoma north on Lake Shore Road to Harding Road, east through Moloney Funeral Home property to Ronkonkoma Avenue, south to Division Street, east to Hawkins Avenue, north to connector road adjacent to #466 Hawkins Avenue, east through Town parking field to Samuel Street, east to Foster Road, north to Portion Road.
3. Ronkonkoma Avenue, south from Division Road to County Park.
4. Extend the proposed bike route on Portion Road outside the study area from Nicolls Road (CR 97) easterly, in order to connect with the Town’s existing Waverly Avenue / College Road bike route.
5. Patchogue - Holbrook Road (CR 19) from Portion Road south to LIE North Service Road. (Service Roads are already listed as non-signed connecting bike routes – Source: NYSDOT).
6. Holbrook Road from Sachem Library north to Portion Road.
7. “Loop Route” - Warren Avenue from Portion Road south to Lakeside Drive, east to Morris Avenue, north to Portion Road, passing by Morris Avenue Park.
8. Install bike racks in Downtown Lake Ronkonkoma, and at Town and County parks.

## Transportation Improvement Recommendations



The Suffolk County Department of Public Works has included bike lanes into their CR 16 improvement plans. This provides a bike route connection from Lake Ronkonkoma to an existing Bike Route system that links up with Suffolk County Community College.

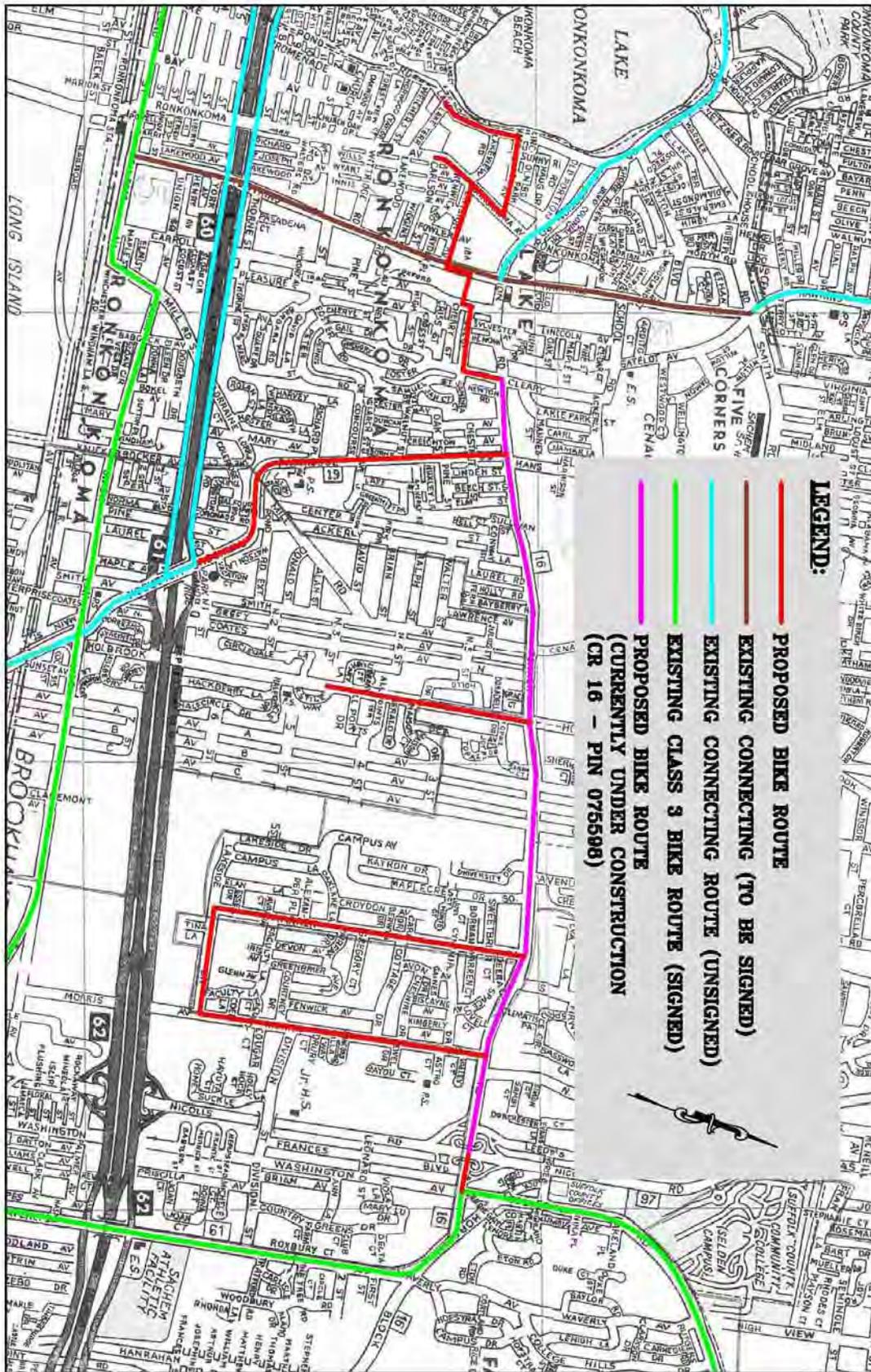


Figure 28 – Bike Route



# 34. Bus Routes

## Transportation Improvement Recommendations



### Suffolk County Transit

*A thought is an idea in transit.*  
Pythagoras

Bus transportation in the study area is provided by Suffolk County Transit. This system of interconnected bus routes including feeder routes is operated by private bus companies under contract with the County which owns the buses and leases them for operation. This system primarily serves a transit-dependent population, those who lack a driver’s license or do not have access to an automobile.

The current bus routes in this study area are along Portion Road and Hawkins Avenue. The Hawkins Avenue Route 57/59 makes connections from the Ronkonkoma Train Station to the Smithaven Mall. The 6A Route along Portion Road makes connections from the Ronkonkoma Train Station to Suffolk County Community College (See map of existing Routes below).



#### Bus Service Recommendations:

- ❖ Institute free transfer between existing routes (S-57 and S-59, Sayville to Smith Haven Mall, and S-6A, Ronkonkoma Railroad Station to Coram) at Hawkins Avenue / Portion Road intersection.
- ❖ Petition Suffolk Transit to increase frequency of service, as development occurs in hamlet centers.
- ❖ Install bus shelter on the west side of Hawkins Avenue near Portion Road, and at other heavily-used bus stops.
- ❖ Install decorative bus shelters along Portion Road corridor.



Figure 29 – Bus Route

Source: Suffolk County Transit



# Safe Routes to Schools Program

*I'm not going to buy my kids an encyclopedia.  
Let them walk to school like I did.*

*Yogi Berra*

Safe Routes to School programs enable community leaders, schools and parents across the United States to improve safety and encourage more children to safely walk and bicycle to school. In the process, programs are working to reduce traffic congestion and improve health and the environment, making communities more livable for everyone

Providing safe routes for children to and from school can be a challenging task given the physical conditions and limited widths on many roadways. There are measures which can be taken in order to increase motorist awareness of children walking to school. Increasing the amount of signage along specified routes, as well as upgrading this signage to be of the retro-reflective yellow-green type, and upgrading existing pavement markings will help in creating a safe environment for all pedestrians. Other items which should be addressed along dedicated school routes include a review of sidewalk condition and width, including freedom from obstructions or bushes, as well as the accessibility of school access points.

The steps below provide a framework for a Safe Routes to Schools (SRTS) program based on what has worked in other communities. These steps are meant to provide guidance. Getting things done may require different approaches or using these steps in a different order.

1. **Bring together the right people.** Identify people who want to make walking and bicycling to school safe and appealing for children. Sharing concerns, interests and knowledge among a variety of community members with diverse expertise can enable groups to tackle many issues.
2. **Hold a kick off meeting and set a vision.** A goal of the first meeting is to create a vision and generate next steps for the group members.
3. **Gather information and identify issues.** Collecting information can help to identify needed program elements and provide a means to measure the impact of the program later.
4. **Identify solutions.** Solutions to identified issues will include a combination of education, encouragement, engineering and enforcement strategies. Safety is the first consideration.
5. **Make a plan.** It doesn't need to be lengthy. Include encouragement, enforcement, education and engineering strategies. Create a time schedule for the plan.
6. **Get the plan and people moving.** Hold a kick off event starting with a fun activity. Participate in International Walk to School Day or celebrate a Walking Wednesday.
7. **Evaluate, adjust and keep moving.** To sustain the program, consider building additional program champions and letting people know about your successes.

The following maps show the current levels of improvements and the need for additional improvements to local streets in order to implement Safe Routes to Schools.

## Transportation Improvement Recommendations



### Safe Routes to School

In the Sachem School District, there is a ½ mile radius in which all students (Elementary School, Middle School, and High School) must walk to and from school. There are NO bus stops within this ½ mile radius.

#### Recommendations:

- ❖ Install new sidewalk and crosswalks along main walking routes within the ½ mile radius of each school.
- ❖ Seek funding under the Safe Routes to School Program.

Source:

<http://www.saferoutesinfo.org/index.cfm>



Figure 30 – Safe Routes to Schools



Figure 30 – Safe Routes to Schools



# 36. Funding



## Funding for Transportation Improvements

*Transportation funding is a win-win for everyone involved.*

*Corrine Brown*

Developing and maintaining a comprehensive transportation system that supports safe automobile, transit, bicycle, and pedestrian travel is critical to improving mobility within the Portion Road Corridor. The reconstruction of Portion Road, which includes vehicle, pedestrian and bicycle enhancements, will improve the mobility of this County road. Of particular concern is the development of the recommendations contained herein for pedestrian and bicycle mobility on Town Roads.

Funding sources may be needed for capital improvements on Town roads in order to implement the recommendations contained in this Land Use Plan. The Town should therefore explore the funding opportunities as shown.

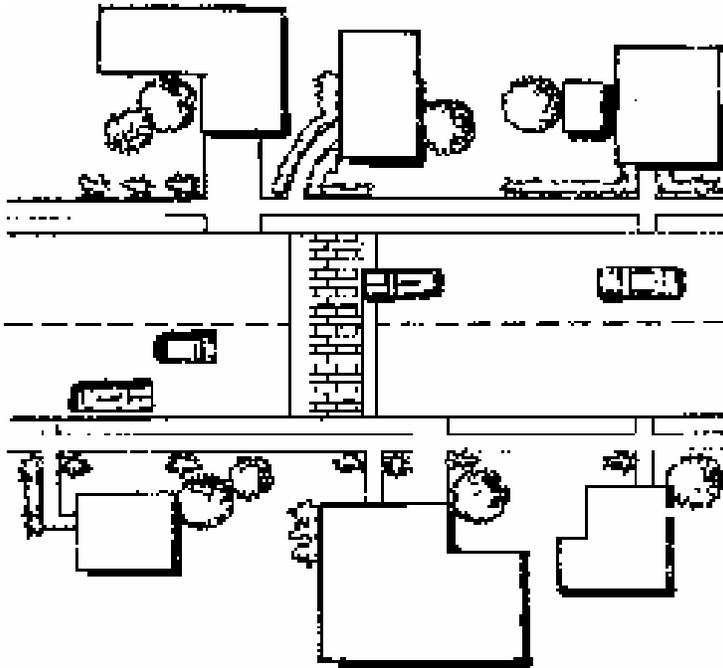
## Transportation Improvement Recommendations



### Potential Funding Sources

Pursue current and future funding opportunities, including, but not limited to, the following:

- ❖ Federal Community Development Block Grants
- ❖ NYSDOT Local Safe Streets and Traffic Calming Program
- ❖ Federal Transportation Enhancements Program
- ❖ NY State Quality Communities Grants
- ❖ Private Sector, e.g. measures to mitigate private development impacts, Business Improvement Districts





# 37. Incentives



## Portion Road Downtown Revitalization Toolbox

*The spirited horse, which will try to win the race of its own accord, will run even faster if encouraged*

*Ovid (Classical Roman Poet)*

Redevelopment and revitalization of the hamlet centers is vital to the economic and social sustainability of the Ronkonkoma communities, the school district and the Town. The downtown areas are experiencing limited or no new job creation and a lack of investment in aging commercial properties. Incentives can revitalize older neighborhood centers by providing extraordinary economic and human resource development programs, coupled with planning, design and infrastructure improvements. The intent of revitalization programs is to provide the necessary incentives to attract investment from private business and to maintain the connection between such growth and the community vision. Special incentives and assistance can promote the development of

new businesses, the expansion of existing businesses and the development of human resources within the hamlet centers.

In order to achieve the goals of the community and the Town to create vibrant, thriving Main Street Business Districts, a set of development tools and incentives have been explored, developed, and compiled. Through the use of these tools, the Lake Ronkonkoma area can be transformed into several compact, well-designed pedestrian-friendly hamlet centers that will serve to provide the community with shopping opportunities, dining opportunities, and public spaces that meet their needs and desires.

With these tools, Lake Ronkonkoma can be transformed into the community its residents deserve.



### Tools

- ❖ Incentive Zoning (J-6 or Overlay District Rezoning)
- ❖ Industrial/Commercial Incentive Plan (485 B & Double 485 B)
- ❖ Sanitary Density Transfer Program
- ❖ Public Transportation Improvements
- ❖ Community Development Commercial Façade Program
- ❖ Retail Market Potential Opportunity Gap Analysis
- ❖ Site Plan Design Requirements
- ❖ Expedited Permit Processing
- ❖ Payment in Lieu of Parking (PILOP)
- ❖ Historic Preservation Property Tax Exemption
- ❖ Federal and State Historic Structure Income Tax Relief Programs
- ❖ Public Funded Civic Space
- ❖ Infrastructure Improvements
- ❖ Transfer of Development Value (TDV)
- ❖ Workforce/Affordable Housing
- ❖ Special Districts
- ❖ Job Creation Tax Credits
- ❖ Grant Programs
  - Suffolk County Downtown Revitalization
  - New York Main Street
  - Restore New York
  - Certified Local Government



# 37. Incentives (cont)

## Incentive Zoning (J-6 Main Street Business or Overlay Districts)

The Town Board may on its own motion rezone the hamlet centers to J-6 Main Street Business District. The rezoning initiative will clearly designate the hamlet centers for development and redevelopment to fully integrated mixed-use pedestrian-oriented downtowns. The district provides criteria to permit increased lot occupancy, reduced parking requirements and provides the framework for targeted capital infrastructure expenditures in exchange for public infrastructure improvements including, public parking, sewage treatment plant capacity, civic and park space and pedestrian amenities.

Rezoning the hamlet centers will also resolve split-zoned parcels in order to encourage downtown development and expedite project approval. The Town’s 2003 code amendments promulgated new regulations regarding the interpretation of district boundaries, commonly known as the split zone rule, that specified properties regulated by two or more zoning districts would conform to the standards of the most restrictive zoning district. The hamlet centers are recommended for rezoning to J-6 Main Street Business District in order to encourage investment and redevelopment. The hamlet centers at Hawkins Avenue and Morris Avenue will benefit from incentive rezoning to J-6 Main Street Business District.

## Industrial/Commercial Incentive Plan (Real Property Law Section Double 485-b)

The Industrial/Commercial Incentive Plan was developed to grant tax incentives to spur selective growth and job creation within Suffolk County townships. As per the intent of the Incentives Plan, the Town of Brookhaven has selected strategic industrial and commercial uses to support with tax incentives to promote business revitalization within specific areas. The incentives program is intended to provide stimulus for capital improvement projects over \$50,000 in the small business sector that generally do not have access to similar Industrial Development Agency programs.

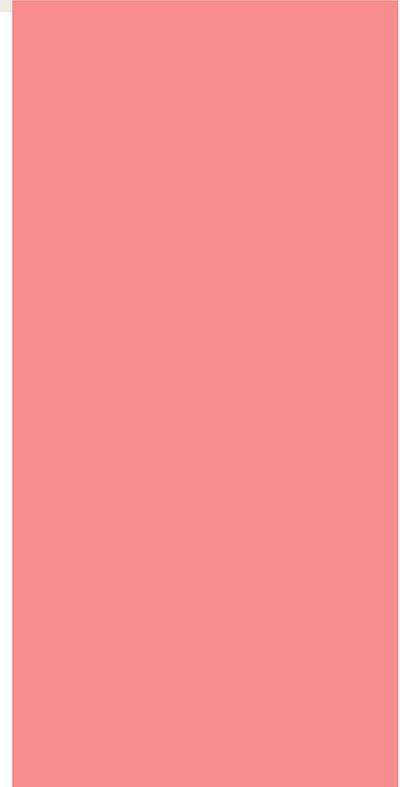
The program requires the consent of the local school district to support a 50% partial tax exemption on new capital improvements to be phased-out over ten years, after which the commercial building is fully assessed. The program has broad application within the study area; however, the Industrial/Commercial Incentive Plan must be amended to specify desired uses and defined boundaries, delineating between commercial and industrial uses and target areas. Amendment of the Industrial/Commercial Incentive Plan to address the location of specific uses has the potential to provide the greatest mechanism to create the main street districts envisioned.

## Sanitary Density Transfer Program

Without benefit of sanitary sewer infrastructure, commercial building size and residential density is constrained by Article VI of the Suffolk County Sanitary Code. Article VI regulates the permitted sanitary flow from individual buildings relative to the combined uses; lot size and building gross floor area.

The County sponsored Save Open Space (“SOS”) Bond Act created a mechanism to transfer development rights from non-farmland County open space purchases to workforce housing projects that would benefit from increased sewage flow capacity.

This program provides the basis of a sanitary density transfer program designed to facilitate the construction of two and three-story mixed-use buildings within the main street districts. The Town supports the use of this sanitary density transfer program to provide affordable ownership and rental workforce homes as defined in Article 36 of the Suffolk County Administrative Code and provide development compatible with the Main Street District Design criteria.







# 37. Incentives (cont)

## Site Plan Design Requirements

Site plan review can provide:

- Human scale/pedestrian friendly designs
- Enhanced streetscape
- Traffic calming
- Enhanced traffic routing – i.e. Build-out of the street grid & service roads, access to major routes
- New or enhanced public spaces
- Sense of place
- Distinct neighborhoods
- Pedestrian opportunities/enhancements, i.e. wide sidewalks, decorative streetlights, landscaping, decorative crosswalks, etc.
- Architectural cohesion
- Maintenance to foster community pride
- Public transportation improvements

## Payment in Lieu of Parking (PILOP)

Downtown mixed-use density goals can be constrained by available parking. Viable main street districts require sufficient parking to fully satisfy residential, retail and service requirements. Where planned development within main street districts is constrained by lot size and unable to satisfy requisite parking requirements, a payment-in-lieu-of-parking program can minimize the deficiency. A developer would make a one time PILOP, based on a cost of construction estimate using an average appraised land value, to a dedicated fund. The fund would be managed by the municipality or a special district and used to establish and maintain proximate municipal parking areas, and contribute to general business improvements.

Throughout the country, the price of parking stall construction ranges between \$3,000/space-\$10,000/space. The Town of Brookhaven PILOP Program has fixed the cost at \$900 /stall.

## Expedited Permit Processing

Main Street District development proposals, in consort with design criteria codified in the Town Code, will benefit from expedited review and approval. In an effort to encourage the revitalization of main street districts, a streamlined administrative approval will minimize permitting delays associated with scheduled hearings and coordinated reviews. The administrative approval process developed for the J-6 Main Street Business Districts will be sensitive to delays associated with coordinated agency review and will expedite the process, beginning with the initial application to, and including, the issuance of the certificate of occupancy.

Development proposals eligible for administrative approval will have the option of phasing improvements and pending sanitary infrastructure construction in order to manage the expense of infrastructure improvements.





# 37. Incentives (cont)

## Historic Preservation Property Tax Exemption

New York State provides property tax relief to owners who rehabilitate or renovate a historic structure. The exemption applies to the increase in the assessed value of the structure, which results from the renovations. The nine-year program provides a 100% exemption for the first five years, phasing the exemption over the next 4 years.

Property owners within the Town of Brookhaven are not able to participate in this program due to conflicting language within town law and the state law. Section 85-191 of Town Code grants a property tax exemption to those structures whose costs of maintenance are increased due to the imposition of a historic district; however, it does not address rehabilitation of historic structures outside historic districts.

## Federal and State Historic Structure Income Tax Relief Programs

The Federal Investment Tax Credit Program for Income Producing Properties is available to business owners who substantially renovate a structure listed on the National Register of Historic Places. The program provides a 20% income tax reduction. The rehabilitation must meet federal standards and be approved by the National Park Service. In addition to the federal credit, there is the supplemental New York State Tax Credit Program for Income Producing Properties. The state credit is 30% of the federal credit with a maximum of \$100,000. In order to be eligible for the state program, the business must be receiving the federal credit.

These programs offer business owners an incentive to renovate and rehabilitate their historic downtown structures; however the commercial structures must be listed on the National Register of Historic Places. Although none of the seven Town of Brookhaven Historic Landmark buildings located within Lake Ronkonkoma are currently on the National Register, this incentive program may provide future opportunities to some of the more historically significant business buildings in the area as business owners will be more likely to undertake renovations with the federal and state governments absorbing a portion of the costs.

## Public Funded Civic Space

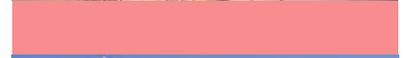
Civic space is an integral component of economically successful downtowns. Civic space can take many forms; however, the greatest public and private benefit can be realized by designing civic uses that encourage use and attendance in complement to retail hours. The opportunity exists to create public spaces within the main street districts. Active recreation facilities such as tot parks or splash parks typically bring families into the district, provide parking and encourage pedestrian traffic throughout the district. Recreational uses enhance and support the commercial and service businesses, and address the needs and desires of the community. Careful site plan design, publicly-held parcels, and transportation projects all present an opportunity to realize public civic space within or adjacent to the business districts.

## Infrastructure Improvements

Federal and state transportation projects provide a unique and timely opportunity to fund significant improvements. Reconstruction of main streets can incorporate the community's vision with street trees, traffic calming treatments, bus turnouts and bike routes. Businesses benefit from newly constructed continuous sidewalks, enhanced traffic routing, rehabilitated intersections, additional parking opportunities, and significant pedestrian amenities, such as street furniture, cross walks and bus shelters.



Original firehouse on Hawkins Avenue - now occupied by Colonial Florist





# 37. Incentives (cont)

## Transfer of Development Value (TDV)

TDV is a planning tool that was introduced in the 1993 Pine Barrens Legislation. TDV provides the ability for municipalities to preserve designated properties zoned for single-family development by using tax incentives or abatements.

The state enabled, Town program, best suited for new commercial development, will allow the transfer of school district tax savings, realized by preservation, to commercial development. The TDV program, designed and formulated on a school district basis, would allow developers of new commercial projects, located within designated Main Street Districts or areas designated for redevelopment, to purchase the parcel for its transferred tax abatement value.

The Town, once enabled by State legislation, would provide a formula, acceptable to the school district, where the tax burden of a single-family residence is applied toward relief of the assessed taxes of the new commercial development.

## Empire Zone - Projects of Regional Significance

Empire Zone Projects of Regional Significance are projects that are designated to receive the Empire Zone tax and economic benefits even though the project is not located within a designated Empire Zone. The Opportunity Sites identified by the Land Use Plan may qualify for Empire Zone benefits. Project eligibility is determined by the following criteria:

- Is it an agri-business or high tech or biotech business making a capital investment of ten million dollars and creating twenty or more jobs?
- Is it a financial or insurance service or distribution center creating three hundred or more jobs?
- Does the project involve creation and retention of skilled or otherwise quality jobs?
- Does the project involve the export of a substantial amount of goods or services beyond the immediate region?
- Are there findings as to why the project cannot be accommodated within the distinct and separate contiguous areas of the zone?

## Workforce/Affordable Housing Density Incentives

The creation of mixed commercial-residential units within the study area is expected to accommodate a pool of workers and residents to support the downtown. A variety of incentive programs are offered by the Town and Suffolk County to facilitate second-story residential development within the downtown districts.

## Special Districts

Special use, or amenity, districts are generally formed to provide a collective entity to fund certain public improvements. Sewer districts, sidewalk districts, street lighting districts, and road improvement districts have all been used to fund improvements to benefit participants within the district. Business improvement districts are formed to fund improvements, security and on-going maintenance of improvements within district boundaries. The participants benefit economically from the improvements that the collective district supports. The Town has committed to organize, facilitate, supervise and manage, if necessary, the special use districts necessary to support revitalization of the main street and transition districts.

## Job Creation Tax Credits

The Job Creation Tax Incentive Program provides credits to businesses that locate or relocate to designated main street business districts and create new jobs. The amount of tax relief is calculated as a portion of the total new wages that the business is paying to its new employees. Job Creation Tax Credits support revitalization by attracting new businesses to targeted downtown areas and provides incentives to existing businesses to intensify within downtown areas, thus creating compact, orderly, efficient, walkable commercial centers.





## 38. Funding & Grants

### Grant Programs

#### Suffolk County Downtown Revitalization

A grant program offered by Suffolk County through which a public benefit organization applies for grant funding with the backing and support of the municipal government. In order to be eligible, the project must be located on public property or property that will become the property of the municipal government; the property must also be located in a designated downtown area. The program provides grants for a variety of uses, including decorative street lights, rehabilitation of public structures, and improvements to infrastructure, such as bike lanes and continuous sidewalks. This grant program provides the funding to rehabilitate obsolescent downtowns and with improved infrastructure that is so absolutely necessary to the success of a downtown.

#### New York Main Street

The NY Main Street is a grant program administered by the NYS Housing Trust Fund Corporation. The program provides monetary grants to non-profit organizations for use in revitalizing blighted and derelict downtowns that are in economically distressed areas. Eligibility for the program is determined through an analysis of the income of the local residents, namely 51% of the residents must earn less than the median income of 80% of the residents of the surrounding area, unless the area has already been designated a downtown by state or federal government, is served or eligible to be served by a Neighborhood Preservation Company or similar organization, or if the area carries another designation, such as being a component of an Empire Zone. Projects that seek NY Main Street Funding must also provide affordable, low cost housing within the downtown or in the neighboring community in order to be considered for funding. The target area must also generally be no larger than 3 contiguous blocks.

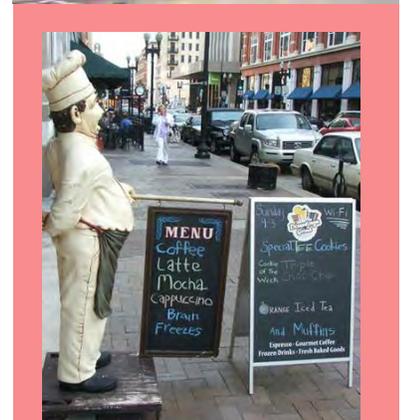
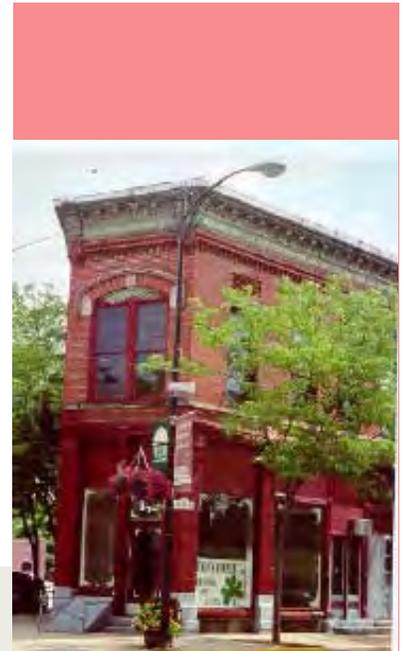
The program provides funding necessary to rehabilitate infrastructure and privately held buildings while requiring an affordable housing compliment that brings in people to both work and shop in the downtown.

#### Restore New York

Restore NY is a grant program administered by the Empire State Development Corporation that targets the rehabilitation of downtowns. Municipalities: towns, cities, and villages, are eligible to apply for funding. Permitted uses for the funds are the rehabilitation and demolition of unused buildings as well as infrastructure improvements that support the building revitalization efforts. Municipal buildings are not eligible for rehabilitation funding under this program. This program will favor areas that are in serious economic hardship. Additionally, Restore NY will give preference to areas targeted by other redevelopment programs. Applicants will also be judged on how easy the project is to implement and how long it will take for the work to begin, namely preparedness at the time of application. This program provides funding for the rehabilitation of structures that have become at least somewhat derelict. This in turn encourages commercial investment that will help the downtowns recover economically and thrive.

#### Certified Local Government (CLG)

This is a program administered by the New York State Office of Parks, Recreation, and Historic Preservation that provides grants to certified municipal governments. In order to be certified, a municipality must adopt an historic preservation law that meets the standards set forth by New York State. When a government is certified, it is eligible to apply for funding for projects, such as commission training, public education, survey and designation, demonstration projects on state issues, and local-capacity building. Brookhaven is currently not a certified local government.







# 39. Implementation.



## Land Use Implementation

*A good idea is about ten percent and implementation and hard work, and luck is 90 percent.*  
*Guy Kawasaki*

IMPLEMENTATION SCHEDULE				
Land Use Elements				
Rezoning Parcels	Amend Town Code		Other Land Use Elements	
Residential Rezonings	Main Street Business District Design Manual Amendments		Business Improvement District	
Hawkins J Business Rezonings	J Business District Design Manual		Commercial/Industrial Corridor Incentive	
Ronkonkoma Ave. J Business Rezonings	J-1 Business District Code		Façade Improvement Program	
Portion Road J Business Rezonings				
Portion Road J4 Business Rezonings				
J-1 Business Rezonings				
Commercial Recreation Rezonings				
Hawkins Ave. J6 Business Rezonings				
Portion Road Downtown J6 Business Rezonings				
Morris Hamlet Center J6 Business Rezonings				
Multi-Family Rezonings				









## Acknowledgements.

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**Lake Ronkonkoma Chamber of Commerce**

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Ronkonkoma, New York 11779

**Lake Ronkonkoma Historical Society**

328 Hawkins Ave.  
Lake Ronkonkoma, New York 11779



## References

- ❖ Portion Road Vision Report
- ❖ US Census
- ❖ 1996 Comprehensive Land Use Plan
- ❖ Suffolk County Planning Department Multi-family Housing Inventory
- ❖ Suffolk County Planning Department Shopping Centers and Downtowns
- ❖ NYS Department of Environmental Conservation.
- ❖ Suffolk County Department of Public Works
- ❖ 1986 Lake Ronkonkoma Clean Lakes Study
- ❖ 2006 Draft Lake Ronkonkoma Clean Lakes Study Update
- ❖ Suffolk County Water Authority
- ❖ Suffolk County Transit
- ❖ Safe Routes to Schools



# 1. APPENDIX .

## Appendix 1 - Inventory







## 2. APPENDIX.

### Appendix 2 – Market Analysis





# **RETAIL MARKET ANALYSIS REPORT**

For

Ronkonkoma, New York

November 24, 2008

By

Seth Harry and Associates, Inc.

## Introduction

The Town of Ronkonkoma, subcontracting through ADLIII Architecture, PC, commissioned a retail market analysis by the Consultant, Seth Harry and Associates, Inc., as part of a larger comprehensive planning initiative, intended to create a more coherent land-use and form-based regulatory framework for ongoing infill development and redevelopment along the town's two principle commercial corridors, Portion Road, and Hawkins Road, which collectively comprise the study area.

The study area is characterized by an abundance of relatively low-value commercial uses, consistent with the previously instituted policy of zoning all of the frontage on both corridors for commercial use, thereby encouraging a market context in which there appears to be more supply of commercially zoned land than what the market can effectively support, putting downward pressure on both rents and gross sales productivity, both of which is implied through the vacancy rates, and the high degree of redundancy in the merchandize and service categories represented.



*The Study Area is characterized by unattractive, generic strip development.*

The intent of this analysis is to determine to what extent that observation is substantiated through a quantitative comparative analysis of retail spending potential, as defined by the assumed trade area being serviced by these two commercial corridors, relative to the type and quantity of goods and services currently offered in the area. The second part of this report and analysis, as defined by the Town's stated objective of enhancing the overall physical attractiveness and appeal of the hamlet, is to identify and recommend a more appropriately tailored balance and scale of commercial offerings, one more finely calibrated to meet the needs of the community. And, to the extent possible, based upon the conclusions drawn from this analysis, identify potential merchandising opportunities which might help to position Ronkonkoma as a niche destination within the larger regional consumer market.

## Executive Summary

The town of Ronkonkoma is a largely middle-class community of primarily single-family homes, situated in suburban Long Island, approximately 45 miles east of New York City, and just north of the Long Island Expressway, I-495. The larger regional market, represented by Long Island as a whole, is generally very well supplied with retail, and within that larger market context, there are a variety of attractive retail offerings readily accessible to Ronkonkoma, including a large, well-managed and well-merchandized regional mall, recently updated and expanded, as well as a diverse array of other nearby shopping and dining destinations, including a number of historic towns and villages offering both unique and high-quality shopping experiences. Collectively, this broad array of shopping and entertainment options available readily nearby, effectively limits the potential for Ronkonkoma to easily expand its competitive market capture, or otherwise improve the level of productivity of its existing commercial offerings, other than through substantial growth in either the total number of households within its current trade area, and/or a substantial increase in the household income within those households.

Relative to its market size and realistically assumable capture, excluding big box retail and sales leakage to nearby regional centers, Ronkonkoma is effectively over-zoned for retail, in comparison to the consumer market potential available within the community available to sustain it. This is reflected in the low level of sales productivity evident in the existing centers, the high levels of vacancy and redundancy in the few retail categories represented, and the generally poor quality and functionally obsolete nature of many of the centers and retail establishments along both Hawkins Avenue and Portions Road.

Assuming a realistically defined trade area based upon a 7-minute driving radius, Ronkonkoma has an excess supply of retail, relative to its market potential, equivalent to a net *negative* opportunity gap of \$68,131,639 in consumer expenditure potential. Given normal assumptions for market share and sales per square foot figures for comparable markets and trade area assumptions (approximately \$328.75 sales per sq. ft., gross leasable area (GLA), based upon ICSC Dollars and Cents of Shopping Centers, 2008, for Community/Neighborhood Shopping Centers, in the Northeastern Region), this translates into approximately 207,244 sq. ft. of excess retail supply -- relative to what might otherwise be expected to be effectively supported by a local consumer market of the size and demographic makeup of Ronkonkoma.

This means that a strategy that looks to consolidate and clarify the overall size and makeup of the retail offerings within the Hamlet of Ronkonkoma, Town of Brookhaven, is both appropriate, *and potentially necessary*, to help ensure consistently healthy levels of sales productivity along the two commercial study corridors. This, in turn, should help to reduce the amount of redundant offerings currently evident in the market, raise the threshold for entry into the market to help encourage and sustain a higher quality of retail goods and services, and provide a justifiable basis for reinvestment in newer, more competitive retail developments.

And, identifying retail categories that are currently underrepresented within the overall spectrum of goods and services that are theoretically supportable in Ronkonkoma, could provide a potential basis for enabling a more comprehensive repositioning of Ronkonkoma within its larger market context, helping it to be perceived as more of a unique destination within Long Island. All of the above would be consistent with the stated objectives of the community and the Township's planners of creating more clearly articulated, discreet merchandizing zones, which in turn will reinforce and support the physical planning and design parameters outlined for the town, helping to attract new, higher-quality infill development and redevelopment to help improve the overall quality of life in the community.

Key Recommendations include:

- *Reduce the overall amount of retail area in Ronkonkoma, by consolidating the commercially zoned land within the hamlet into no more than three discreet retail zones, each with its own unique merchandizing focus and theme.*
- *Promote land-use and building type regulations which encourage a more compact, walkable urban form in the community's core, which will help to attract and support more diverse, locally-owned commercial enterprises, helping to define a more distinctive niche market position for the hamlet as a whole.*
- *Limit the size of the assumed trade area to one that is more realistically supportable, and tailor the retail mix accordingly, focusing on more neighborhood-serving convenience goods and services. This will include conventional grocery-anchored community shopping centers, of the type identified as being overrepresented, but more accurately calibrated and positioned to match the actual supportable demand.*
- *Provide additional quality and diversity of retail offerings by raising the threshold level of entry, and by targeting specific retailers whose customer profiles match the demographic and psychographic characteristics of the Ronkonkoma market. These retailers will value entry into the market more than randomly self-selected merchants who are attracted primarily by the low prevailing rent structure.*

**Approach and Methodology**

In assessing the market potential of Ronkonkoma relative to the stated objectives of this analysis, two key considerations were assessed:

In looking at the issue of oversupply, and its impact on the quality and performance of the existing retail within the Study Area, a “gap” analysis was performed to measure the existing supply of retail, relative to the consumer purchasing power represented within the assumed trade area.

And in looking at the potential for repositioning Ronkonkoma, through a combination of consolidation and retuning of the overall merchandising mix, two distinct factors considered:

The first looked at building a more effective market positioning strategy by targeting merchandising categories that were determined to be under-served, while the second looked at the overall level of consumer receptivity, relative to the types of retail spending preferences represented, based upon more detailed and descriptive understanding of the consumer life-style attributes (psychographics) as identified through Claritas PRIZM segmentation analysis.

**Market Overview**

In general, the regional consumer market in which Ronkonkoma resides and competes is very well served, and the network of local streets, collectors, and major arterials in and around Ronkonkoma provides easy and convenient means for Ronkonkoma’s residents to access a wide variety of commercial goods and services, particularly for shoppers goods and lifestyle goods at the nearby Smithtown Mall, and other nearby regional centers. While on the other hand, the street networks within Ronkonkoma itself are of relatively limited capacity, and primarily locally-serving, thereby limiting the potential for pursuing more regionally-oriented retailing opportunities within the community.

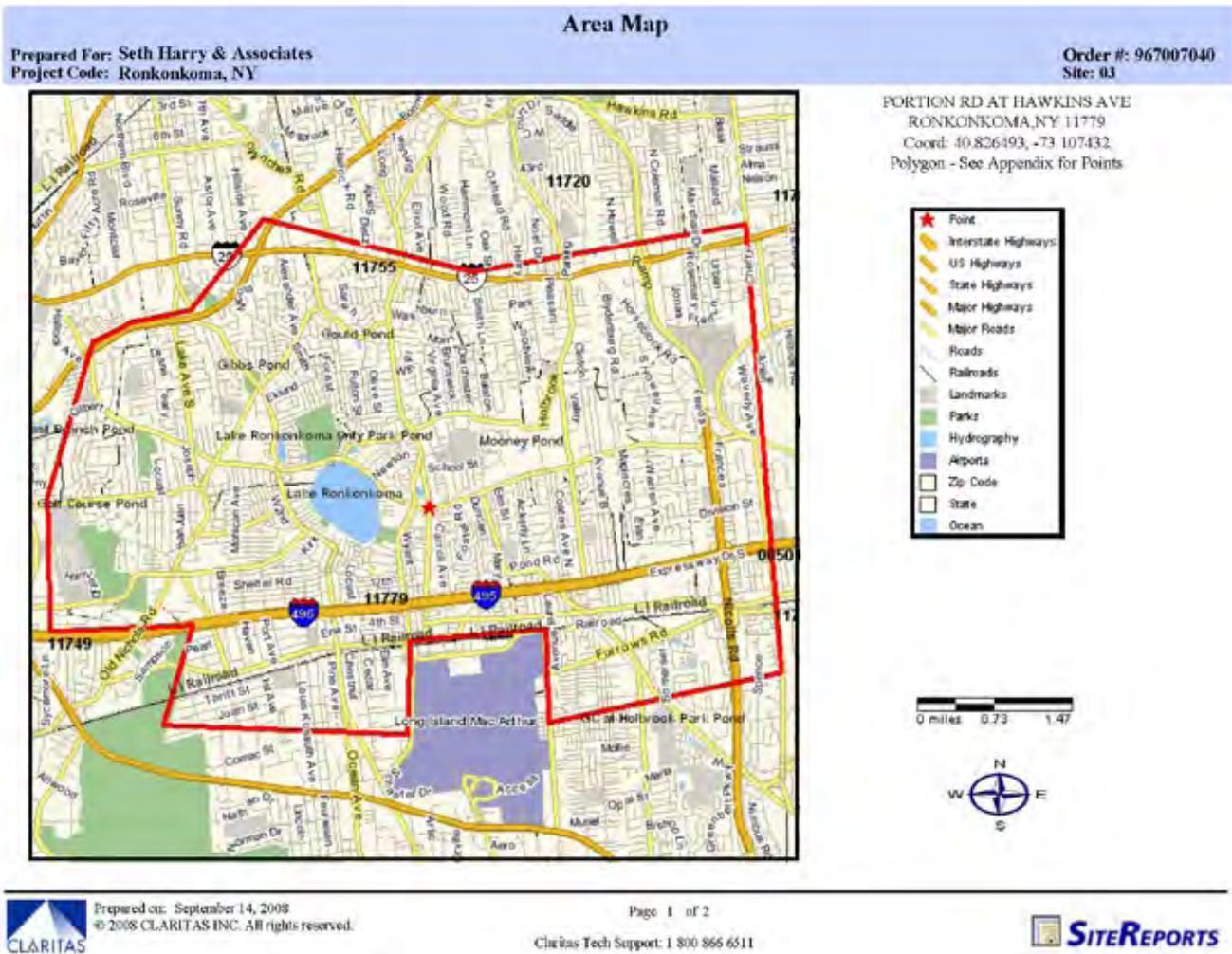
For this reason, a more tightly defined trade area, roughly based upon more community shopping center trade area parameters, was chosen to represent the potential consumer market for the study area. This more limited trade area outlines a range of potential market capture spanning from Lake Grove to the north, Farmingville to the east, Nesconset to the west, and Islandia and Holbrook to the south.

*Market and Demographic Attributes*

The center point of the trade area was designated as, more-or-less, the intersection of Portion Road and Hawkins Ave, and is further defined by a drive time radius of between seven-to-ten minutes, comprising a population of 98,355 people, expecting to grow to 99,941 people by 2013, or approximately 1.02% over the next five years, a decline in the rate of growth when compared to the 3.59 % growth rate that occurred between 2000 and 2008.

Average household incomes in the area are quite respectable, at \$88,456 for the 5-minute drive time, and \$99,635 for the ten-minute, with both expected to increase to \$100,894 and \$114,442, respectively, over the next five years. However, in the core of the Study Area, these numbers still compare unfavorably to an average household income for the Town of Brookhaven of \$107,635, in 2008, and an average household income of \$98,597, in 2008, for the Suffolk County, overall. The demographic makeup of the market is fairly homogenous, with a median age of 38 years old, and a racial make-up of approximately 92 percent white, 3.5 percent Asian, 1.5 percent African-American, and 2 percent “other.”

The household incomes within the immediate study area, though generally attractive, still present certain challenges when compared to the larger market context, in terms of presenting an effective draw for attracting quality



merchants to Ronkonkoma itself, as there are very low barriers to entry into the market, as a whole, and households with even higher disposable incomes in other communities relatively nearby, as indicated by the average household incomes above, giving retailers a number of appealing options to choose from in terms of location, beside Ronkonkoma. Finally, the relatively high cost of living associated with Long Island places substantial demands on discretionary spending, even within relatively affluent communities, helping to limit the amount of actual retail spending potential, in practical terms, even when beginning from a starting point of fairly healthy household income figures.

### *Competitive Context*

The immediate competitive context for Ronkonkoma, in addition to the aging storefront commercial district on Hawkins Avenue, consists primarily of a number of older strip commercial centers, most at least 25 years old, or older, and numerous ad-hoc, freestanding commercial enterprises of varying description, along with a few new infill commercial developments and newer shopping centers randomly dispersed along the principal corridor of Portion Road.

In general, the overall quality of the retail presentation in these centers is consistent with this type and age of generic strip commercial development, and includes many properties that are unattractive, poorly maintained, or functionally obsolete facilities, with numerous redundancies in merchandise offerings and retail categories, and an overall perception of marginal viability.

On the other hand, the widespread availability of well-located, highly visible, and easily accessible commercially zoned properties in the larger market area around Ronkonkoma, many of which are actually closer to the geographic centers of their ideal customer base, make these locations a more appealing option for the more regionally-oriented merchants and retail developers looking to capitalize on the more attractive consumer demographics in the communities nearby, knowing that they'll still capture the customer for those types of goods and services from Ronkonkoma regardless, thereby limiting both the appeal of, and rationale for, Ronkonkoma as an alternative location for those types of business and commercial enterprises.

As a result, and by default, Ronkonkoma has become the location of choice for many commercial activities which benefit from reasonable proximity to that larger, more affluent market, but whose business models, such as automotive repair, tanning and nail salons, pizza parlors, etc., can't sustain the more expensive rents, and the gross sales requirements necessary to support them, in those other locations. Another retail use that has found Ronkonkoma attractive are the large format discount stores which carry basic staples, groceries and convenience goods, but which again, benefit from the ready availability of relatively cheap, larger parcels which allow them to scale themselves to attracted patronage from beyond Ronkonkoma's borders, for basic retail goods and services that were traditionally more locally serving.



*The oversupply of retail space along Portion Road is evident in low rents and the large number of vacancies*

The cumulative impact of all of these factors is that the net amount of retail goods and services in Ronkonkoma exceeds the net supportable square footage, based upon conventional consumer standards for a community of its type, by a total of 207,244 square feet. Within that oversupply, there are specific categories that are overrepresented to a greater extent than others. These include: automotive parts and dealers; hardware stores; supermarkets and other grocery stores, convenience stores, specialty food stores, and beer and wine sales; and pharmacies. That finding is consistent with the empirical evidence on the ground, mostly in the form of outdated, under-performing stores and shopping centers, a high degree of redundancy among those retail categories, and a correspondingly low market rent for those centers.

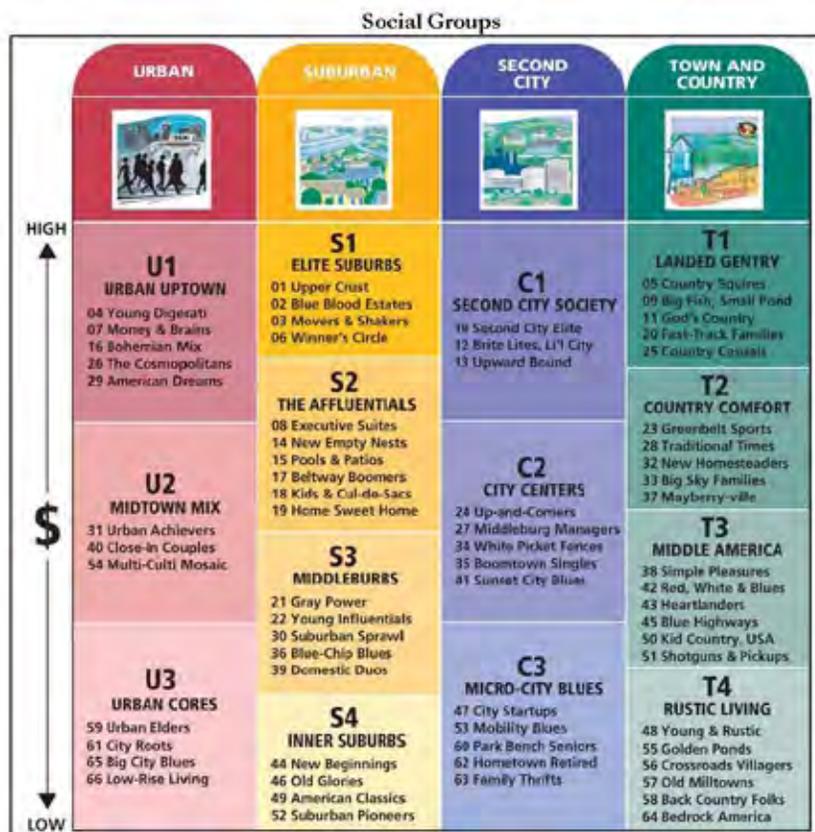
However, within the overall range of retail merchandise categories that *are* potentially supportable, there are also several which are currently underrepresented in the market, presenting an opportunity to target particular retailers, based upon the market's consumer preferences, that could help to define new market niches to could be used to reinforce and articulate the individual retail zones called for in the new comprehensive community master plan.

The ideal outcome would be to reduce or eliminate the excess and redundant capacity in the market, while refocusing on more tailored, niche opportunities that reflect the consumer preferences identified in the market through this detailed analysis. This approach would also be consistent with, and supportive of, the overall agenda outlined in the larger process of which this analysis. That is, to create a series of more discreetly defined land-use and regulatory zones within the overall corridor districts, which can be used to more effectively promote and encourage a higher-quality, walkable mixed-use physical environment, and which could support a more targeted range of consumer goods and services, specifically suited to the residents of Ronkonkoma and other nearby communities.

## Prism Segmentation Analysis

This analysis makes use of Claritas PRIZM market segmentation data to more discreetly identify unique consumer and lifestyle preferences based upon 14 individual social groups, and 66 individual psychographic sub-categories, colorfully depicted in such a way as to evoke the popular attributes associated with each of those groups. Because of Ronkonkoma's relatively small catchment, and fairly homogenized demographic, the Prism segmentation analysis revealed a relatively limited spectrum of consumer attributes and characteristics. However, these attributes are still important in terms of helping to identify specific consumer preferences within the market.

The segments can be understood in terms of their socio-economic status and urbanicity in the chart below. The higher up in the chart the higher the income and socioeconomic status. The most urban segments are on the left and move to the most rural segments on the far right.

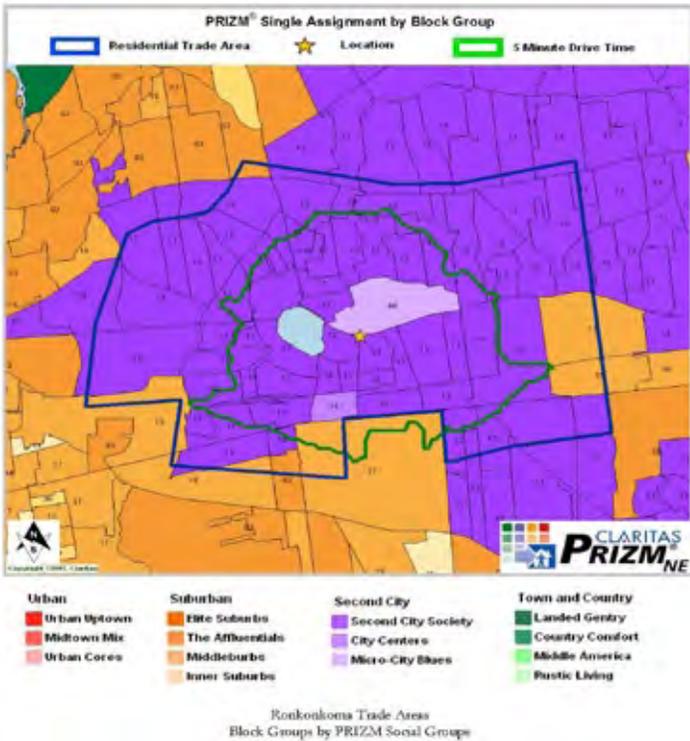


This matrix shows the breakdown of the principle Social Groups comprising the PRIZM psychographic makeup. In general, the Trade Area was made up primarily of attributes representing the Second City grouping (see diagram, next page).

A smaller component of the Ronkonkoma segmentation groups are the Micro-City Blues. These tend to be more ethnically diverse, and are attracted to areas offering more affordable housing in the smaller cities that make of the metropolitan areas of larger cities. They tend to have more working class jobs and incomes, and have a high consumer preference for more working class leisure pursuits. This group, however, also includes seniors and retirees, many with modest or fixed-incomes, and who enjoy more low-key sedentary lifestyles. Though the popular perception of Ronkonkoma is more consistent with the Micro-City Blues, the accompanying chart indicates that this social group is, in fact, limited mostly to the core of the Study Area, immediately along Portion Road, but the larger trade area itself is better represented by the larger, Second City demographic.

In the case of Ronkonkoma, these PRIZM attributes fall primarily within the "Second City" social group, and within that group, primarily constitute segments within C1, or Second City Society, and a smaller representation of C3, Micro-City Blues (see attached graphic). These are generally described by PRIZM as premier markets within the category of second-tier cities that lay within the constellation of satellite communities orbiting major metropolitan areas. There are three sub-category segmentations within the group, which is typically characterized by married couples with children, college degrees, large homes and executive-level jobs. Ethnically, they are predominantly white, with above average rates of Asian-Americans, and they spend big on technology, business and cultural media, casual dining, upscale retail, travel, and prestige vehicles.

Relevant characteristics include well-off, or upwardly mobile middle-aged couples, largely college educated, with well-paying business and professional careers. Those with kids tend to be very family-oriented, and invest heavily in consumer products such as computers, sports and lifestyle equipment and accessories, and cultural related activities.

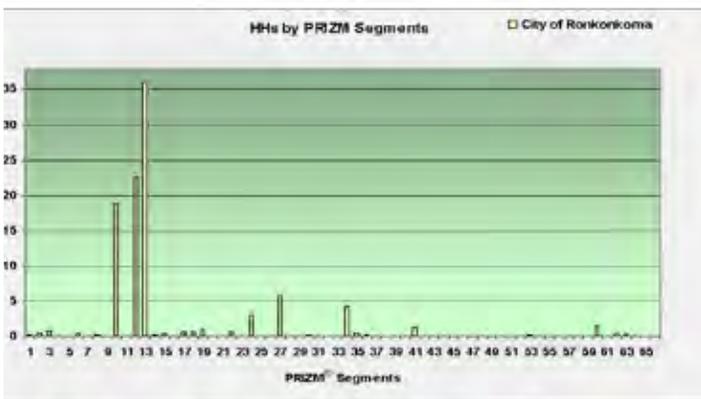


The Diagram above shows the distribution of specific PRIZM social groups within the Study Area, relating to the categories listed on the previous page.

The neighborhoods and communities surrounding Ronkonkoma, such as St. James, Smithtown, Lake Grove, or Nesconset, on the other hand, tend toward the more affluent and elite suburban social groups, including S2, the Affluentials, and S3, the Middleburbs. The Affluentials tend to have high-paying, white collar jobs, and are big fans of health foods, computer equipment and home electronics, and the full spectrum of big-box retail. Portions of these neighborhoods fall within the assumed Trade Area.

The Middleburbs are more middle-class suburban, and span most age groups, from young families, through middle age, and onto through seniors. They tend to have good jobs and high discretionary incomes, and frequent nightclubs and casual dining restaurants, and shop at mid-priced department stores, enjoy music and travel.

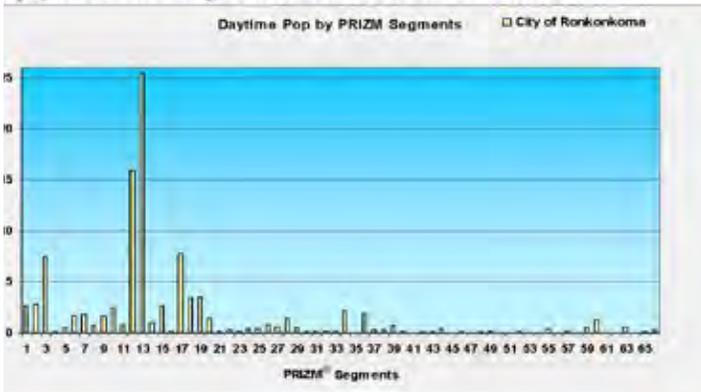
Correlating these consumer segmentation groups to specific retailer profiles can help identify specific merchants who are successful in catering to similar consumer markets elsewhere, facilitating a match between Ronkonkoma's residents, and the stores they'll most likely want to shop at.



Because Ronkonkoma's trade area is relatively small and homogenized, there are high concentrations within specific segments represented in the accompanying graph. When these are matched against specific retailer customer profiles, and compared against the retail gap analysis and saturation index, it is possible to identify specific retailers, or their generic equivalent, who would most likely be interested in locating in this market

**Time Population (Employees) within the Trade Area**

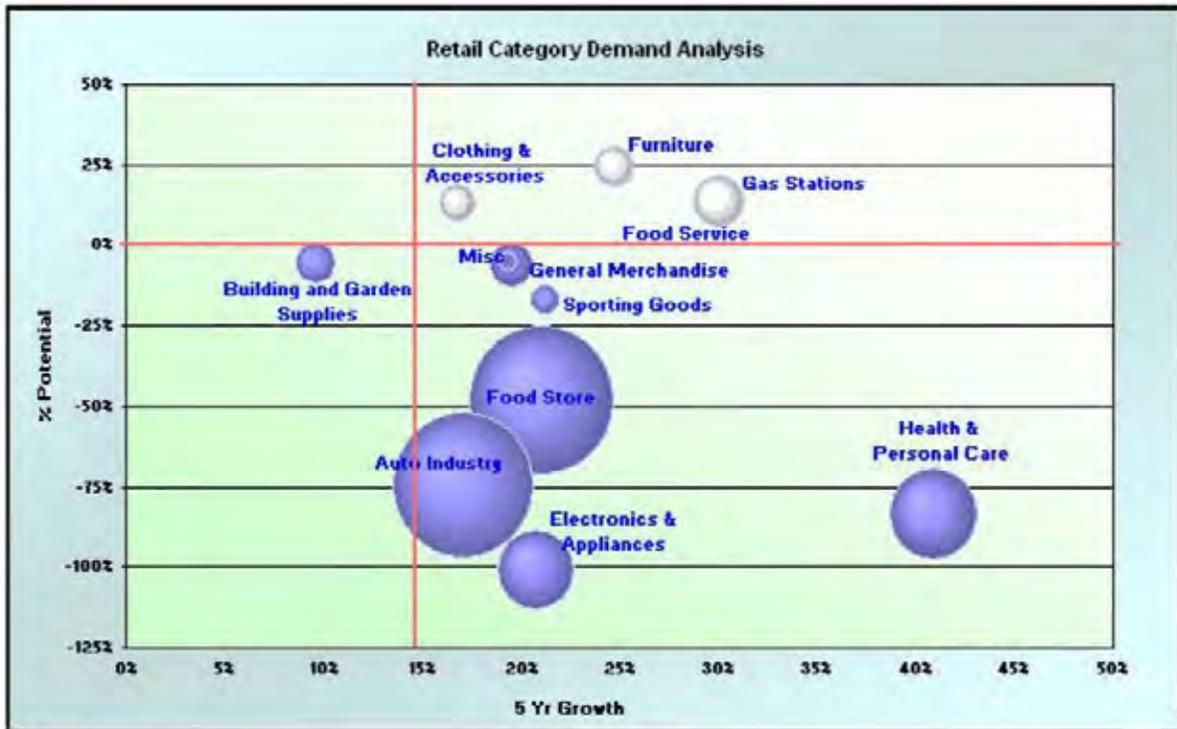
Employee distribution of segments within the trade area is indicated below:



The Chart at left shows the relative concentrations of the PRIZM social groups within the Trade Area. These are then correlated to detailed consumer profiles and buyer preferences to determine the level of "receptivity" in the market for specific retailers.

## Findings

Though the Long Island market overall is itself, in general, over-retailed, and Ronkonkoma, especially so, there are still some niche opportunities that remain, based upon the gap potential and the PRIZM segmentation analysis, which could form the basis of an effective repositioning strategy. These include home furnishings, lawn and garden equipment and accessories, women's and family clothing stores, jewelry, sporting goods, and periodical and news stands. These merchandise categories could provide the basis for encouraging more tightly focused retail clusters, consistent with the overall strategy of consolidating the currently diffuse strip retail corridor into more discreetly identifiable, thematically consistent, niche retail destinations.



The diagram to the above summarizes the retail sectors for Ronkonkoma, based upon data for a 10-minute drive time area. The higher the sector category appears on the chart, the greater the gap potential, and the further to the right, the greater the potential for growth over time. The size of each bubble represents the relative scale of the potential for each category. Bubbles that are below the red line indicate a negative potential (oversupply), with the larger the bubble, the larger the oversupply. Bubbles to the left of the red line, indicate negative growth over the next five years, bubbles to the right of the vertical red line, but also below the horizontal red line show positive growth over the next five years, but still represent a net negative, or oversupply, relative to what the market is projected to be able to sustain. As the numerical charts indicate, the largest oversupply is in groceries, and auto-related services. The health and personal care reflect the extensive representation of this merchandise category in the large number of pharmacies along the corridor, and within many of the grocery stores themselves.

As noted previously, regional-scale retail offerings are already well represented nearby and within the larger market context, overall, and access and visibility issues limit the opportunity to attract those types of retailers. There are also a significant number of attractive, historical towns and villages scattered throughout the island which cater to those seeking a more unique, or up-scale boutique specialty shopping experience, often combined with a range of dining and entertainment options, in a physically attractive, walkable environment.

To the extent that an opportunity exists to create a new and unique shopping experience within that competitive setting, it probably lies in pursuing a more modestly thematic focus, based upon the family-oriented demographic profile of the community of Ronkonkoma itself. Authentic family-oriented shopping and dining experiences are increasingly rare today, and could provide an effective point of distinction within the market around which to position Ronkonkoma as a attractive place to live and work.

Business Name	SIC #	SIC Description	Receptivity %	RMP Gap (\$)
EXPO DESIGN CTR	521108	HOME CENTERS	94	\$42,642,425
DAFFY'S	565100	FAMILY CLOTHING STR	96	\$20,424,254
BAJA FRESH MEXICAN GRILL	581246	QUICK SERV MEXICAN	97	\$42,094,661
CHEESEBURGER IN PARADISE	581240	QUICK SERV BURGER	92	\$42,094,661
LA SALSA FRESH MEXICAN GRILL	581246	QUICK SERV MEXICAN	97	\$42,094,661
SCRUBS & BEYOND	569910	UNIFORMS & SUPPLY	97	\$1,637,853
TORRID	565100	FAMILY CLOTHING STR	92	\$20,424,254
BARBEQUES GALORE	571910	STOVES-WOOD,COAL,ETC	100	\$7,341,345
FATBURGER	581240	QUICK SERV BURGER	94	\$42,094,661
PETLAND DISCOUNTS	599911	PETS,PET SUPPS	99	\$7,042,383
CARVEL	581247	QUICK SERV ICE CREAM/YOGURT	96	\$42,094,661
TOMMY HILFIGER INC	565100	FAMILY CLOTHING STR	88	\$20,424,254
A & E STORES INC	539900	MISC GEN MDSE STRS	82	\$10,985,125
CALIFORNIA PIZZA KITCHEN	581243	QUICK SERV PIZZA PARLOR	89	\$42,094,661
MICHAELS-ARTS & CRAFTS	599902	ART,ARCHITECT SUPPS	96	\$7,042,383
PIER 1 KIDS	571204	JUVENILE FURNITURE	99	\$13,972,382
AGAINST ALL ODDS	565100	FAMILY CLOTHING STR	89	\$20,424,254
MIKASA	571907	HOUSEWARES	96	\$7,341,345
ROCKAWAY BEDDING	571905	BEDDINGS AND LINENS	95	\$7,341,345
LEVITZ FURNITURE	571200	FURNITURE STORES	96	\$13,972,382
AARON BROTHERS	599902	ART,ARCHITECT SUPPS	94	\$7,042,383
LEVI STRAUSS & CO	565100	FAMILY CLOTHING STR	85	\$20,424,254
SOMERSET TIRE SERVICE	553199	AUTOMOTIVE TIRES	94	\$8,665,599
GUESS? JEANS	565100	FAMILY CLOTHING STR	85	\$20,424,254
BOARDWALK FRIES	581249	QUICK SERV SNACK/COOKIE/DRN	90	\$42,094,661
WHITE BARN CANDLE CO	599900	MISC RETAIL STORES	92	\$7,042,383
MARBLE SLAB CREAMERY	581247	QUICK SERV ICE CREAM/YOGURT	91	\$42,094,661
BASSETT FURNITURE DIRECT	571200	FURNITURE STORES	95	\$13,972,382
BOSTON MARKET	581242	QUICK SERV CHICKEN	86	\$42,094,661
GOTHIC CABINET CRAFT	571200	FURNITURE STORES	95	\$13,972,382
BASKIN-ROBBINS ICE CREAM	581247	QUICK SERV ICE CREAM/YOGURT	90	\$42,094,661
VILLEROY & BOCH	571907	HOUSEWARES	92	\$7,341,345
COST PLUS WORLD MARKET	571200	FURNITURE STORES	92	\$13,972,382
ROMAN DELIGHT PIZZA	581243	QUICK SERV PIZZA PARLOR	87	\$42,094,661
VOCELLI PIZZA	581243	QUICK SERV PIZZA PARLOR	85	\$42,094,661
Business Name	SIC #	SIC Description	Receptivity %	RMP Gap (\$)
FAST FRAME	599902	ART,ARCHITECT SUPPS	90	\$7,042,383
CARL'S JR RESTAURANT	581240	QUICK SERV BURGER	84	\$42,094,661
COLD STONE CREAMERY	581247	QUICK SERV ICE CREAM/YOGURT	86	\$42,094,661
BOMBAY CO	571200	FURNITURE STORES	90	\$13,972,382
LINENS N THINGS	571900	MISC HOMEFURNISHING	87	\$7,341,345
JENNIFER CONVERTIBLES	571200	FURNITURE STORES	90	\$13,972,382
VISION WORLD	599900	MISC RETAIL STORES	87	\$7,042,383
WHOLESALE TIRE CO	553199	AUTOMOTIVE TIRES	86	\$8,665,599
DIPPIN DOTS	581247	QUICK SERV ICE CREAM/YOGURT	84	\$42,095,661
SIGN-A-RAMA	599900	MISC RETAIL STORES	84	\$7,042,383
VINO 100	592100	LIQUOR STORES	84	\$7,042,383
RELAX THE BACK STORE	571200	FURNITURE STORES	85	\$13,972,382
MATTRESS FIRM	571905	BEDDINGS AND LINENS	82	\$7,341,345

*The illustrative list of list of potential merchants, above, represents the level of "Receptivity" for certain retailers in the market, based upon buyer preferences and other market attributes. However, many of these stores are already generically represented in the Study Area, and/or are inconsistent in scale or type with the ideal characteristics sought to fulfill the objectives of the Overall Master Plan. A careful evaluation of each individual merchant would need to be undertaken to determine their ideal suitability for the community, based upon the recommendations of the report.*

## Summary and Recommendations

The Ronkonkoma market represents some significant challenges. On the one hand, it is relatively affluent and inclined, by both makeup and disposition, toward making consumer purchases. On the other hand, there are a lot of competing interests for its disposable income nearby, including a large, well-supplied, and easily accessed regional retail consumer marketplace. Nonetheless, it still represents a viable consumer market for those goods and services which are typically purchased locally.

The real challenge for retail in Ronkonkoma's core is twofold: The first is that, in spite of its relatively robust household income numbers, it is surrounded by many other communities of similar or even higher incomes, most with equal or with better access and visibility from a regional perspective, making it difficult for it to compete effectively for the higher-quality, more regionally-oriented retailers it covets. And secondly, the Town of Brookhaven's well-intended, if somewhat poorly advised, earlier strategy of over-zoning its arterial corridors to attract commercial development, set a very low threshold for retail development in the community. This made it a magnet for many of the less appealing, and more economically challenged, commercial enterprises hoping to take advantage of its combination of low market rents and central location to provide necessary, but often physically unattractive services to the residents of the even more affluent communities close by.

The net result is a local market context that is really only ideally suited for more convenience-oriented, community center type (grocery-anchored) retail, but one that is currently burdened with too many obsolete and under performing centers, as iterative generations of newer shopping centers came into the market, each "borrowing" market share from the centers that came before them, and thus leaving Ronkonkoma with an over-abundance of marginal, low-value commercial space, offering mostly repetitive goods and services. This is clearly evident in the high proportion of grocery stores, super markets, and pharmacies to be found along the corridor, relative to the size of the local market.

As a consequence, the level of sales productivity for all of the locally-serving stores in area is marginalized, particularly so for the older, functionally obsolete centers, thereby compromising the potential for raising rents, and any corresponding ability to facilitate the redevelopment or repositioning of these older centers. Yet, at the same time, and given no competing alternative vision on the table, their nominal cash flow requirements allow them to hobble on indefinitely, further hampering efforts to present a more compelling retail face to the community, while continuing to siphon off an increment of consumer spending which might otherwise go toward attracting new infill development, and higher quality, mixed-use redevelopment.

Furthermore, recent events and short-to-medium term economic trends suggest an even greater reduction in effective disposable income, which, when combined with increases in the price of other fundamental consumer goods and commodities, such as food and energy, will further impact the community's ability to support and



*The Portion Road corridor has a high redundancy of relatively low-producing retail and quasi-retail tenants, who are attracted by the combination of low rents, and central location, many of which would not be sustainable in a more competitive retail environment.*

sustain local retail activity, while at the same time potentially reducing the amount of dollars inflowing into the Ronkonkoma which are presently helping to support the current oversupply of retail already in the market.

A recommended strategy would be to take advantage of the current economic downturn to encourage consolidation and redevelopment of the more marginally performing retail centers, through incentive zoning, and other market devices, and to guide the nature of that redevelopment in a manner consistent with the objectives outlined in the community master plan. This will have several positive impacts:

- *First, by reducing the overall amount of gross commercial space available, it will have a corresponding impact on the overall amount of retail competing for the limited supply of consumer spending potential within the trade area, leading to higher sales productivity overall, and better quality competition for the remaining available space.*
- *By tailoring the retail offerings more specifically to the market place, and grouping them into more rationally defined merchandizing “clusters,” a more attractive and efficient merchandising environment will be created in terms of cross-shopping and co-tenanting. This, combined with the higher level of productivity anticipated above, should allow more competitive market rents to be sustained.*
- *Creating more “place-based” retail environments, and introducing other uses into the mix, will help to create more unique and intimately defined dynamic between the merchant and the consumer, fostering a more robust, loyal relationship for both.*
- *Mixed-uses reduces auto-dependency, increases the size of the local consumer market, and promotes a higher capture rate within the local trade area, helping to support more unique, locally-owned businesses, which in and of themselves, return a much higher percentage of their gross sales receipts into the local economy.*
- *The ability to attract and sustain unique local businesses, in part through the nature of the physical environment, and supported through a community-specific form-based code, helps promote more of a distinctive market niche and merchandising mix. Because niche retail and entertainment clusters have no definitive trade areas, this will help allow Ronkonkoma to effectively reposition itself as a “destination” within the larger Long Island consumer market, much as many of the other more popular place-based destinations on the island already do.*

Given the fact that there is an indicated oversupply of grocery-related neighborhood and convenience retail, it is specifically recommended that Ronkonkoma pick the two or three most productive grocery-anchored shopping centers along Portion Road and within the Study Area, and use those as the basic “seed kernels” for the establishment of a more individually defined, consolidated commercial and mixed-use precincts. This can be further facilitated through the use of various regulatory and market incentives (See List of Incentive “Tools,” below) to help encourage the construction of higher quality, more intensively developed mixed-use and commercial projects exclusively within these specially designated areas.

In a similar vein, under-performing and/or otherwise functionally obsolete shopping centers, should be discouraged from actively pursuing additional low-quality, or otherwise marginal commercial activity through incentive-based rezoning and other mechanisms intended to help meet the objectives identified in the Community Master Plan. The combination of these two complementary initiatives should lead to a more clearly defined set of discreetly articulated commercial districts, positioned to compliment one another and to enhance Ronkonkoma’s overall appeal, and at a scale which can be effectively sustained by the community itself.

Consistent with this approach, Hawkins Avenue should be encouraged to densify as a compact, walkable, mixed-use district, including residential, and again, through the use explicit use of form-based coding, to help increase the local consumer base for retail goods and services, within a highly localized, pedestrian-oriented trade area (see Incentive Tool Kit, below).

*The “Incentive Tool Kit,” shown below, was developed by the Town of Ronkonkoma to help encourage more sustainable patterns of development, consistent with the community’s expressed goals and objectives.*

### **Incentive Tools**

- *Banking Development Districts*
- *Commercial Incentive Corridor-Industrial/Commercial Incentives Plan (485 B & Double 485 B)*
- *Special Districts*
- *Payment in lieu of Parking (PILOP)*
- *Incentive Zoning (J-6 or Overlay District Rezoning)*
- *Sanitary Density Transfer Program*
- *Expedited Permit Approval*
- *Community Development Commercial Façade Program*
- *Transfer of Development Rights*
- *Transfer of Development Value*
- *Public Assembly of Small lots*
- *Public Funded Civic Space*
- *Infrastructure Improvements*
- *Empire Zone & Industrial Use Relocation*
- *Municipal Sanitary Infrastructure*
- *Job Creation Tax Credits*
- *Community Housing Trusts*
- *Affordable Housing*
- *CDBG Enforcement Target*
- *CDBG Housing Rehabilitation Program*
- *Site Plan Design Requirements*
- *Public Transportation Improvement*

The physical form and appearance of both the architecture and the urbanism should clearly convey a unique sense of community, one representative of Ronkonkoma’s specific demographic makeup and lifestyle preferences. In other words, the retail mix should be expressly tailored to appeal to the residents of Ronkonkoma, in an authentically compelling fashion which will hopefully make it attractive to other residents on the island, for the same reasons. This could include locally owned and operated businesses such as hardware stores (Agnew & Taylors), newsstands, independent pharmacies (Slaters), crafts and hobby store, jewelry stores, family-oriented, local apparel stores, home electronics and accessories, etc., each with a particular niche appeal that focuses on customer service, and an in-depth knowledge and understanding of the merchandize sold and serviced.

Unique, locally-owned food and beverage establishments, such as Bruno’s, can provide an even more effective means of distinguishing Ronkonkoma in an otherwise overcrowded marketplace. A local pub, or casual family restaurant, in an attractive, walkable downtown setting, and evocative of local history and traditions, can provide both a wonderful community amenity, as well as an attractive regional destination.

The Claritas PRIZM segmentation analysis provides an effective snapshot of potential retailers who would find a responsive customer base in Ronkonkoma (see the following Appendices), based upon a combination of customer receptivity factors and perceived demand, cross-referenced against specific retailer site selection criteria and tested consumer profiles. Comparing these against a list of national retailers who are presently looking to locate or expand in this market, provides a useful tool for identifying active prospects for this market. However, the generic description of these retail merchandise categories helps reinforce the perception that a mix of *both* nationals and local or regional players can often provide an even more appealing mix of national brand appeal, and distinctive, local shopping and dining experiences.

Though there are many retailers, national or otherwise, who may theoretically represent a good fit for Ronkonkoma, based on the consumer preferences documented in the area, it is still important to weigh these potential choices against the larger agenda at stake, which is to raise the overall quality of life in the community, by make Ronkonkoma an even more attractive and appealing place to live and work.

Ultimately, it is extremely difficult to “prove” an oversupply of retail space, because you would need to actually demonstrate that any given space within a market is under-performing relative to industry standards, and it is impossible to say, with absolute specificity, “which” particular commercial establishment represents the problematic entity, based purely on the basis of redundancy. However, providing proper incentives which can help encourage the market to make those determinations for itself, and can go a long way toward providing incentives that consolidation to take place in a way that also helps to sharpen and enhance the unique qualities and features of Ronkonkoma itself, to make it more attractive place to visit, live, work, and shop.

## Appendices

The following pages contain an itemized list of the Industry Merchadize Categories, and their relative expenditure gap, both plus and minus, for the assumed Trade Area, in dollars (parantheical figures in red, represent a net *negative* gap, or oversupply).

## RMP Opportunity Gap - Retail Stores 2008

Custom Polygon

### Polygon 1: PORTION RD AT HAWKINS AVE, RONKONKOMA, NY 11779, Total

Retail Stores	Demand (Consumer Expenditures)	Supply (Retail Sales)	Opportunity Gap/Surplus
Total Retail Sales Incl Eating and Drinking Places	1,856,005,952	1,924,137,591	(68,131,639)
Motor Vehicle and Parts Dealers-441	332,456,491	454,779,291	(122,322,800)
Automotive Dealers-4411	284,900,725	400,694,087	(115,793,362)
Other Motor Vehicle Dealers-4412	22,284,936	27,268,334	(4,983,398)
Automotive Parts/Accsrs, Tire Stores-4413	25,270,830	26,816,869	(1,546,039)
Furniture and Home Furnishings Stores-442	52,520,717	20,959,666	31,561,051
Furniture Stores-4421	28,147,950	9,590,599	18,557,351
Home Furnishing Stores-4422	24,372,768	11,369,067	13,003,701
Electronics and Appliance Stores-443	44,685,406	54,851,138	(10,165,732)
Appliances, TVs, Electronics Stores-44311	33,332,700	49,837,779	(16,505,079)
Household Appliances Stores-443111	7,197,666	15,660,771	(8,463,105)
Radio, Television, Electronics Stores-443112	26,135,034	34,177,008	(8,041,974)
Computer and Software Stores-44312	9,439,175	4,995,797	4,443,378
Camera and Photographic Equipment Stores-44313	1,913,531	17,562	1,895,969
Building Material, Garden Equip Stores -444	219,674,438	166,177,031	53,497,407
Building Material and Supply Dealers-4441	202,258,031	157,602,812	44,655,219
Home Centers-44411	79,528,502	13,146,582	66,381,920
Paint and Wallpaper Stores-44412	4,932,897	372,877	4,560,020
Hardware Stores-44413	15,785,676	31,665,019	(15,879,343)
Other Building Materials Dealers-44419	102,010,956	112,418,333	(10,407,377)
Building Materials, Lumberyards-444191	35,127,624	38,335,900	(3,208,276)
Lawn, Garden Equipment, Supplies Stores-4442	17,416,407	8,574,219	8,842,188
Outdoor Power Equipment Stores-44421	2,527,429	3,117,717	(590,288)
Nursery and Garden Centers-44422	14,888,977	5,456,502	9,432,475
Food and Beverage Stores-445	213,636,130	517,925,813	(304,289,683)
Grocery Stores-4451	194,237,308	464,036,003	(269,798,695)
Supermarkets, Grocery (Ex Conv) Stores-44511	184,480,172	439,680,455	(255,200,283)
Convenience Stores-44512	9,757,136	24,355,549	(14,598,413)
Specialty Food Stores-4452	6,284,548	27,657,797	(21,373,249)
Beer, Wine and Liquor Stores-4453	13,114,273	26,232,012	(13,117,739)
Health and Personal Care Stores-446	75,777,354	143,641,646	(67,864,292)
Pharmacies and Drug Stores-44611	65,260,323	139,544,805	(74,284,482)
Cosmetics, Beauty Supplies, Perfume Stores-44612	2,473,628	1,027,353	1,446,275
Optical Goods Stores-44613	3,576,392	1,762,792	1,813,600
Other Health and Personal Care Stores-44619	4,467,010	1,306,696	3,160,314



Prepared On: Sun Sep 14, 2008 Page 1 Of 4

Project Code: Ronkonkoma, NY

Prepared For: Seth Harry & Associates

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Prepared By:



## RMP Opportunity Gap - Retail Stores 2008

### Custom Polygon

#### Polygon 1: PORTION RD AT HAWKINS AVE, RONKONKOMA, NY 11779, Total

Retail Stores	Demand (Consumer Expenditures)	Supply (Retail Sales)	Opportunity Gap/Surplus
Gasoline Stations-447	187,219,527	189,753,620	(2,534,093)
Gasoline Stations With Conv Stores-44711	141,080,860	103,183,852	37,897,008
Other Gasoline Stations-44719	46,138,667	86,569,768	(40,431,101)
Clothing and Clothing Accessories Stores-448	100,804,735	35,602,869	65,201,866
Clothing Stores-4481	72,072,013	29,398,410	42,673,603
Men's Clothing Stores-44811	4,707,600	6,178,814	(1,471,214)
Women's Clothing Stores-44812	18,892,369	7,034,275	11,858,094
Childrens, Infants Clothing Stores-44813	3,519,105	226,582	3,292,523
Family Clothing Stores-44814	38,491,729	12,869,018	25,622,711
Clothing Accessories Stores-44815	1,765,470	1,028,128	737,342
Other Clothing Stores-44819	4,695,741	2,061,594	2,634,147
Shoe Stores-4482	12,298,536	4,406,185	7,892,351
Jewelry, Luggage, Leather Goods Stores-4483	16,434,185	1,798,275	14,635,910
Jewelry Stores-44831	15,242,833	1,789,272	13,453,561
Luggage and Leather Goods Stores-44832	1,191,353	9,004	1,182,349
Sporting Goods, Hobby, Book, Music Stores-451	35,266,636	27,722,041	7,544,595
Sportng Goods, Hobby, Musical Inst Stores-4511	24,945,642	19,675,814	5,269,828
Sporting Goods Stores-45111	13,171,985	5,558,426	7,613,559
Hobby, Toys and Games Stores-45112	7,791,741	12,190,071	(4,398,330)
Sew/Needlework/Piece Goods Stores-45113	1,704,510	302,765	1,401,745
Musical Instrument and Supplies Stores-45114	2,277,406	1,624,552	652,854
Book, Periodical and Music Stores-4512	10,320,993	8,046,228	2,274,765
Book Stores and News Dealers-45121	7,314,970	4,615,262	2,699,708
Book Stores-451211	6,940,755	4,561,566	2,379,189
News Dealers and Newsstands-451212	374,215	53,695	320,520
Prerecorded Tapes, CDs, Record Stores-45122	3,006,023	3,430,966	(424,943)
General Merchandise Stores-452	229,375,458	84,696,692	144,678,766
Department Stores Excl Leased Depts-4521	112,537,810	50,080,625	62,457,185
Other General Merchandise Stores-4529	116,837,648	34,616,066	82,221,582
Warehouse Clubs and Super Stores-45291	99,582,515	28,523,764	71,058,751
All Other General Merchandise Stores-45299	17,255,133	6,092,302	11,162,831
Miscellaneous Store Retailers-453	48,835,457	36,697,827	12,137,630
Florists-4531	3,627,906	9,025,121	(5,397,215)
Office Supplies, Stationery, Gift Stores-4532	19,824,706	15,821,748	4,002,958
Office Supplies and Stationery Stores-45321	11,186,562	8,477,230	2,709,332
Gift, Novelty and Souvenir Stores-45322	8,638,144	7,344,518	1,293,626
Used Merchandise Stores-4533	4,380,462	955,042	3,425,420
Other Miscellaneous Store Retailers-4539	21,002,383	10,895,916	10,106,467



## RMP Opportunity Gap - Retail Stores 2008

Custom Polygon

### Polygon 1: PORTION RD AT HAWKINS AVE, RONKONKOMA, NY 11779, Total

Retail Stores	Demand (Consumer Expenditures)	Supply (Retail Sales)	Opportunity Gap/Surplus
Non-Store Retailers-454	135,783,050	58,537,013	77,246,037
Electronic Shopping, Mail-Order Houses-4541	85,958,071	17,437,450	68,520,621
Vending Machine Operators-4542	4,514,171	4,972,398	(458,227)
Direct Selling Establishments-4543	45,310,807	36,127,166	9,183,641
Foodservice and Drinking Places-722	179,970,555	132,792,944	47,177,611
Full-Service Restaurants-7221	82,958,920	54,298,453	28,660,467
Limited-Service Eating Places-7222	73,046,886	49,041,739	24,005,147
Special Foodservices-7223	15,017,761	27,851,577	(12,833,816)
Drinking Places -Alcoholic Beverages-7224	8,946,988	1,601,175	7,345,813
GAFO *	482,477,658	239,654,154	242,823,504
General Merchandise Stores-452	229,375,458	84,696,692	144,678,766
Clothing and Clothing Accessories Stores-448	100,804,735	35,602,869	65,201,866
Furniture and Home Furnishings Stores-442	52,520,717	20,959,666	31,561,051
Electronics and Appliance Stores-443	44,685,406	54,851,138	(10,165,732)
Sporting Goods, Hobby, Book, Music Stores-451	35,266,636	27,722,041	7,544,595
Office Supplies, Stationery, Gift Stores-4532	19,824,706	15,821,748	4,002,958

\* GAFO (General merchandise, Apparel, Furniture and Other) represents sales at stores that sell merchandise normally sold in department stores. This category is not included in Total Retail Sales Including Eating and Drinking Places.

Claritas' RMP data is derived from two major sources of information. The demand data is derived from the Consumer Expenditure Survey (CE Survey), which is fielded by the U.S. Bureau of Labor Statistics (BLS). The supply data is derived from the Census of Retail Trade (CRT), which is made available by the U.S. Census.

The difference between demand and supply represents the opportunity gap or surplus available for each retail outlet in the specified reporting geography. When the demand is greater than (less than) the supply, there is an opportunity gap (surplus) for that retail outlet. For example, a positive value signifies an opportunity gap, while a negative value signifies a surplus.



## RMP Opportunity Gap - Retail Stores 2008

Custom Polygon

### Appendix: Area Listing

#### Area Name:

Type: Polygon 1                      Reporting Detail: Aggregate                      Reporting Level: Block Group  
 PORTION RD AT HAWKINS AVE, RONKONKOMA, NY

#### Polygon Points:

40.809540 -73.176421	40.828108 -73.176777	40.849366 -73.168598	40.852057 -73.161485
40.853671 -73.150817	40.866318 -73.137659	40.859053 -73.099608	40.865511 -73.049822
40.803889 -73.043421	40.796893 -73.085740	40.809809 -73.086095	40.808195 -73.110988
40.795278 -73.111344	40.796624 -73.155796	40.810348 -73.150461	40.809540 -73.176421

#### Project Information:

Site: 3

Order Number: 967007040



Prepared On: Sun Sep 14, 2008 Page 4 Of 4

Project Code: Ronkonkoma, NY

Prepared For: Seth Harry & Associates

Claritas Tech Support: 1 800 866 6511

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Prepared By:





### 3. APPENDIX.

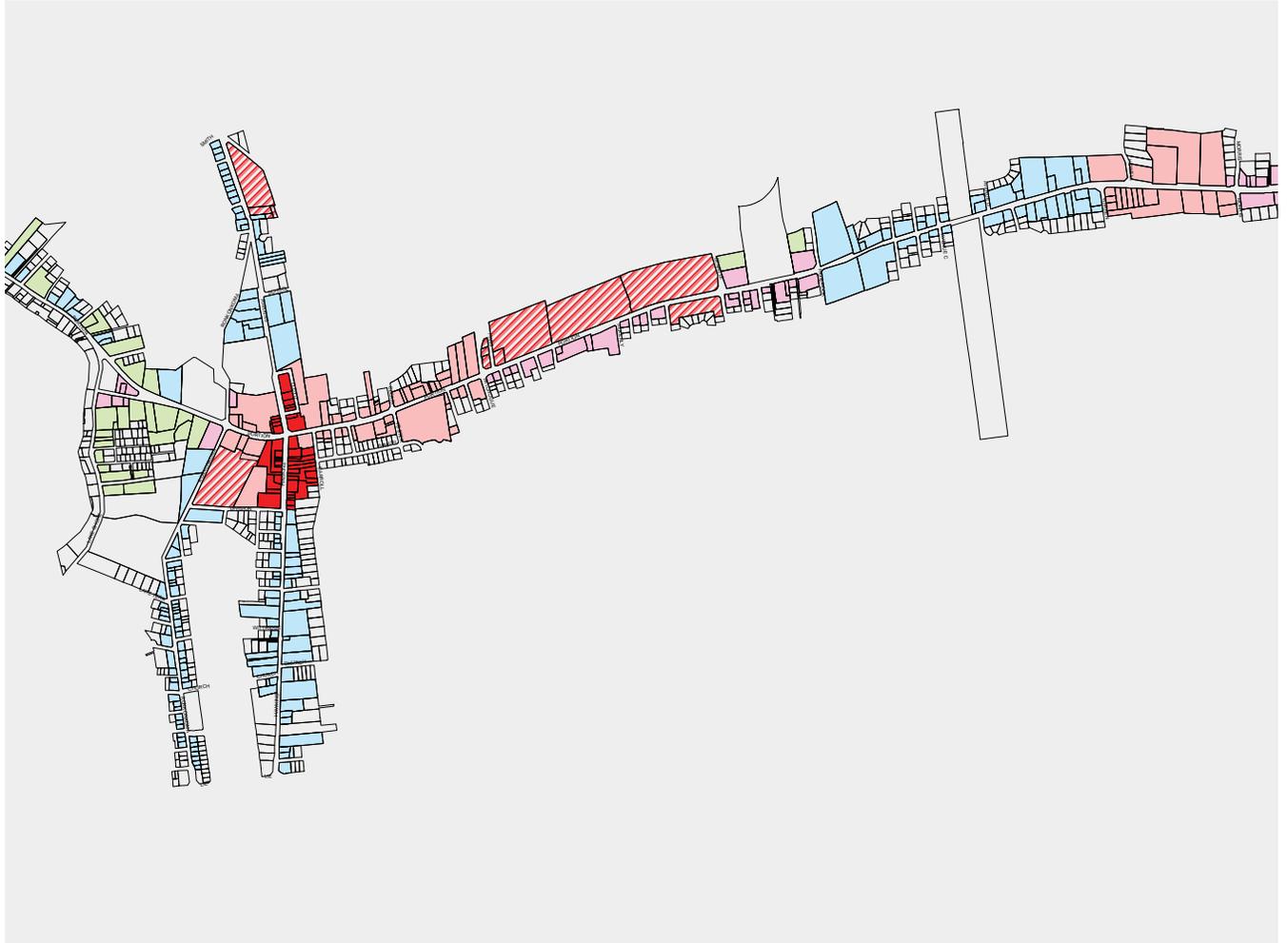
#### Appendix3 – Design Guidelines





THIRD DRAFT 01-2009

D E S I G N   G U I D E L I N E S



L A K E   R O N K O N K O M A

TOWN OF BROOKHAVEN  
NEW YORK

ADL III ARCHITECTURE PC

GLOSSARY OF ARCHITECTURAL TERMS  
HAWKINS AVENUE MAIN STREET DISTRICT .. A  
LAKE RONKONKOMA DOWNTOWN..... B  
COMMERCIAL TRANSITION AREA ..... C  
RESIDENTIAL TRANSITION ..... D  
REGIONAL CENTERS- HIGH POINT ..... E  
MORRIS AVE ..... F

---

## GLOSSARY OF ARCHITECTURAL TERMS

**ARCH-** A typically curved structural member spanning an opening and serving as a support for the wall or other weight above the opening.

**AWNINGS-** A cloth-like fabric material supported by framework attached to the building facade and may be easily removed, retracted, folded, or rolled back against the façade. Awnings are intended to shade windows and storefronts and provide a covering for pedestrians, and should be placed at the top of windows and storefronts. Their shape should relate to the top of the opening. Their color should be harmonious with other colors used on the building or found on adjacent buildings; intense hues of color or using colors that are disharmonious with other colors used on the building or found on adjacent buildings.

**BALUSTRADE-** A railing or parapet consisting of a series of balusters with a railing supported by newel posts at each end.

**CANOPPY-** A fabric-like materials supported by framework attached to the building facade and/or the pavement and may be easily removed. Canopies are intended to provide a covering for outside displays or exterior dining areas, their color should be harmonious with other colors used on the building or found on adjacent buildings.

**CAPITAL-** The upper portion of a column or pilaster.

**CASEMENT-** A window sash hinged on one side so that it opens by swinging in or out.

**CASING-** A general term to describe molding used to trim a door, window or opening.

**COLUMN-** A vertical support, usually supporting a member above.

**COLLONADE-** A row of at least three columns that support a structure above. It should be designed so as to appear as extensions of the building architecture.

**COPING-** The top course of a wall which covers and protects the wall from the effects of weather.

**CORNICE-** The upper, projecting part of a classical entablature or a decorative treatment of the eaves of a roof.

**COURTYARD-** A pedestrian-only accessible space that is enclosed on three sides by a one- or two-story building.

**DENTILS-** One in a series of small blocks forming a molding in an entablature, often used on cornices.

**DORMER-** Any ornamental or functional structure built out from the plane of a pitched roof or over the ridge, and may or may not have a window. Dormers on a second level roof should be proportioned appropriately and should be used to break up large areas of uninterrupted roof planes.

**DOUBLE-HUNG WINDOW-** A type of window with two sashes, one above the other, which move up and down in vertical grooves.

**EAVE-** The edge of the roof that extends past the walls.

**ENTABLATURE-** The band of horizontal elements resting on top of a column above the capital. From bottom to top it is composed of the architrave, frieze and cornice.

**FACADE-** The front face or elevation of a building.

**FENESTRATION-** The arrangement of openings, such as windows and doors, on a building.

**GABLE OR EAVE RETURN-** The section of an eave detail that returns horizontally along the gable wall.

**GABLE ROOF-** A pitched roof in the shape of a triangle.

**GAMBREL ROOF-** A roof in which the angle of the pitch changes part way between the ridge and the eaves, also known as a Dutch or barn roof.

**GLAZING-** Another term for glass or other transparent material used in windows.

**HIPPED ROOF-** A roof with slopes on all four sides.

**JACK ARCH-** A straight masonry arch, also called a flat arch.

**KEystone-** The center unit of an arch.

**LIGHT-** A window pane.

**LINTEL-** A horizontal beam over an opening carrying the weight of the wall above.

**MASSING-** The overall shape of the volume of a building.

**MULLION-** A member that joins wall openings such as windows and doors.

**MUNTIN-** A glazing bar that separates panes of glass.

**PILASTER-** A pier attached to a wall with a shallow depth and sometimes treated as a classical column with a base, shaft and capital.

---

## GLOSSARY OF ARCHITECTURAL TERMS

**PEDESTRIAN FRIENDLY ENVIRONMENT-** Built environment that is friendly to the presence of people living, shopping, visiting, enjoying or spending time in an area. Some important factors affecting pedestrian friendly environment: land use mix, street connectivity, residential density, "transparency" which includes amount of glass in windows and doors, as well as orientation and proximity of homes and buildings to watch over the street; plenty of places to go to near the majority of homes; placemaking, street designs that work for people, not just cars and retail floor area ratio residential density; good lighting, shade or sun in appropriate seasons; street furniture; traffic volume and speed; wind conditions.

**PORCH-** A covered space projecting from or integrated into the facade of a building, open on three sides and supported by columns, it should be designed to appear as extensions of the building architecture.

**PORTICO-** An entrance porch often supported by columns and topped by a pedimented roof.

**POST-** A vertical support member without the detail or proportion of a column, often a simple wood timber.

**PRESERVATION-** The sustaining of the existing form, integrity, and material of a building or structure.

**RAFTER-** A sloped roof beam that supports the roof covering.

**RAFTER TAIL-** The portion of the rafter that extends beyond the exterior wall to support the eave.

**REHABILITATION-** Returning a property to a state of utility through repair or alteration which makes possible an efficient contemporary use while preserving those portions or features that are significant to its historical, architectural and cultural values.

**REMODEL-** To alter a building in a way that may or may not be sensitive to the preservation of its significant architectural forms and features.

**RENOVATION-** See Rehabilitation

**RESTORATION-** Accurately recovering the form and details of a property as it appeared at a particular period of time, by removing later work and/or by replacing missing earlier work.

**RETROFIT-** To furnish a building with new parts or equipment not available at the time of original construction.

**SHUTTER-** A hinged panel that covers a window or door opening

**SIDELIGHTS-** Narrow windows flanking a door.

**SIGNAGE-** Any form of lettering or graphic that is visible to pedestrians from accessible walkways, or in any way produces a visual impact on the streetscape, which should relate in placement, proportion, and size to other building elements.

**SILL-** The horizontal water-shedding member at the bottom of a door or window.

**SOFFIT-** The finished underside of an overhead spanning member.

**STOOP-** A platform, generally connected to a short series of steps, that bridges the area between grade and an entrance.

**STOREFRONT-** An opening enclosed by glass intended for the display of merchandise, seating areas, or activity inside the building. The use of storefronts on second level façades is discouraged.

**TRANSOM-** A horizontal window just above a door.

**VERNACULAR ARCHITECTURE-** a term is used to categorize methods of construction which use locally available resources to address local needs. Vernacular architecture tends to evolve over time to reflect the environmental, cultural and historical context in which it exists.

**WALKABILITY-** The measure of the overall walking conditions in an area. See "Pedestrian Friendly Environment".

**WATER TABLE-** The element that transitions between the body and the base of a masonry building when the base projects out past the face of the body.

**WINDOW -** An opening enclosed by glass for daylighting or ventilation. Windows may be fixed or operable, but must be constructed so as to appear to be double-hung with divided glass lights.

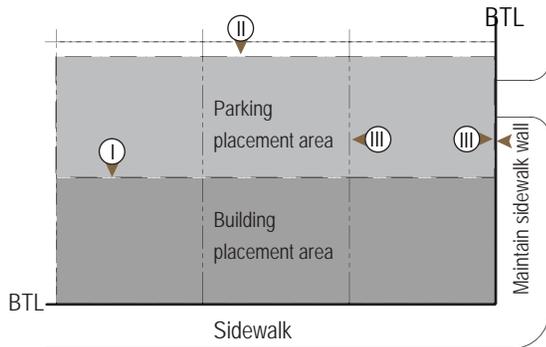
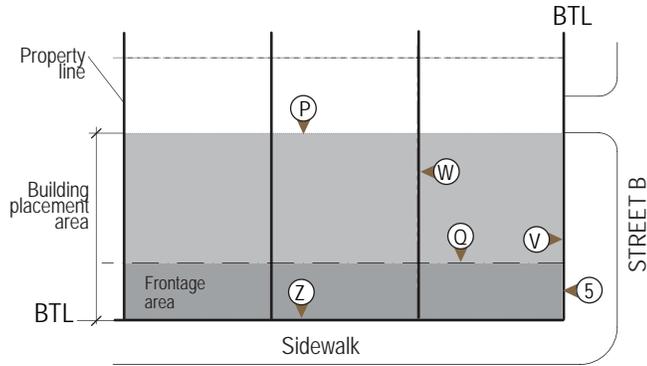
**WINDOW BAY-** A window which projects out of the plane of the wall.

URBAN STANDARDS.....A.1  
 TABLE OF STANDARDS  
 HEIGHT SPECIFICATIONS  
 SITING SPECIFICATIONS

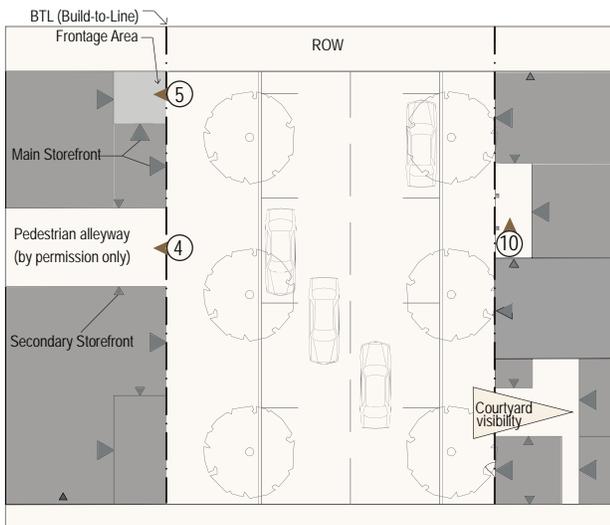
ARCHITECTURAL STANDARDS.....A.2  
 SPECIAL BUILDING ELEMENTS

PULL-OUT SHEET OF STANDARDS.....A.3

# HAWKINS AVE - MAIN STREET A.1 TABLE OF STANDARDS



A-T-3  
A-T-4



Revision: 1-2009; Portion Rd Design Guidelines\_Ela.indd

## BUILDING PLACEMENT A-T-1

### BUILD-TO-LINE (distance from property line)- BTL

Front	0-5 feet	BTL ◀ Z
Side, corner lot	0 feet	BTL ◀ V

### SETBACK

Rear	30 feet	◀ P
Side	0 feet	◀ W ◀ V
Frontage area- for public squares and common greens	25 feet max	◀ Q ◀ 5

Pedestrian alleyway to back parking lot	15 feet wide max	◀ 4
---	------------------	-----

## PERMITTED USE

### GROUND FLOOR

Retail sales and/or personal service stores; Restaurant; Bank with or without accessory drive-through facility; Bar/tavern/night club; Bank with or without accessory drive-through facility; Live performance - community theater; Museum or nonprofit cultural centers; Artist studio; Billiard hall; Indoor recreation; Health club; Non-degree-granting or recreational schools, including self-defense, dance, swimming, gymnastics and similar instruction/programs, except those associated with manufacturing or truck delivery; Churches or similar places of worship, libraries or municipal buildings or municipal uses.

### UPPER FLOORS

Residential; Office use; Storage

## HEIGHT A-T-2

Building Minimum	xx feet/one story	
Building Maximum (for pitched roof)	35 feet/2.5 stories	◀ 1 ◀ 3
Building Maximum (for low slope or flat roof)	xx feet/2 stories	◀ 2 ◀ 3

## PARKING A-T-3

### LOCATION ( distance from property line)

Front Setback	25 feet min if behind building	◀ I
Side Setback (connection with neighboring lots preferred)	0 feet	◀ III
Rear- adjacent to residential	10 feet	◀ II
Rear- adjacent to other then residential	5 feet	◀ II

## REQUIRED SPACES

### Ground Floor

Uses < 2000sf	xx per xx Sq.feet
Uses > 2000sf	xx per xx Sq.feet

### Upper Floor

Residential Uses	1 per unit
Other Uses	1 per xx Sq.feet

## FRONTAGE ELEMENTS A-T-2

Porches (Min. Depth/Max. Height)	7 feet/one story (12')	◀ 10
Colonnades (Min. Depth/Max. Height)	7 feet/one storey	◀ 10
Awnings (Max. projection)	8 feet	◀ 12
Canopy (Max. area)	200 Sq. Feet	◀ 13

HEIGHT SPECIFICATIONS

BUILDING HEIGHT

1. The maximum height of the principal building is 2.5 stories. (3)
2. The maximum height of any pitched roof or roof element cannot exceed the elevation of the highest ridge on Agnew & Taylor Store (1)
3. The maximum height of any parapet or low slope (flat) roof cannot exceed the elevation of the bottom of the second floor eave on the Agnew & Taylor Store (see A-1) (2)

SITING SPECIFICATIONS

The building orientation and the main entrance position should always address the main thoroughfare. In case of corner lots and lots abutting plazas or other civic spaces, all exposed elevations should use appropriate building articulation and address all public frontages as primary frontages. When rear parking is provided, the provision of secondary rear entrances and pleasing rear facades is strongly encouraged. The design of the rear entrances and facades should be appropriately detailed to provide an attractive appearance, but should not be overly embellished to compete with the main storefront.

1. The following requirements shall be met:
  - a. Adequate lighting shall be provided for security, pedestrian safety and decorative purposes.
  - b. Trash and service areas, utility lines, mechanical equipment and meter boxes shall be appropriately screened from customer entrances (see A-6).
2. The following guidelines should be followed:
  - a. Planters, awnings and landscaping may be used to identify rear entrances as well as improve the appearance of the structure.
  - b. Rear entrances should be marked by attractive signs. Signs should be modestly scaled to fit the character of the more utilitarian rear facade.
  - c. Windows and/or display cases shall be used to attract shoppers.

BUILDING WIDTH

1. Storefront buildings shall be not more than fifteen (15) feet apart in case of pedestrian alleyway (to create a look of a continuous front façade), except when separated by a common green or square. The creation of a pedestrian alleyway between buildings for rear yard access is encouraged. (4)
2. To harmonize with the traditional scale of mixed use buildings in historic hamlets and villages, the massing of buildings wider than 25' shall be de-emphasized using vertical demarcation or the use of projecting and recessed sections of less than 2 feet. Such breaks in facades and roof lines shall occur not more frequently than the width of two historic shop fronts (approximately 25 feet).

FRONT SETBACK

1. Front setback is 0 feet from ROW, set at Build-to-Line (BTL)
2. Building frontage can appear within Frontage Area (see A-2 and A-3) in order to provide for a common green or public square, by permission only (25 feet from BTL). (5)
3. Awnings (see A-6), are excluded from front setback requirements, but cannot be used to align the façade to meet the setback requirement.
4. Existing buildings with facades that are more than 20 feet from the Build-to-Line (especially when they have parking in the front yard) are encouraged use landscaping, trellises, low street walls, and other elements to help define the sidewalk edge. (6)

COURTYARD

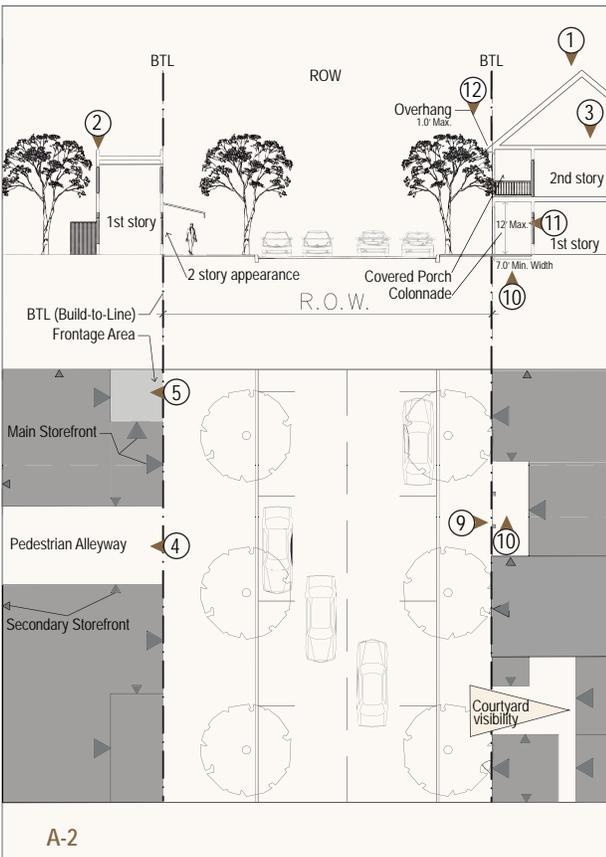
Central courtyard can be designed on large lots intended for multiple businesses or lots with insufficient street frontage, by special permission only. The courtyard should be accessible by pedestrians in two locations, with main entrance off the main thoroughfare, large enough to provide pedestrian access and visibility to and from the street (see A-2).

TOWERS AND CUPOLAS

1. Towers and cupolas are desired elements, recommended in locations providing vistas
2. Maximum footprint is 20'x20', max height for features of less than 10'x10" is XXXX



Agnew & Taylor Hardware Store  
Location: Southeast Corner of Hawkins Ave. and Portion Rd. Intersection

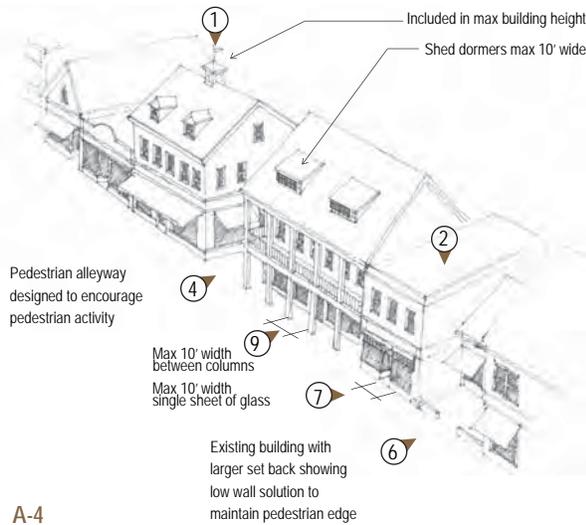


One story building with two story massing appears as two story from the street.



Expression line delineates separation of street level storefront and clear story fenestration  
Stimulating storefronts that address and enhance public areas and pedestrian pathways  
Frontage Area allows for public squares or common green  
BTL (Build-to-Line)

A-3



A-4

The Architectural Standards define the building materials, details and configurations that impact the neighborhood's quality and character. The use of internal doorways between buildings, the continuation of porches across facades, or any other design element that allows pedestrians to move between businesses without being exposed to inclement weather, is highly encouraged.

**BASE-MIDDLE-TOP RULE:** All elements in a building should be treated as having a base, middle (or body) and top to reflect the natural organization of both the human body and a classical column. From the overall building massing, to the detail of a base molding, this treatment helps give elements a pleasing shape without prescribing a particular style (see A-5).

For one-storey buildings there should always be a clear visual definition (expression line) between the street level and the parapet or top of roof for low-slope or flat roofs, and the eave line for pitched roofs (see A-7).

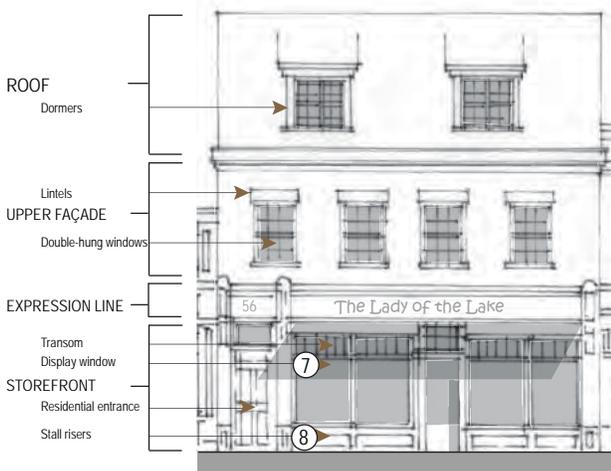
For two-storey buildings there should always be a clear visual definition between the street level and the second level, and between the second level and the parapet or top of roof for low-slope (flat) roofs, and the eave line for pitched roofs (see A-5).

One-storey buildings whose massing could allow for one-and-a-half or two stories, should appear as one-and-a-half or two stories with appropriate fenestration and expression lines (see A-2). Blank walls are prohibited along street frontages. Front and Side Facades of each building shall be consistent in material, and detailing.

**SPECIAL BUILDING ELEMENTS**

**STOREFRONTS AND STREET LEVEL FAÇADES**

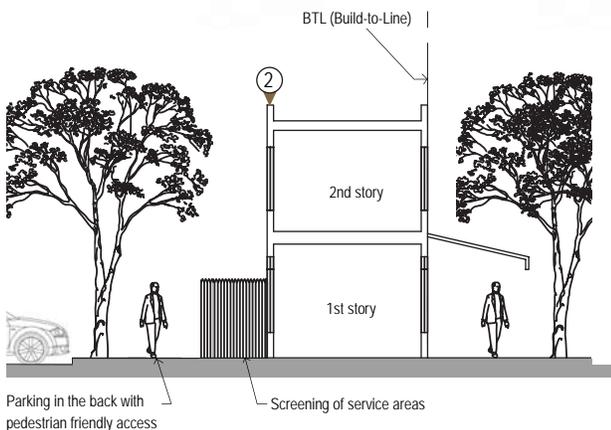
All street level façades should be designed to encourage pedestrian activity by providing stimulating storefronts that maintain and enhance the attractiveness of the street scene, display merchandise, seating areas, or activity inside the building. The use of storefronts on street level façades facing pedestrian pathways and public areas is encouraged (see A-3).



A-5

1. Stall risers provide a solid visual base anchoring the building to the ground, and protection of the glass from dirt, kicks and knocks. Stall risers will be between 18" and 24" above the sidewalk. Certain specialty stores such as jewelry stores may have higher stall risers, but in no case should they be at more than 36" above the sidewalk. (8)
2. The maximum width for a single pane of glass in a storefront is 10 feet. The use of mullions and/or muntins, horizontal and vertical, to limit the size of a single pane of glass within a storefront is permitted. (7)
3. The use of glass block, opaque glass, bronze tinted, reflective glass, or painting the glass opaque (by permanently placing a material directly behind it) is not permitted.
4. There should be a cornice or clear space between the top of the storefront and the sill of the first floor windows.
5. Whenever possible, out-swinging doors should be recessed so that the swing of the door does not interfere with the movement of pedestrians. Doors should be constructed so as to be no more than 75 percent and no less than 25 percent clear glass. The use of wood as a construction material and multiple panes of glass (divided lights) is encouraged.
6. Doorways that face main pedestrian pathways, such as sidewalks and alleyways, should be active and inviting to patrons; the placement of inactive doors, service doors, or doors used for emergency egress is discouraged in these areas.

A-6

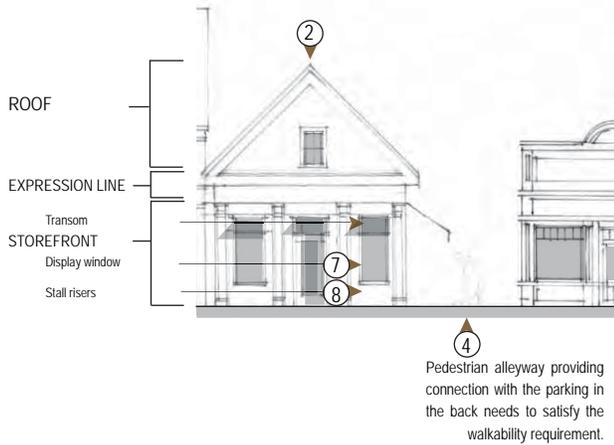


**AWNINGS /CANOPIES**

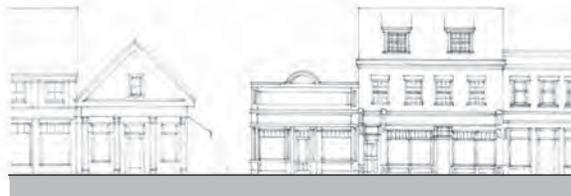
Awnings or canopies that use materials other than cloth-like fabric, such as metal, or are permanently fixed in place, are not permitted. Permanent structures must comply with the guidelines for balconies, porches or colonnades.

1. Awnings should be placed at the top of windows and storefronts and their shape should relate to the top of the opening.
2. Awnings can not be placed on the façade where there are no windows.
3. Maximum projection of 8 feet requirement applies to first floor awnings only. (12)
4. Awnings shall occur forward of the Build-to-Line
5. Canopies may only be one-storey in height and should not cover more than 200 square feet. (13)

A-7



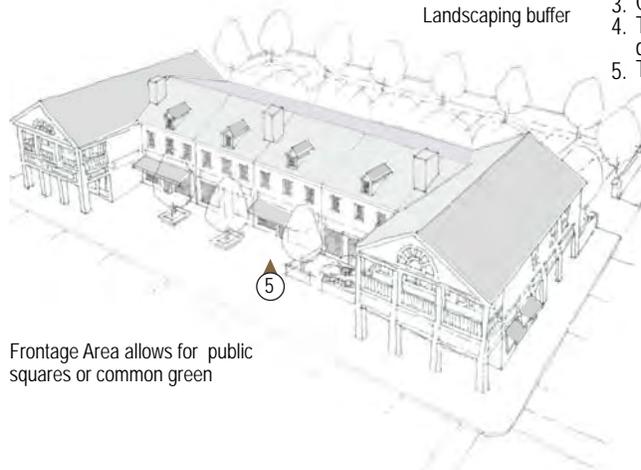
A-8



Stimulating storefronts that address and enhance public areas and pedestrian pathways, with window sills 18-24" in height. The building orientation and the main entrance position should always address the main thoroughfare. In case of corner lots and lots abutting plazas or other civic spaces, all exposed elevations should use appropriate building articulation and address all public frontages as primary frontages. Buildings with visible façades longer than 25 feet should be designed so that their mass appears to be assembled from smaller elements.

A-9 WIDE LOTS SOLUTIONS

Parking in the back with entrance from side street when possible. Parking lot screening, while maintaining the pedestrian edge (low wall or landscaping).



Frontage Area allows for public squares or common green

BALCONIES, PORCHES, COLONNADES

The use of street level porches is encouraged to maintain the alignment of façades, add variety to façades, and emphasize entrances. The use of street level colonnades is encouraged to maintain the alignment of façades, add variety to façades, and to create areas protected from the weather, such as outdoor seating or a covered walkway.

1. The maximum clear opening between two columns should not exceed 10 feet. (9)
2. The minimum clear dimension between a column face and the building wall is 7 feet. (10)
3. The maximum height of the ceiling under a porch or colonnade is 12 feet. (11)
4. Individual columns, or those supporting a porch or colonnade, should not extend more than one storey uninterrupted, and be of properly proportioned height, diameter, and taper.
5. Round columns are preferred over square, and all columns should have a capital; a "Doric" or "Tuscan" style column is preferred.

MATERIALS AND COLORS

Buildings should be constructed of sustainable, "green" products wherever possible.

ARM'S LENGTH RULE: Substitute materials may be used for natural materials, but their appearance must be indistinguishable from the original at arm's length or less. All materials below the second floor should meet this rule.

EYES ONLY RULE: Substitute materials used at or above the second floor must be indistinguishable from the original at a distance of 10 feet.

No more than two wall materials may be used (not including the foundation material or trim work). Heavier materials shall always be below lighter materials. Preferred materials for building walls is stone, brick, stucco, cast stone, wood shingle, wood clapboard or cementitious siding. Shingle and clapboard siding shall be installed with a maximum of 8" to the weather. Shingle siding shall be perfection shingles, machine cut, with the bottom edges of each course aligned.

Façades- materials

1. No more than two wall materials may be used (not including the foundation material or trim work).
2. Separations between materials shall be primarily horizontal. Heavier materials shall always be below lighter materials.
3. Stone, whether natural or dressed, should only be used as a secondary or accent material.
4. Finish materials should be oriented so as to accentuate horizontal lines.

Roof- materials

1. Architectural-grade shingles are preferred for visible roof finishes.
2. Low-slope (flat) roofs that are visible to pedestrians should be finished so as to have the least visual impact.

Colors

1. Preferred color schemes should relate to naturally occurring materials.
2. Avoid using colors that are disharmonious with other colors used on the building or found on adjacent buildings.
3. Contrasting colors that accent architectural details are encouraged.
4. The use of silver, chrome, or shiny metallic-looking colors or materials is discouraged.
5. The painting of murals or faux detailing is allowed by special permission only.

SIGNAGE

A-9  
DESIRABLE



— Signs are coordinated in size and placement with the building storefront

A-10  
UNDESIRABLE



- Building sign conceals the cornice
- Over-varied sign shapes create visual confusion
- Awning sign covers the storefront pilasters
- Sale signs too large for storefront and poorly placed in display window
- Window sign too large, obscuring the store interior

In general, signs should relate in placement, proportion, and size to other building elements and sign materials, style, and color should complement the building façade complement pedestrian friendly environment. Sign content must be related to the businesses within the building.

The use of signage at the second level, i.e. above the actual or perceived level of the second floor line, is not permitted.

SIGN CONFIGURATIONS

Three types of signs are permitted: flush-mounted, painted, hanging, and window signs. Each business is limited to two signs, of any type, on the building façade facing the street, and one sign, of any type, on any other façade. Accessory signs or displays, such as menu boards, except those required by law, permanently or temporarily placed on building facades or in pedestrian walkways, such as menu boards, are limited to one per business and can not exceed 4 square feet in area on one side.

Signs or displays, except those required by law, permanently or temporarily affixed to glass are not permitted. Three types of signs are permitted: flush-mounted, hanging, and window signs:

1. Flush-mounted signs are signboards or individual letters placed on the building façade. These signs are limited to 15 inches in height. There is no limit on sign length, but the total area of the sign cannot exceed 15 square feet. The maximum projection from the building surface is 4 inches.
2. Hanging signs are hung from eaves, soffits, overhangs, or a wall, in such a way as to be mounted perpendicular to the building façade. These signs are limited to 3 square feet on one side, and the horizontal or vertical dimension cannot exceed 3 feet. The bottom of the sign can not be lower than 8 feet above pedestrian walkways.
3. Window signs, can be placed only in the back and pedestrian alleyway, behind the glass of storefronts and windows. These signs are limited to 3 square feet on one side, and the horizontal or vertical dimension cannot exceed 3 feet. Placing these signs behind storefronts and windows in such a way that will limit or prevent pedestrians from seeing the building interior is discouraged.



Example: Sign board with carved lettering



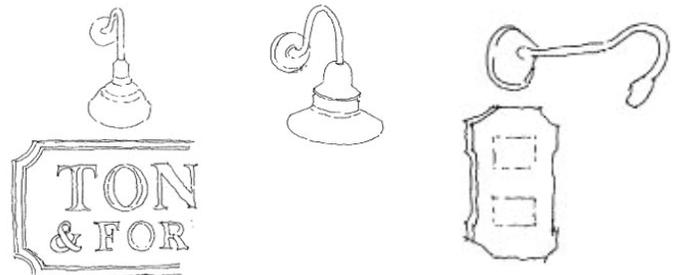
Example: Individual letters painted or mounted



Example: Hanging signs

SIGN LIGHTING

1. Signs should be lit externally only; interior-lit signs are not permitted.
2. The light used to illuminate signage should be contained within the limits of the sign and not spill over to other areas.
3. Neon signs are not permitted.
4. Accessory signs or displays, such as menu boards, except those required by law, permanently or temporarily placed on building facades or in pedestrian walkways, such as menu boards, are limited to one per frontage and can not exceed 4 square feet in area.



Example: sign lighting fixtures, "Dark Sky" friendly

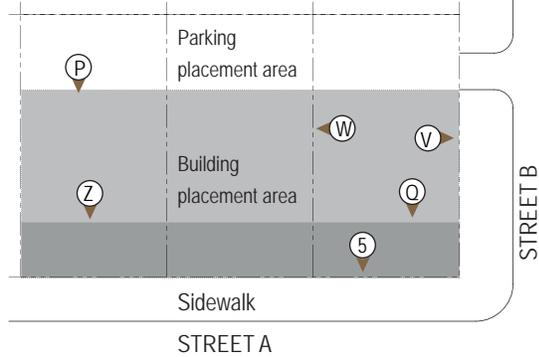
URBAN STANDARDS..... B.1  
TABLE OF STANDARDS  
HEIGHT SPECIFICATIONS  
SITING SPECIFICATIONS

ARCHITECTURAL STANDARDS..... B.2  
SPECIAL BUILDING ELEMENTS

PULL-OUT SHEET OF STANDARDS..... B.3

The intent of this District is to expand and reinforce the character of the existing, mixed-use, pedestrian-oriented nature of the Hawkins Ave Main Street District. The secondary intent is to establish the additional, mixed use, pedestrian oriented center within the corridor area, that is likely to redevelop in the mid and long term and provide additional focal point for mixed-use infill development.

TABLE OF STANDARDS

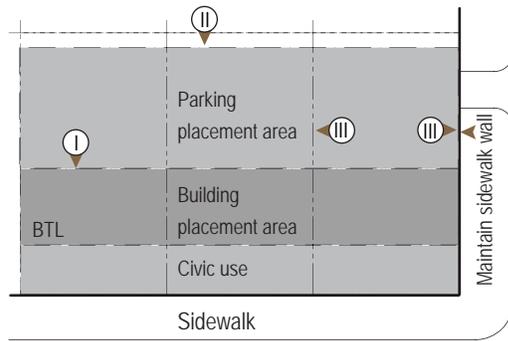


B-T-1

B-T-2



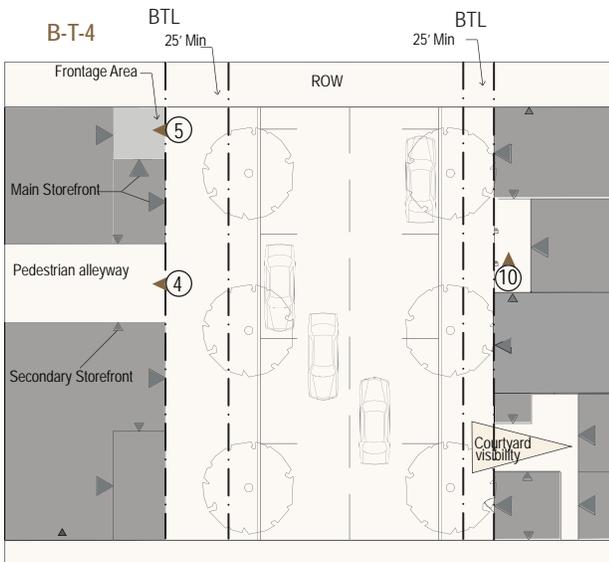
BTL



B-T-3

Portion Rd

B-T-4



BUILDING PLACEMENT		B-T-1
SETBACK	distance	
Front	25 feet	Ⓩ
Side	0-15 feet	Ⓦ
Side- corner lot	0 feet	Ⓥ
Frontage area for civic outdoor use (eg- plaza)	25 feet	Ⓚ Ⓟ
Rear	45 feet	Ⓟ

USE

GROUND FLOOR

Retail sales and/or personal service stores; Restaurant; Bank with or without accessory drive-through facility; Bar/tavern/night club; Bank with or without accessory drive-through facility; Live performance - community theater; Museum or nonprofit cultural centers; Artist studio; Billiard hall; Indoor recreation; Health club; Non-degree-granting or recreational schools, including self-defense, dance, swimming, gymnastics and similar instruction/programs; Churches or similar places of worship, libraries or municipal buildings or municipal uses.

UPPER FLOORS

Residential; Office use; Storage; Retail if extended from first floor

HEIGHT		B-T-2
Building Minimum	16 feet/one story	
Building Maximum (for pitched roof)	35 feet/two 1/2 stories	Ⓛ Ⓧ
Building Maximum (for low slope or flat roof)	35 feet/two 1/2 stories	Ⓜ Ⓧ

PARKING		B-T-3
LOCATION ( allowed distance from property line)		
Front Setback	25 feet	Ⓛ
Side Setback	0 feet	Ⓧ
Rear- adjacent to residential	10 feet	Ⓜ
Rear- adjacent to other then residential	5 feet	Ⓜ

REQUIRED SPACES

Ground Floor		
Uses < 2000sf	xx per xx Sq.feet	
Uses > 2000sf	xx per xx Sq.feet	
Upper Floor		
Residential Uses	xx per xx Sq.feet	
Other Uses	xx per xx Sq.feet	

FRONTAGE ELEMENTS		B-T-4
Porches (Min. Depth/Max. Height)	7 feet/one story	Ⓣ
Colonnades (Min. Depth/Max. Height)	8 feet/one story	Ⓜ
Awnings (Max Depth)	8 feet	Ⓦ



B-1

Agnew & Taylor Hardware Store  
Location: Southeast Corner of Hawkins Ave. and Portion Rd. Intersection

HEIGHT SPECIFICATIONS

BUILDING HEIGHT

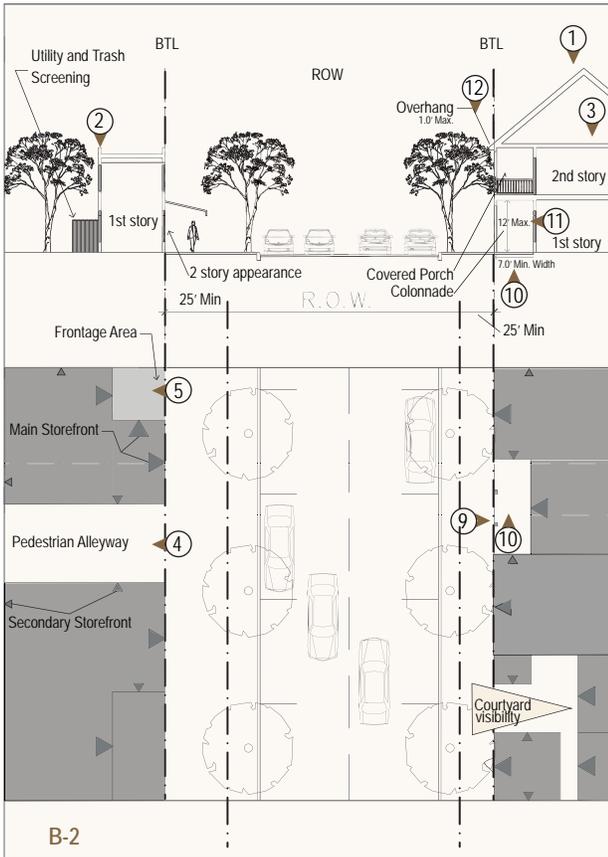
1. The maximum height of the principal building is 2.5 stories. (3)
2. The maximum height of any pitched roof or roof element cannot exceed the elevation of the highest ridge on Agnew & Taylor Store (1)
3. The maximum height of any parapet or low slope (flat) roof cannot exceed the elevation of the bottom of the second floor eave on the Agnew & Taylor Store (see B-1) (2)

SITING SPECIFICATIONS

**Entrance** - The building orientation and the main entrance position should always address the main thoroughfare. In case of corner lots and lots abutting plazas or other civic spaces, all exposed elevations should use appropriate building articulation and address all public frontages as primary frontages.

**Parking** - The use of shared parking entrances and rear alleys is encouraged. Parking lot should be screened from the street and the use landscaping, trellises, low street walls, and other elements to help define the sidewalk edge is encouraged (see A3). The provision of secondary rear entrances and pleasing rear facades is strongly encouraged.

1. The following requirements shall be met:
  - a. Adequate lighting shall be provided for security, pedestrian safety and decorative purposes.
  - b. Trash and service areas, utility lines, mechanical equipment and meter boxes shall be appropriately screened (see B-2).
2. The following guidelines should be followed:
  - a. Planters, awnings and landscaping may be used to identify rear entrances as well as improve the appearance of the structure.
  - b. Rear entrances should be marked by attractive signs. Signs should be modestly scaled to fit the character of the more utilitarian rear facade.
  - c. Windows and/or display cases in retail establishments shall be used to attract shoppers.



B-2

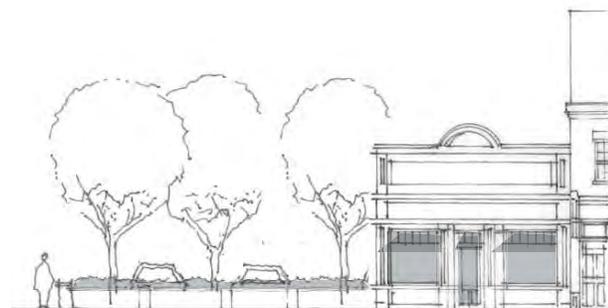
BUILDING WIDTH

1. The building does not have to be as wide as the lot
2. To harmonize with the traditional scale of single family buildings in historic hamlets and villages, the massing of buildings wider than 30' should be designed so that their width appears to be smaller.

FRONT SETBACK

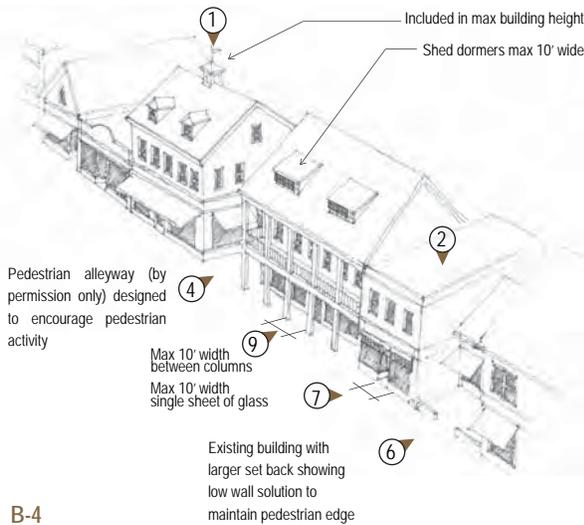
1. Required front setback is at Build-to-Line (BTL), set at 25 feet from the ROW
2. Awnings (see B-2), are excluded from front setback requirements.
3. No parking can appear before Build-to-line (BTL) and it is encouraged use landscaping, trellises, low street walls, and other elements to help define the sidewalk edge and screen the parking visibility from the street (see B-3)

B-3



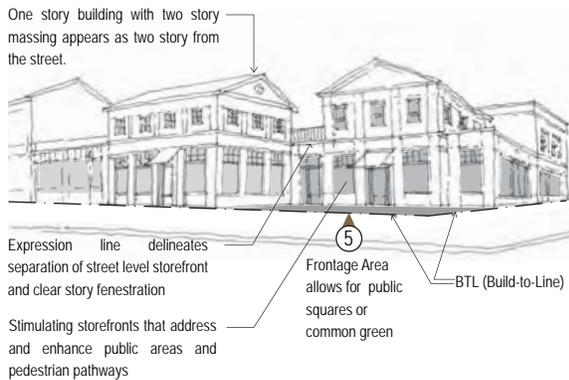
COURTYARD

Central courtyard can be designed on large lots intended for multiple businesses or lots with insufficient street frontage, by special permission only. The courtyard should be accessible by pedestrians in two locations, with main entrance off the main thoroughfare, large enough to provide pedestrian access and visibility to and from the street (see B-2).

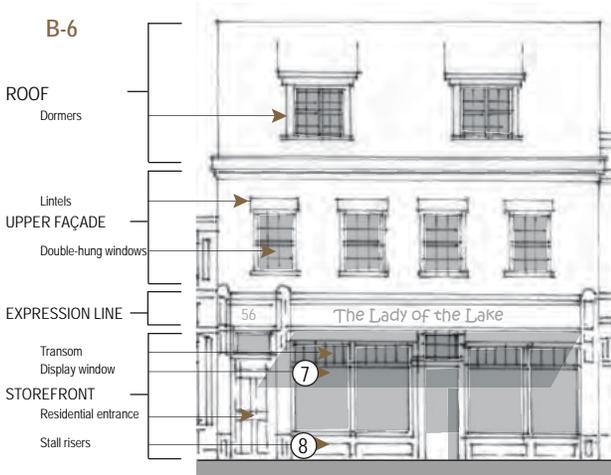


B-4

B-5



B-6



**BASE-MIDDLE-TOP RULE:** All elements in a building should be treated as having a base, middle (or body) and top to reflect the natural organization of both the human body and a classical column. From the overall building massing, to the detail of a base molding, this treatment helps give elements a pleasing shape without prescribing a particular style (see B-5).

For one-storey buildings there should always be a clear visual definition (expression line) between the street level and the parapet or top of roof for low-slope or flat roofs, and the eave line for pitched roofs (see B-7).

For two-storey buildings there should always be a clear visual definition between the street level and the second level, and between the second level and the parapet or top of roof for low-slope (flat) roofs, and the eave line for pitched roofs (see B-6).

**SPECIAL BUILDING ELEMENTS**

**STOREFRONTS AND STREET LEVEL FAÇADES**

In case of commercial use at the street level, façades should be designed to encourage pedestrian activity by providing stimulating storefronts that maintain and enhance the attractiveness of the street scene, display merchandise, seating areas, or activity inside the building. The use of storefronts on street level façades facing pedestrian pathways and public areas is encouraged (see B-4).

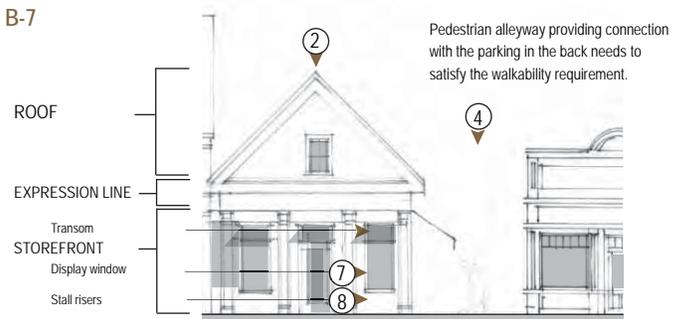
1. Stall risers provide a solid visual base anchoring the building to the ground, and protection of the glass from dirt, kicks and knocks. Stall risers will be between 18" and 24" above the sidewalk. Certain specialty stores such as jewelry stores may have higher stall risers, but in no case should they be at more than 36" above the sidewalk. (8)
2. The maximum width for a single pane of glass in a storefront is 10 feet. The use of mullions and/or muntins, horizontal and vertical, to limit the size of a single pane of glass within a storefront is permitted. (7)
3. The use of glass block, opaque glass, bronze tinted, reflective glass, or painting the glass opaque (by permanently placing a material directly behind it) is not permitted.
4. There should be a cornice or clear space between the top of the storefront and the sill of the first floor windows.
5. Whenever possible, out-swinging doors should be recessed so that the swing of the door does not interfere with the movement of pedestrians. Doors should be constructed so as to be no more than 75 percent and no less than 25 percent clear glass. The use of wood as a construction material and multiple panes of glass (divided lights) is encouraged.
6. Doorways that face main pedestrian pathways, such as sidewalks and alleyways, should be active and inviting to patrons; the placement of inactive doors, service doors, or doors used for emergency egress is discouraged in these areas.

**AWNINGS /CANOPIES**

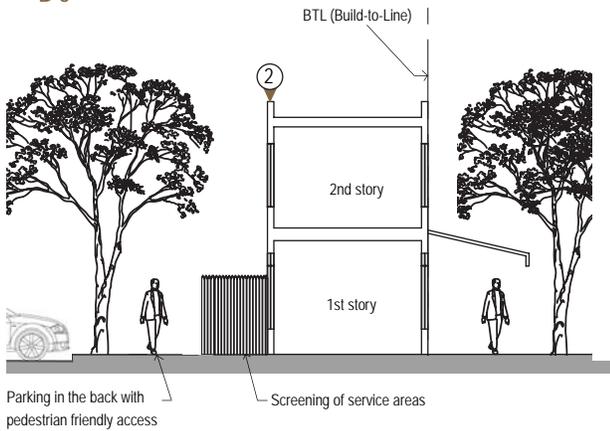
Awnings or canopies that use materials other than cloth-like fabric, such as metal, or are permanently fixed in place, are not permitted. Permanent structures must comply with the guidelines for balconies, porches or colonnades.

1. Awnings should be placed at the top of windows and storefronts and their shape should relate to the top of the opening.
2. Awnings can not be placed on the façade where there are no windows.
3. These requirements apply to first floor awnings only. There is no minimum requirement for awnings above the first floor.
4. Awnings shall occur forward of the Build-to-Line and may encroach into ROW line, but shall not extend into the planting zone.
5. Canopies may only be one-storey in height and should not cover more than 200 square feet.

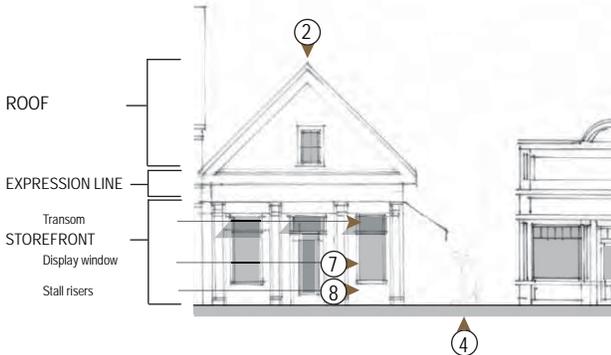
B-7



B-8

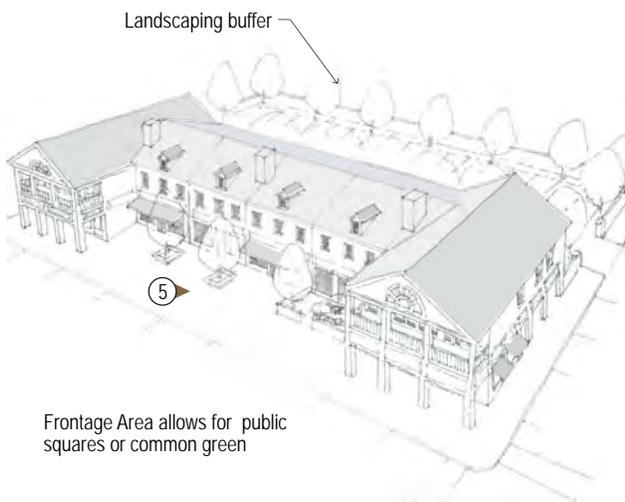


B-9 One story building with two story massing appears as two story from the street.



Expression line delineates separation of street level storefront and the clear story or second story fenestration, or top of roof for low-slope or flat roofs, or the eave line for pitched roofs

B-3 WIDE LOTS SOLUTIONS



Frontage Area allows for public squares or common green

BALCONIES, PORCHES, COLONNADES

Porches and colonnades should be designed so as to appear as extensions of the building architecture. The use of street level porches is encouraged to add variety to façades, and to create areas protected from the weather, such as outdoor seating or a covered walkway.

1. The maximum clear opening between two columns should not exceed 10 feet. (9)
2. The minimum clear dimension between a column face and the building wall is 7 feet. (10)
3. The maximum height of the ceiling under a porch or colonnade is 12 feet. (11)
4. Individual columns, or those supporting a porch or colonnade, should not extend more than one storey uninterrupted, and be of properly proportioned height, diameter, and taper.
5. Round columns are preferred over square, and all columns should have a capital; a "Doric" or "Tuscan" style column is preferred.

MATERIALS AND COLORS

In general, the use of natural building materials for facades, such as wood, brick, stucco or plaster, and terra-cotta is preferred.

ARM'S LENGTH RULE: Substitute materials may be used for natural materials noted in this guideline, but their appearance must be indistinguishable from the original at arm's length or less. All materials below the second floor should meet this rule.  
EYES ONLY RULE: Substitute materials used at or above the second floor must be indistinguishable from the original at a distance of 10 feet.

No more than two wall materials may be used (not including the foundation material or trim work). Separations between materials shall be primarily horizontal. Heavier materials shall always be below lighter materials. Building walls shall be stone, brick, stucco, cast stone, wood shingle, wood clapboard or cementitious siding. Shingle and clapboard siding shall be installed with a maximum of 8" to the weather. Shingle siding shall be perfection shingles, machine cut, with the bottom edges of each course aligned.

Façades- materials

1. The use of natural building materials for facades, such as wood, brick, stucco or plaster, and terra-cotta is preferred.
2. No more than two wall materials may be used (not including the foundation material or trim work). Separations between materials shall be primarily horizontal. Heavier materials shall always be below lighter materials.
3. Stone, whether natural or dressed, should only be used as a secondary or accent material. Finish materials should be oriented so as to accentuate horizontal lines.
4. Painting brickwork and the use of concrete and concrete block, whether painted or having a textured surface is highly discouraged.

Roof- materials

1. Architectural-grade shingles are preferred for visible roof finishes.
2. The use of metal roofing should be limited to small roof areas for accent purposes.
3. Low-slope (flat) roofs that are visible to pedestrians should be finished so as to have the least visual impact.

Colors

1. Finish colors should be respectful and coordinate with approved color schemes on nearby buildings.
2. Preferred color schemes should relate to naturally occurring materials.
3. Avoid the use of intense hues of color, using more than vivid color per building, or using colors that are disharmonious with other colors used on the building or found on adjacent buildings.
4. Contrasting colors that accent architectural details are encouraged.
5. The use of silver, chrome, or shiny metallic-looking colors or materials is discouraged.
6. The painting of murals or faux detailing is allowed by special permission only.

D-9  
DESIRABLE



— Signs are coordinated in size and placement with the building storefront

D-10  
UNDESIRABLE



- Building sign conceals the cornice
- Over-varied sign shapes create visual confusion
- Awning sign covers the storefront pilasters
- Sale signs too large for storefront and poorly placed in display window
- Window sign too large, obscuring the store interior

SIGNAGE

In general, signs should relate in placement, proportion, and size to other building elements and sign materials, style, and color should complement the building façade complement pedestrian friendly environment. Sign content must be related to the businesses within the building.

SIGN CONFIGURATIONS

Three types of signs are permitted: flush-mounted, hanging, and window signs. Each business is limited to two signs, of any type, on the building façade facing the street, and one sign, of any type, on any other façade. Accessory signs or displays, such as menu boards, except those required by law, permanently or temporarily placed on building facades or in pedestrian walkways, such as menu boards, are limited to one per business and can not exceed 4 square feet in area on one side.

Signs or displays, except those required by law, permanently or temporarily affixed to glass are not permitted. Three types of signs are permitted: flush-mounted, hanging, and window signs:

1. Flush-mounted signs are signboards or individual letters placed on the building façade. These signs are limited to 15 inches in height. There is no limit on sign length, but the total area of the sign cannot exceed 15 square feet. The maximum projection from the building surface is 4 inches.
2. Hanging signs are hung from eaves, soffits, overhangs, or a wall, in such a way as to be mounted perpendicular to the building façade. These signs are limited to 3 square feet on one side, and the horizontal or vertical dimension cannot exceed 3 feet. The bottom of the sign can not be lower than 8 feet above pedestrian walkways.
3. Window signs are mounted on the inside of the building behind the glass of storefronts and windows. These signs are limited to 3 square feet on one side, and the horizontal or vertical dimension cannot exceed 3 feet. Placing these signs behind storefronts and windows in such a way that will limit or prevent pedestrians from seeing the building interior is discouraged.



Example: Sign board with carved lettering



Example: Individual letters painted or mounted



Example: Hanging signs

SIGN LIGHTING

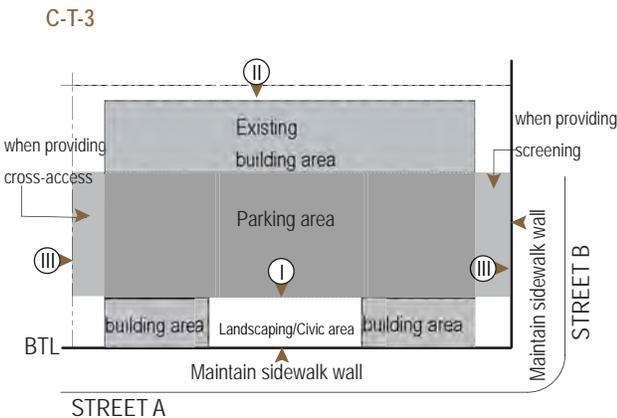
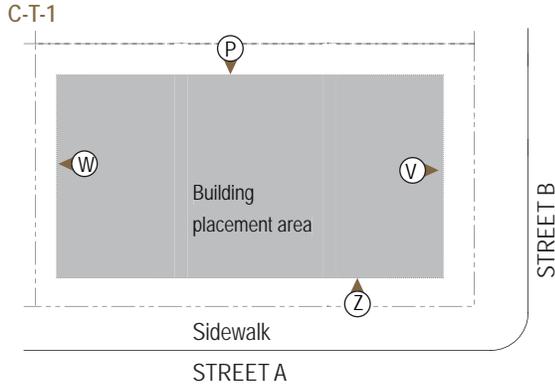
1. Signs should be lit externally only; interior-lit signs are not permitted.
2. The light used to illuminate signage should be contained within the limits of the sign and not spill over to other areas.
3. Neon may only be used for window signs.
4. Accessory signs or displays, such as menu boards, except those required by law, permanently or temporarily placed on building facades or in pedestrian walkways, such as menu boards, are limited to one per business and can not exceed 4 square feet in area on one side.



URBAN STANDARDS ..... C.1  
 TABLE OF STANDARDS  
 HEIGHT SPECIFICATIONS  
 SITING SPECIFICATIONS

ARCHITECTURAL STANDARDS..... C.2  
 SPECIAL BUILDING ELEMENTS

PULL OUT SHEET OF STANDARDS ..... C.3



The primary intent of this District is to work in combination with Hawkins and Lake Ronkonkoma Downtown Districts to promote their vitality as well as the vitality of adjacent neighborhoods. Secondary intent is to encourage redevelopment of the existing strip commercial centers that undermine the unique functional and visual role of the community centers. The included guidelines provide the framework for the redevelopment in order to maintain the unique and historic character of the community, through specific architectural and urban detailing, encouraged walkability, the consolidation of roadway access and minimization of parking within the front yard, while encouraging the mix of uses.

TABLE OF STANDARDS

BUILDING PLACEMENT		
Front	25 feet	◀Z
Side, corner low	10 feet	◀V
Side	10 feet	◀W
Rear	xx feet	◀V
Rear- if rare (alley) access provided	xx feet	◀Q ◀U

USE	
Bank without accessory drive-through facility; Bowling alley; Church or similar place of worship; Commercial center; Day-care facility; Delicatessen; Dry cleaners; Health club; Laundromats; Schools; Personal service shops; Pharmacy without accessory drive-through facility; Shops for custom work; Take-out restaurant; Undertaking establishments; Veterinarian	

HEIGHT	
Building Minimum	16 feet
Building Maximum (for pitched roof)	35 feet (two and a half stories) ① ③
Building Maximum (for low slope or flat roof)	xx feet (two stories) ② ③
Accessory Building	xx feet (xx stories)

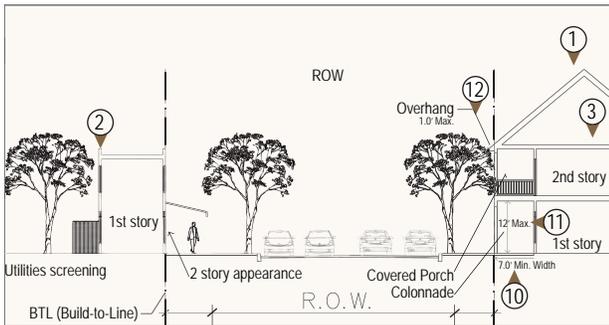
PARKING	
LOCATION ( distance from property line)	
Front Setback	25 feet ①
Side Setback	0 feet if ③
Rear- adjacent to residential	40 feet ②
Rear- adjacent to any other use	10 feet ②

REQUIRED SPACES	
Uses < 2000 sq.feet	xx per xx sq.feet
Uses > 2000 sq.feet	xx per xx sq. feet
Residential Uses	2 per unit (larger then 1200 sq. feet)
	1 per unit (smaller then 1200 sq. feet)

FRONTAGE ELEMENTS	
Porches (Min. Depth/Max. Height Clear)	8 feet/12 feet ⑫
Colonnades (Min. Depth/Max. Height Clear)	8 feet/12 feet ⑫
Awnings (Max. Depth)	8 feet ⑬

SITING SPECIFICATIONS

C-1

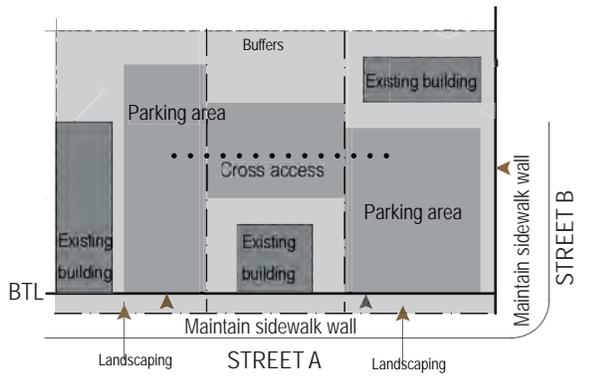


**Entrance** - The building orientation and the main entrance position should always address the main thoroughfare. In case of corner lots and lots abutting plazas or other civic spaces, all exposed elevations should use appropriate building articulation and address all public frontages as primary frontages.

**Parking** - The use of shared parking entrances and rear alleys is encouraged. Parking lot should be screened from the street and the use landscaping, trellises, low street walls, and other elements to help define the sidewalk edge is encouraged (see xx). The provision of secondary rear entrances and pleasing rear facades is strongly encouraged.

1. The following requirements shall be met:
  - a. Adequate lighting shall be provided for security, pedestrian safety and decorative purposes.
  - b. Trash and service areas, utility lines, mechanical equipment and meter boxes shall be appropriately screened (see C-1).
2. The following guidelines should be followed:
  - a. Planters, awnings and landscaping may be used to identify rear entrances as well as improve the appearance of the structure.
  - b. Rear entrances should be marked by attractive signs. Signs should be modestly scaled to fit the character of the more utilitarian rear facade.
  - c. Windows and/or display cases in retail establishments shall be used to attract shoppers.

C-2



BUILDING WIDTH

1. The building should not be as wide as the lot and should have obvious side yard setbacks with combined total of 25 feet minimum (minimum of 10 feet on one side). 4
2. To harmonize with the traditional scale of single family buildings in historic hamlets and villages, the massing of buildings wider than 30' should be designed so that their width appears to be smaller. 5

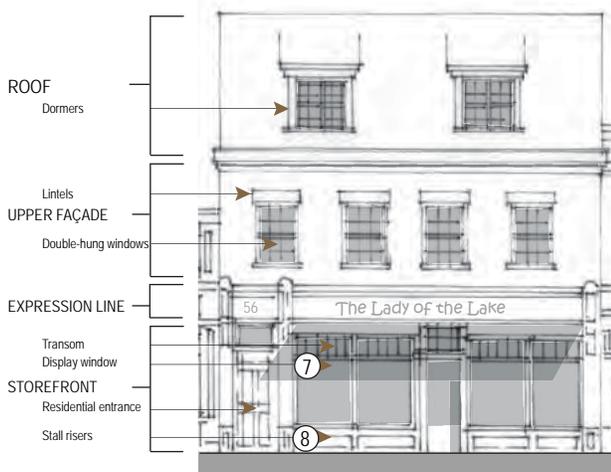
FRONT SETBACK

1. Required front setback is at Build-to-Line (BTL), set at 25 feet from the front
2. Awnings (see C-1), are excluded from front setback requirements.
3. No parking can appear before Build-to-line (BTL) and the use of screening landscaping, trellises, low street walls, and other elements are encouraged to help define the sidewalk edge and screen the parking visibility from the street

C-3



C-4



C-5 COMMERCIAL CENTERS



EXISTING - aging center in current conditions. No unified signage, attractiveness of the street scene, display of merchandise



MOST AFFORDABLE IMPROVEMENT- unified signage, and lighting, more attractive storefronts, addition of awnings for additional color, shape and depth



IMPROVEMENT OPTION ONE- addition of colonnade for weather protection, additional depth and shadows, unified signage, and lighting, attractive storefronts



IMPROVEMENT OPTION TWO- addition of colonnade for weather protection, additional depth and shadows, unified signage, and lighting, attractive storefronts. Strong expression line and addition of architectural details (dormers, profiles, windows) will help break the massing and increase the attractiveness of the building. Addition of gable ends visually breaks the elevation into smaller sections and improves the massing of the building.

**BASE-MIDDLE-TOP RULE:** All elements in a building should be treated as having a base, middle (or body) and top to reflect the natural organization of both the human body and a classical column. From the overall building massing, to the detail of a base molding, this treatment helps give elements a pleasing shape without prescribing a particular style (see xx).

For one-storey buildings there should always be a clear visual definition (expression line) between the street level and the parapet or top of roof for low-slope or flat roofs, and the eave line for pitched roofs (see xx).

For two-storey buildings there should always be a clear visual definition between the street level and the second level, and between the second level and the parapet or top of roof for low-slope (flat) roofs, and the eave line for pitched roofs (see xx).

**SPECIAL BUILDING ELEMENTS**

**STOREFRONTS AND STREET LEVEL FAÇADES**

In case of commercial use at the street level, façades should be designed to encourage pedestrian activity by providing stimulating storefronts that maintain and enhance the attractiveness of the street scene, display merchandise, seating areas, or activity inside the building. The use of storefronts on street level façades facing pedestrian pathways and public areas is encouraged.

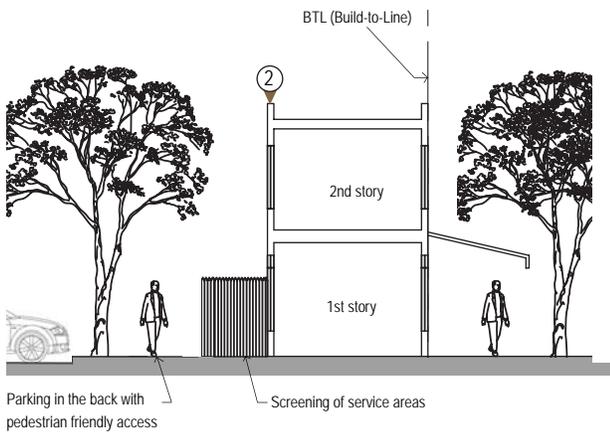
1. Stall risers provide a solid visual base anchoring the building to the ground, and protection of the glass from dirt, kicks and knocks. Stall risers will be between 18" and 24" above the sidewalk. Certain specialty stores such as jewelry stores may have higher stall risers, but in no case should they be at more than 36" above the sidewalk. (8)
2. The maximum width for a single pane of glass in a storefront is 10 feet. The use of mullions and/or muntins, horizontal and vertical, to limit the size of a single pane of glass within a storefront is permitted. (7)
3. The use of glass block, opaque glass, bronze tinted, reflective glass, or painting the glass opaque (by permanently placing a material directly behind it) is not permitted.
4. There should be a cornice or clear space between the top of the storefront and the sill of the first floor windows.
5. Whenever possible, out-swinging doors should be recessed so that the swing of the door does not interfere with the movement of pedestrians. Doors should be constructed so as to be no more than 75 percent and no less than 25 percent clear glass. The use of wood as a construction material and multiple panes of glass (divided lights) is encouraged.
6. Doorways that face main pedestrian pathways, such as sidewalks and alleyways, should be active and inviting to patrons; the placement of inactive doors, service doors, or doors used for emergency egress is discouraged in these areas.

**AWNINGS /CANOPIES**

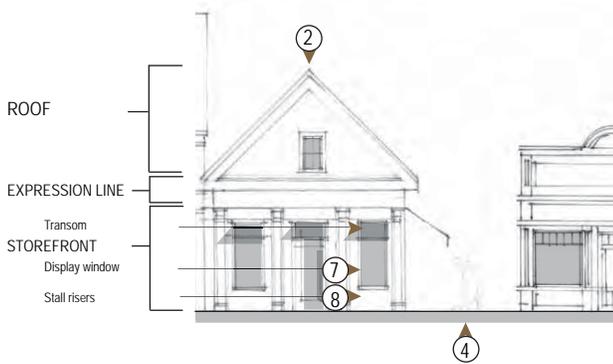
Awnings or canopies that use materials other than cloth-like fabric, such as metal, or are permanently fixed in place, are not permitted. Permanent structures must comply with the guidelines for balconies, porches or colonnades.

1. Awnings should be placed at the top of windows and storefronts and their shape should relate to the top of the opening.
2. Awnings can not be placed on the façade where there are no windows.
3. These requirements apply to first floor awnings only. There is no minimum requirement for awnings above the first floor.
4. Awnings shall occur forward of the Build-to-Line and may encroach into ROW line, but shall not extend into the planting zone.
5. Canopies may only be one-storey in height and should not cover more than 200 square feet.

C-6



C-7



C-8 SIDE ELEVATION TREATMENT



How to improve this elevation: Lower stall risers, follow base-middle-top rule, relate the storefronts to human scale, exchange the use of expensive stone with introduction of more architectural details.

C-9 COMPARISON OF SCALES



Stall risers too high, no expression line, heavy material should stay at the base, awnings too high, two storey elevation should have two storey appearance

BALCONIES, PORCHES, COLONNADES

Porches and colonnades should be designed so as to appear as extensions of the building architecture. The use of street level porches is encouraged to add variety to façades, and to create areas protected from the weather, such as outdoor seating or a covered walkway.

1. The maximum clear opening between two columns should not exceed 10 feet. (9)
2. The minimum clear dimension between a column face and the building wall is 7 feet. (10)
3. The maximum height of the ceiling under a porch or colonnade is 12 feet. (11)
4. Individual columns, or those supporting a porch or colonnade, should not extend more than one storey uninterrupted, and be of properly proportioned height, diameter, and taper.
5. Round columns are preferred over square, and all columns should have a capital; a "Doric" or "Tuscan" style column is preferred.

MATERIALS AND COLORS

In general, the use of natural building materials for facades, such as wood, brick, stucco or plaster, and terra-cotta is preferred.

ARM'S LENGTH RULE: Substitute materials may be used for natural materials noted in this guideline, but their appearance must be indistinguishable from the original at arm's length or less. All materials below the second floor should meet this rule. EYES ONLY RULE: Substitute materials used at or above the second floor must be indistinguishable from the original at a distance of 10 feet.

No more than two wall materials may be used (not including the foundation material or trim work). Separations between materials shall be primarily horizontal. Heavier materials shall always be below lighter materials. Building walls shall be stone, brick, stucco, cast stone, wood shingle, wood clapboard or cementitious siding. Shingle and clapboard siding shall be installed with a maximum of 8" to the weather. Shingle siding shall be perfection shingles, machine cut, with the bottom edges of each course aligned.

Façades- materials

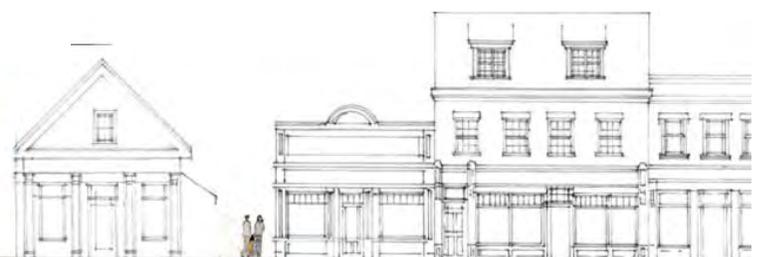
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2. No more than two wall materials may be used (not including the foundation material or trim work). Separations between materials shall be primarily horizontal. Heavier materials shall always be below lighter materials.
3. Stone, whether natural or dressed, should only be used as a secondary or accent material. Finish materials should be oriented so as to accentuate horizontal lines.
4. Painting brickwork and the use of concrete and concrete block, whether painted or having a textured surface is highly discouraged.

Roof- materials

1. Architectural-grade shingles are preferred for visible roof finishes.
2. The use of metal roofing should be limited to small roof areas for accent purposes.
3. Low-slope (flat) roofs that are visible to pedestrians should be finished so as to have the least visual impact.

Colors

1. Finish colors should be respectful and coordinate with approved color schemes on nearby buildings.
2. Preferred color schemes should relate to naturally occurring materials.
3. Avoid the use of intense hues of color, using more than vivid color per building, or using colors that are disharmonious with other colors used on the building or found on adjacent buildings.
4. Contrasting colors that accent architectural details are encouraged.
5. The use of silver, chrome, or shiny metallic-looking colors or materials is discouraged.
6. The painting of murals or faux detailing is allowed by special permission only.



Traditional scale- well proportioned elements animate the pedestrians and provide better shopping experience

C-10  
DESIRABLE



— Signs are coordinated in size and placement with the building storefront

C-11 EXAMPLES OF SIGNS



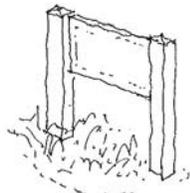
Flush mounted sign:  
Sign with carved  
lettering



Flush mounted sign:  
Individual letters painted  
or mounted



Hanging Sign

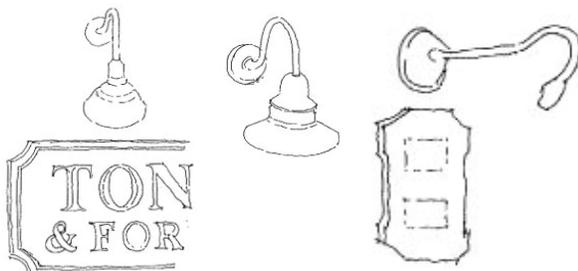


Ground Mounted Sign



Detached sign  
appropriate for larger  
business complex

D-9 SIGN LIGHTING



SIGNAGE

In general, signs should relate in placement, proportion, and size to other building elements and sign materials, style, and color should complement the building façade complement pedestrian friendly environment. Sign content must be related to the businesses within the building.

SIGN CONFIGURATIONS

Street Level Signage:

1. For the purposes of these guidelines, signage is any form of lettering or graphic that is visible to pedestrians from accessible walkways, or in any way produces a visual impact on the streetscape.
2. In general, signs should relate in placement, proportion, and size to other building elements. Other building elements such as windows, cornices, eaves, or decorative detailing should not be obscured.
3. Sign materials, style, and color should complement the building façade and be pedestrian oriented.
4. Franchise and chain stores are expected to adapt their standard graphics to meet these guidelines.
5. Three types of signage are permitted: flush-mounted, hanging, and ground-mounted signs.
6. Each business is limited to two signs, of any type. Allowable signage areas cannot be subdivided to create multiple signs.
7. Flush-mounted signs are signboards or individual letters placed on the building façade. These signs are limited to 12 inches in height. There is no limit on sign length, but the total area of the sign cannot exceed 15 square feet.
8. Hanging signs are hung from eaves, soffits, overhangs, or a wall, in such a way as to be mounted perpendicular to the building façade. These signs are limited to 3 square feet on one side, and the horizontal or vertical dimension cannot exceed 3 feet.
9. Ground-mounted signs are mounted on a pedestal or post, or hanging from a post, in the front setback area. These signs are limited to 3 square feet on one side, and the horizontal or vertical dimension cannot exceed 3 feet.
10. Signs should be lit externally only; interior-lit signs are not permitted. The light used to illuminate signage should be contained within the limits of the sign and not spill over to other areas.
11. Neon signs are prohibited.
12. In buildings where there is more than one business, individual shop signs on a single façade should relate to each other in design, size, color, lettering style, and placement.
13. Signs or displays, except those required by law, permanently or temporarily affixed to glass are not permitted.
14. Accessory signs or displays, such as menu boards, except those required by law, permanently or temporarily placed on building facades or in pedestrian walkways, such as menu boards, are limited to one per business and can exceed 4 square feet in area on one side.

Detached or ground signs:

1. There should only be one such sign detached from a building. However, for buildings which have more than one street frontage, one such sign shall be allowed on each street frontage.
2. Such sign shall not exceed 18 square feet per sign face in area or nine feet in height from the mean level of the ground. It is recommended that the sign complements the building in its size and character.
3. The area between the sign and front property line needs to be maintained free of obstructions and debris.
4. Said sign should not be designed or constructed to move, oscillate or rotate, except for time and temperature signs.
5. Roof signs and window signs are not permitted.

SIGN LIGHTING

Building mounted light fixtures should be used judiciously to highlight architectural features, create interest, and provide safety. The use of selective accent lighting is encouraged; creating bands of light or lighting entire facades is discouraged. Light fixtures that are visible to pedestrians should be aesthetically pleasing and of a style that is appropriate to the building architecture. Traditional style fixtures are preferred. Lights should not shine outward toward adjoining properties or public areas.

Signs should be lit externally only; interior-lit signs are not permitted. The light used to illuminate signage should be contained within the limits of the sign and not spill over to other areas.

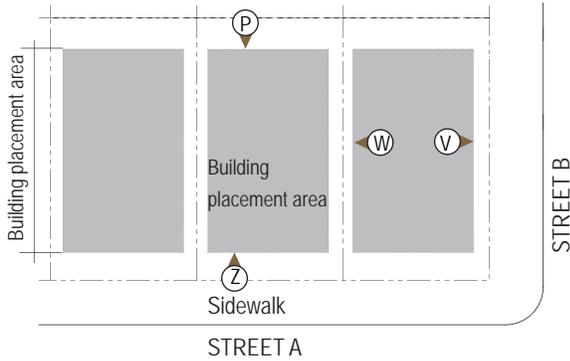
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URBAN STANDARDS .....D.1  
 TABLE OF STANDARDS  
 HEIGHT SPECIFICATIONS  
 SITING SPECIFICATIONS

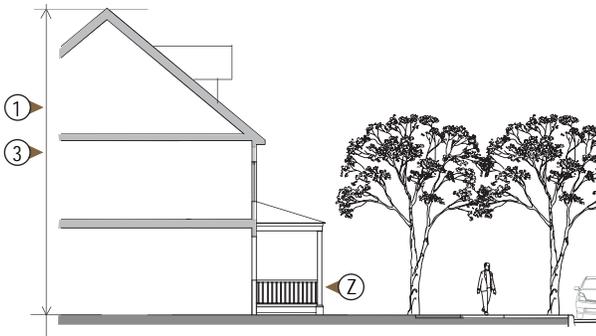
ARCHITECTURAL STANDARDS.....D.2  
 SPECIAL BUILDING ELEMENTS

PULL OUT SHEET OF STANDARDS .....D.3

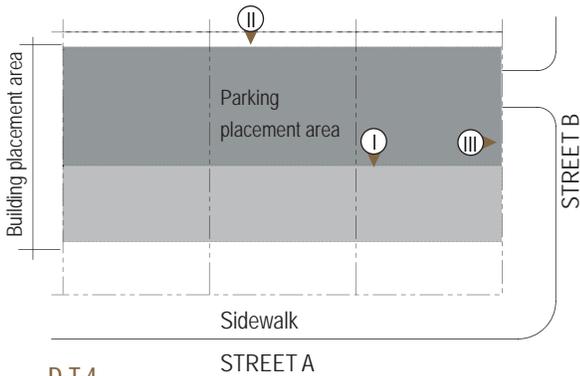
D-T-1



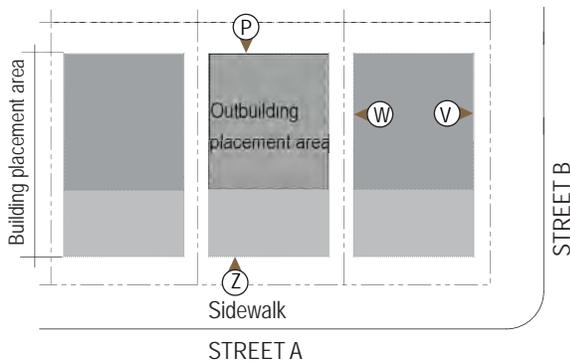
D-T-2



D-T-3



D-T-4



The intent of this district is to reinforce the character of the existing neighborhood fabric while providing additional housing and promoting the vitality of corridor centers. This zone intends to promote flexibility of use, allowing the market to determine the ground floor character while establishing the built form in order to ensure neighborhood compatibility.

TABLE OF STANDARDS

BUILDING PLACEMENT	MIN	
Front	40 feet	◀Z
Side, corner low	10 feet	◀V
Side	10 feet	◀W
Rear	xx feet	◀V
Rear- if rare (alley) access provided	xx feet	◀Q ◀U

ACCESSORY BUILDING	MIN
Front	65 feet

other setbacks for outbuildings same as for the main structure

**USE**  
 Artist studio; Single-family or two-family dwelling; Mixed use buildings excluding those associated with retail operations; Live/work units; Office and professional buildings; Churches or similar Places of worship, parish house, or rectory; libraries or municipal buildings or uses; Farm stand; Personal service shops; Community center; Day-care facility; Open farming; provided, however that no storage of manure or odor- or dust-producing substances shall be permitted within 15- feet of any street line. The sale at retail or wholesale of farm, garden or nursery products produced on the premises shall be permitted.

Special Permit uses: Bank, without drive through facility; Bed and Breakfast; Nonprofit fraternity or lodge; Undertaking establishment; Veterinarian, provided that all activities take place within the building

HEIGHT	
Building Minimum	16 feet
Building Maximum (for pitched roof)	35 feet (two and a half stories) ① ③
Building Maximum (for low slope or flat roof)	xx feet (two stories) ◀② ③
Accessory Building	xx feet (xx stories)

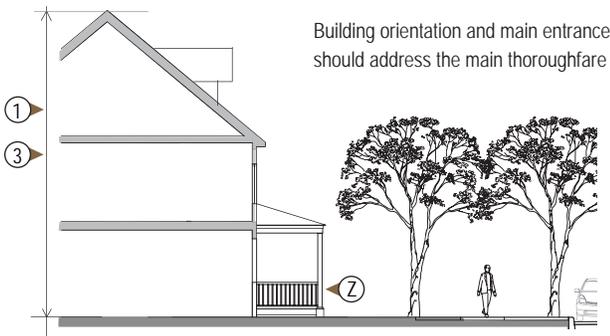
PARKING	MAX
LOCATION ( distance from property line)	
Front Setback	xx feet ◀①
Side Setback	xx feet ◀III
Rear- adjacent to residential	40 feet ◀II
Rear- adjacent to any other use	10 feet ◀II

REQUIRED SPACES	
Uses < 2000 sq.feet	xx per xx sq.feet
Uses > 2000 sq.feet	xx per xx sq. feet
Residential Uses	2 per unit (larger then 1200 sq. feet)
	1 per unit (smaller then 1200 sq. feet)

FRONTAGE ELEMENTS	
Porches (Min. Depth/Max. Height Clear)	8 feet/12 feet ◀10
Colonnades (Min. Depth/Max. Height Clear)	8 feet/12 feet ◀10

SITING SPECIFICATIONS

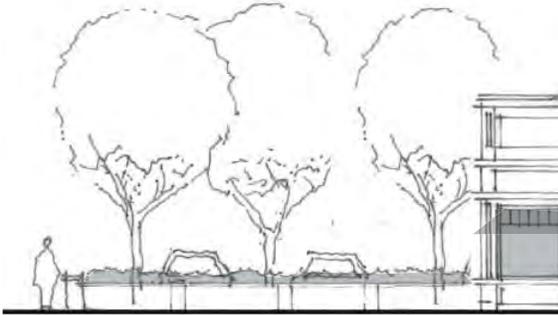
D-1



Building orientation and main entrance should address the main thoroughfare

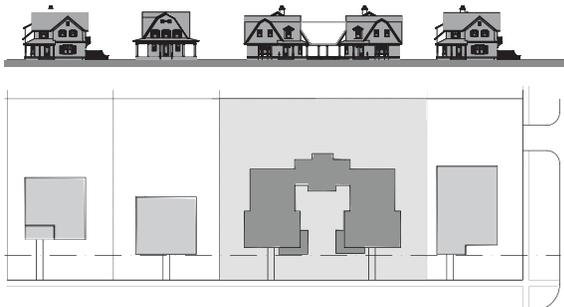
Landscaping, sidewalks, lighting

D-2 SCREENING OF PARKING



D-3 WIDE LOT SOLUTIONS

Buildings should relate in scale and proportion to existing buildings that are visible from the subject site and maintain the residential character and single family appearance from the street.



**Entrance** - The building orientation and the main entrance position should always address the main thoroughfare. In case of corner lots and lots abutting plazas or other civic spaces, all exposed elevations should use appropriate building articulation and address all public frontages as primary frontages.

**Parking** - The use of shared parking entrances and rear alleys is encouraged. Parking lot should be screened from the street and the use of landscaping, trellises, low street walls, and other elements to help define the sidewalk edge is encouraged (see C-2). The provision of secondary rear entrances and pleasing rear facades is strongly encouraged.

1. The following requirements shall be met:
  - a. Adequate lighting shall be provided for security, pedestrian safety and decorative purposes.
  - b. Trash and service areas, utility lines, mechanical equipment and meter boxes shall be appropriately screened.
2. The following guidelines should be followed:
  - a. Planters, awnings and landscaping may be used to identify rear entrances as well as improve the appearance of the structure.
  - b. Rear entrances should be marked by attractive signs. Signs should be modestly scaled to fit the character of the more utilitarian rear facade.

BUILDING WIDTH

1. The building should not be as wide as the lot and should have obvious side yard setbacks with combined total of 25 feet minimum (minimum of 10 feet on one side).
2. To harmonize with the traditional scale of single family buildings in historic hamlets and villages, the massing of buildings wider than 30' should be designed so that their width appears to be smaller. (1)

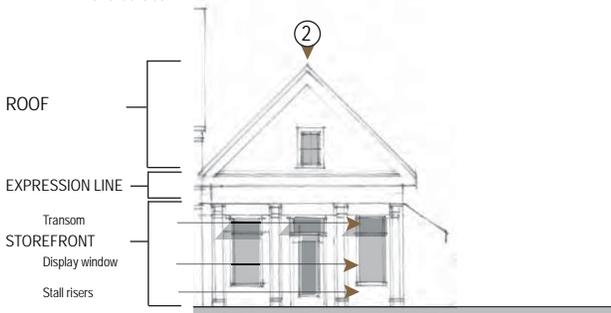
FRONT SETBACK

1. Required front setback is min 40'. The front needs to be landscaped
2. Awnings are excluded from front setback requirements.
3. No parking can appear before parking setback line and it is encouraged use landscaping, trellises, low street walls, and other elements to help define the sidewalk edge and screen the parking visibility from the street. (1)

D-4 ELEVATION DETAILS - TWO STORY BUILDING

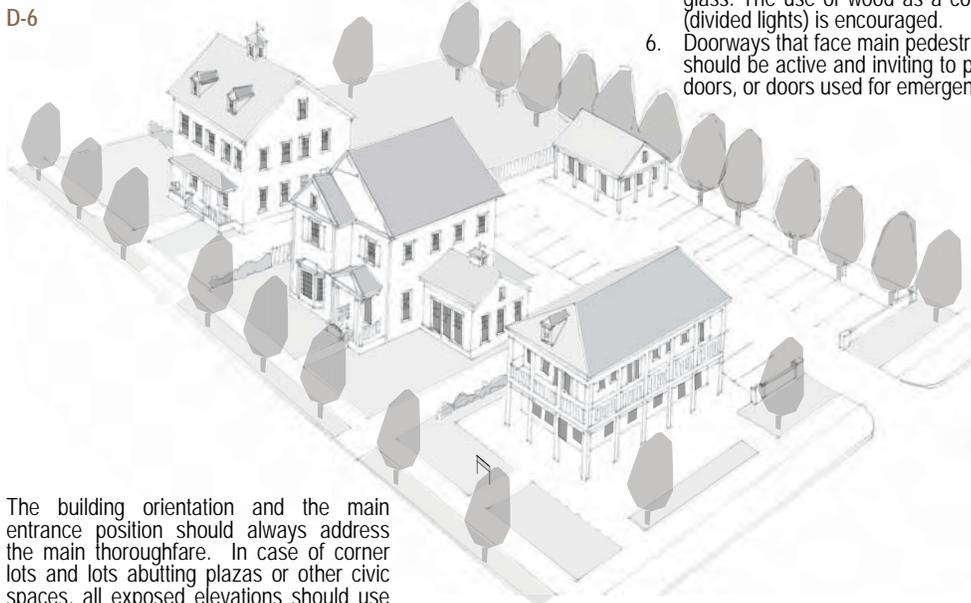


D-5 One story building with two story massing appears as two story from the street.



Expression line delineates separation of street level storefront and the clear story or second story fenestration, or top of roof for low-slope or flat roofs, or the eave line for pitched roofs

D-6



The building orientation and the main entrance position should always address the main thoroughfare. In case of corner lots and lots abutting plazas or other civic spaces, all exposed elevations should use appropriate building articulation and address all public frontages as primary frontages. Buildings with visible façades longer than 25 feet should be designed so that their mass appears to be assembled from smaller elements.

Landscaping buffer

The use of shared parking entrances and rear alleys is encouraged. Parking lot should be screened from the street and the use of landscaping, trellises, low street walls, and other elements to help define the sidewalk edge is encouraged. The provision of secondary rear entrances and pleasing rear facades is strongly encouraged.

In general, the building should be designed to be visually interesting and attractive with an appropriate proportion of openings and wall surface. Wherever possible, continue the pattern of horizontal rhythms that may be apparent along several façades. All sides of the building should be equally attractive; materials, colors, and detailing should be incorporated into all façades visible to pedestrians.

**BASE-MIDDLE-TOP RULE:** All elements in a building should be treated as having a base, middle (or body) and top to reflect the natural organization of both the human body and a classical column. From the overall building massing, to the detail of a base molding, this treatment helps give elements a pleasing shape without prescribing a particular style (see C-4).

For one-storey buildings there should always be a clear visual definition (expression line) between the street level and the parapet or top of roof for low-slope or flat roofs, and the eave line for pitched roofs (see C-5).

For two-storey buildings there should always be a clear visual definition between the street level and the second level, and between the second level and the parapet or top of roof for low-slope (flat) roofs, and the eave line for pitched roofs (see C-4).

SPECIAL BUILDING ELEMENTS

STOREFRONTS AND STREET LEVEL FAÇADES

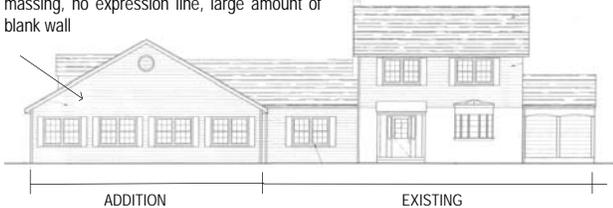
In case of commercial use at the street level, façades should be designed to encourage pedestrian activity by providing stimulating storefronts that maintain and enhance the attractiveness of the street scene, display merchandise, seating areas, or activity inside the building. The use of storefronts on street level façades facing pedestrian pathways and public areas is encouraged

1. Stall risers provide a solid visual base anchoring the building to the ground, and protection of the glass from dirt, kicks and knocks. Stall risers will be between 18" and 24" above the sidewalk. Certain specialty stores such as jewelry stores may have higher stall risers, but in no case should they be at more than 36" above the sidewalk.
2. The maximum width for a single pane of glass in a storefront is 10 feet. The use of mullions and/or muntins, horizontal and vertical, to limit the size of a single pane of glass within a storefront is permitted.
3. The use of glass block, opaque glass, bronze tinted, reflective glass, or painting the glass opaque (by permanently placing a material directly behind it) is not permitted.
4. There should be a cornice or clear space between the top of the storefront and the sill of the first floor windows.
5. Whenever possible, out-swinging doors should be recessed so that the swing of the door does not interfere with the movement of pedestrians. Doors should be constructed so as to be no more than 75 percent and no less than 25 percent clear glass. The use of wood as a construction material and multiple panes of glass (divided lights) is encouraged.
6. Doorways that face main pedestrian pathways, such as sidewalks and alleyways, should be active and inviting to patrons; the placement of inactive doors, service doors, or doors used for emergency egress is discouraged in these areas.

D-7 ELEVATION DETAILS - TWO STORY BUILDING

ADDITION TO EXISTING BUILDING - UNSUCCESSFUL SUBMISSION

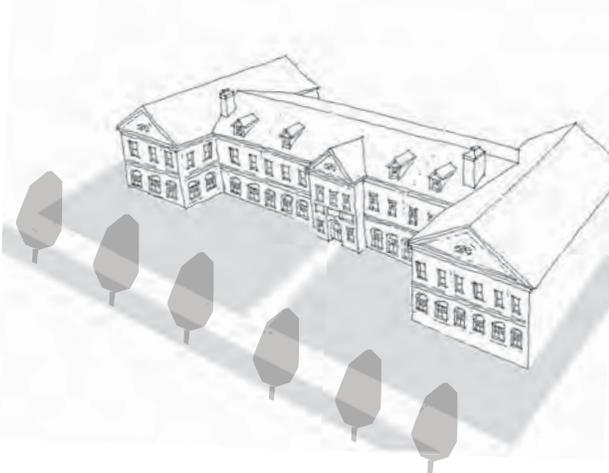
No vertical or horizontal break, too big in massing, no expression line, large amount of blank wall



ADDITION TO EXISTING BUILDING - RECOMMENDATION



D-7 OFFICE BUILDING



- BREAK THE MASSING OF THE BUILDING
- ADDRESS THE STREET
- ARCHITECTURAL DETAILS HELP WITH THE MASSING
- FOLLOW BOTTOM-MIDDLE-TOP RULE

AWNINGS /CANOPIES

Awnings or canopies that use materials other than cloth-like fabric, such as metal, or are permanently fixed in place, are not permitted. Permanent structures must comply with the guidelines for balconies, porches or colonnades.

1. Awnings should be placed at the top of windows and storefronts and their shape should relate to the top of the opening.
2. Awnings can not be placed on the façade where there are no windows.
2. These requirements apply to first floor awnings only. There is no minimum requirement for awnings above the first floor. Awnings shall occur forward of the Build-to-Line and may encroach into ROW line, but shall not extend into the planting zone. Canopies may only be one-storey in height and should not cover more than 200 square feet.

BALCONIES, PORCHES, COLONNADES

Porches and colonnades should be designed so as to appear as extensions of the building architecture. The use of street level porches is encouraged to add variety to façades, and to create areas protected from the weather, such as outdoor seating or a covered walkway.

1. The maximum clear opening between two columns should not exceed 10 feet.
2. The minimum clear dimension between a column face and the building wall is 7 feet.
3. The maximum height of the ceiling under a porch or colonnade is 12 feet.
4. Individual columns, or those supporting a porch or colonnade, should not extend more than one storey uninterrupted, and be of properly proportioned height, diameter, and taper.
5. Round columns are preferred over square, and all columns should have a capital; a "Doric" or "Tuscan" style column is preferred.

MATERIALS AND COLORS

In general, the use of natural building materials for facades, such as wood, brick, stucco or plaster, and terra-cotta is preferred.

ARM'S LENGTH RULE: Substitute materials may be used for natural materials noted in this guideline, but their appearance must be indistinguishable from the original at arm's length or less. All materials below the second floor should meet this rule.

EYES ONLY RULE: Substitute materials used at or above the second floor must be indistinguishable from the original at a distance of 10 feet.

No more than two wall materials may be used (not including the foundation material or trim work). Separations between materials shall be primarily horizontal. Heavier materials shall always be below lighter materials. Building walls shall be stone, brick, stucco, cast stone, wood shingle, wood clapboard or cementitious siding. Shingle and clapboard siding shall be installed with a maximum of 8" to the weather. Shingle siding shall be perfection shingles, machine cut, with the bottom edges of each course aligned.

Façades- materials

1. The use of natural building materials for facades, such as wood, brick, stucco or plaster, and terra-cotta is preferred.
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4. Painting brickwork and the use of concrete and concrete block, whether painted or having a textured surface is highly discouraged.

Roof- materials

1. Architectural-grade shingles are preferred for visible roof finishes.
2. The use of metal roofing should be limited to small roof areas for accent purposes.
3. Low-slope (flat) roofs that are visible to pedestrians should be finished so as to have the least visual impact.

Colors

1. Finish colors should be respectful and coordinate with approved color schemes on nearby buildings.
2. Preferred color schemes should relate to naturally occurring materials.
3. Avoid the use of intense hues of color, using more than vivid color per building, or using colors that are disharmonious with other colors used on the building or found on adjacent buildings.
4. Contrasting colors that accent architectural details are encouraged.
5. The use of silver, chrome, or shiny metallic-looking colors or materials is discouraged.
6. The painting of murals or faux detailing is allowed by special permission only.

D-8 EXAMPLES OF SIGNS



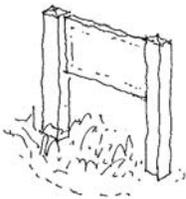
Flush mounted sign:  
Sign with carved lettering



Flush mounted sign:  
Individual letters painted or mounted



Hanging Sign

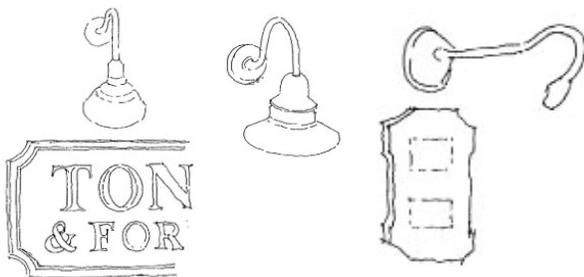


Ground Mounted Sign



Detached sign  
appropriate for larger  
business complex

D-9 SIGN LIGHTING



SIGNAGE

In general, signs should relate in placement, proportion, and size to other building elements and sign materials, style, and color should complement the building façade complement pedestrian friendly environment. Sign content must be related to the businesses within the building.

SIGN CONFIGURATIONS

Street Level Signage:

1. For the purposes of these guidelines, signage is any form of lettering or graphic that is visible to pedestrians from accessible walkways, or in any way produces a visual impact on the streetscape.
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7. Flush-mounted signs are signboards or individual letters placed on the building façade. These signs are limited to 12 inches in height. There is no limit on sign length, but the total area of the sign cannot exceed 15 square feet.
8. Hanging signs are hung from eaves, soffits, overhangs, or a wall, in such a way as to be mounted perpendicular to the building façade. These signs are limited to 3 square feet on one side, and the horizontal or vertical dimension cannot exceed 3 feet.
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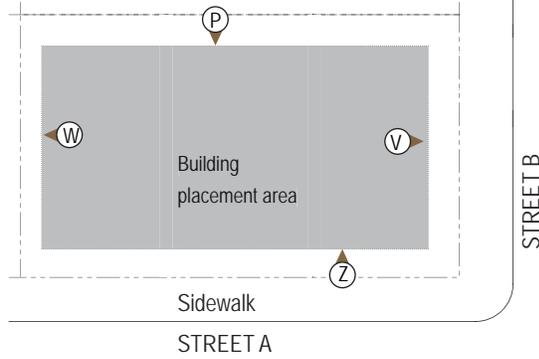
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1. Signs should be lit externally only; interior-lit signs are not permitted.
2. The light used to illuminate signage should be contained within the limits of the sign and not spill over to other areas.
3. Accessory signs or displays, such as menu boards, except those required by law, permanently or temporarily placed on building facades or in pedestrian walkways, such as menu boards, are limited to one per business and can not exceed 4 square feet in area on one side.

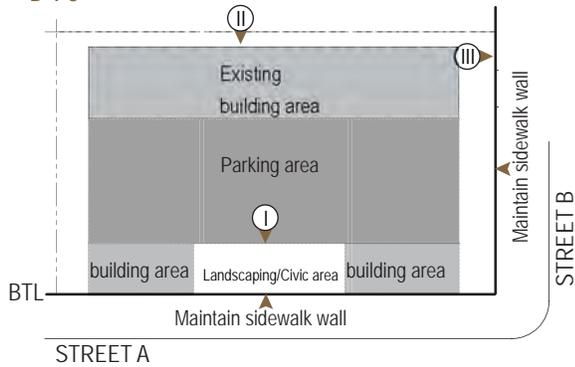
E-T-1



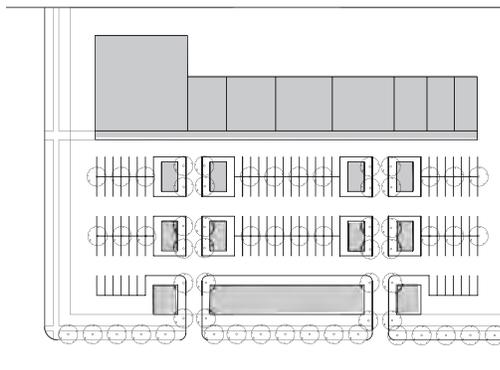
E-T-2



D-T-3



D-T-4



The primary intent of this District is to work in combination with Hawkins and Lake Ronkonkoma Downtown Districts to promote their vitality as well as the vitality of adjacent neighborhoods. Secondary intent is to encourage redevelopment of the existing strip commercial centers that undermine the unique functional and visual role of the community centers. The included guidelines provide the framework for the redevelopment in order to maintain the unique and historic character of the community, through specific architectural and urban detailing, encouraged walkability, the consolidation of roadway access and minimization of parking within the front yard, while encouraging the mix of uses.

TABLE OF STANDARDS

BUILDING PLACEMENT

Front	40 feet	◀Z
Side, corner low	10 feet	◀V
Side	10 feet	◀W
Rear	xx feet	◀V
Rear- if rare (alley) access provided	xx feet	◀Q ◀U

USE

Bank without accessory drive-through facility; Bowling alley; Church or similar place of worship; Commercial center; Day-care facility; Delicatessen; Dry cleaners; Health club; Laundromats; Schools; Personal service shops; Pharmacy without accessory drive-through facility; Shops for custom work; Take-out restaurant; Undertaking establishments; Veterinarian

HEIGHT

Building Minimum	16 feet	
Building Maximum (for pitched roof)	35 feet (two and a half stories)	① ③
Building Maximum (for low slope or flat roof)	xx feet (two stories)	② ③
Accessory Building	xx feet (xx stories)	

PARKING

LOCATION ( distance from property line)

Front Setback	xx feet	①
Side Setback	xx feet	③
Rear- adjacent to residential	40 feet	②
Rear- adjacent to any other use	10 feet	②

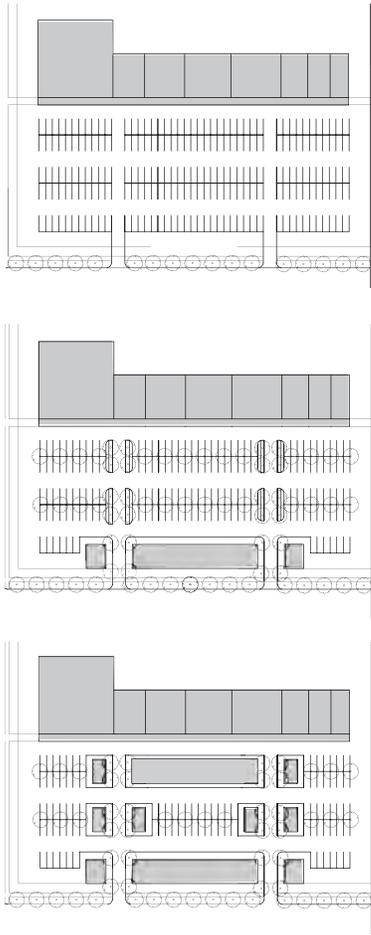
REQUIRED SPACES

Uses < 2000 sq.foot	xx per xx sq.foot
Uses > 2000 sq.foot	xx per xx sq. foot
Residential Uses	2 per unit (larger then 1200 sq. feet)
	1 per unit (smaller then 1200 sq. feet)

FRONTAGE ELEMENTS

Porches (Min. Depth/Max. Height Clear)	8 feet/12 feet	◀12
Colonnades (Min. Depth/Max. Height Clear)	xx per xx sq. feet	◀12
Awnings (Max. Depth)	8 feet	◀13
Canopy (Max. Area)	xx sq. feet	◀O

E-1 RETROFITTING COMMERCIAL CENTERS AND STRIP MALLS TO PROVIDE BETTER WALKABILITY



B-2 SIGNAGE



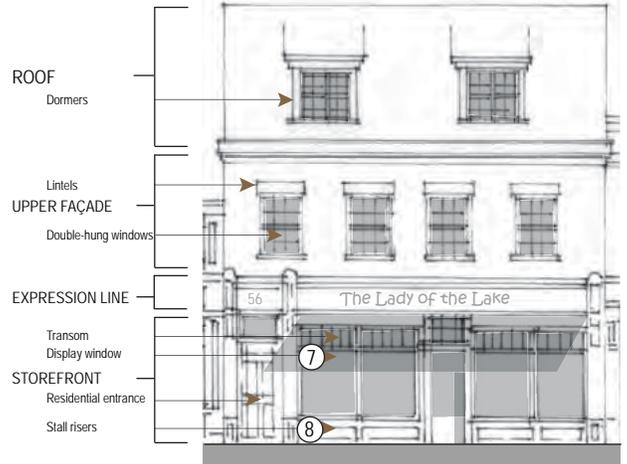
SIGNAGE - UNDESIRABLE

SIGNAGE - DESIRABLE

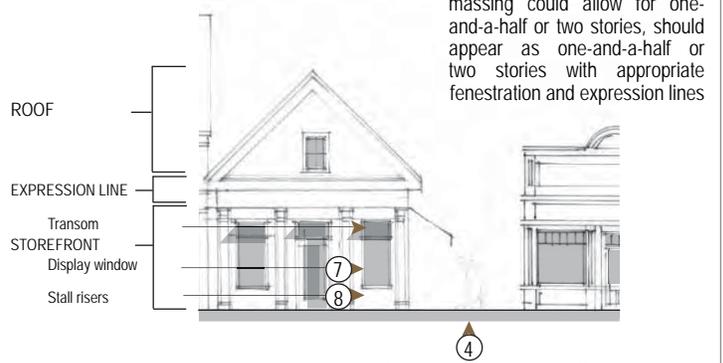
- Building sign conceals the cornice
- Over-varied sign shapes create visual confusion
- Awning sign covers the storefront pilasters
- Sale signs too large for storefront and poorly placed in display window
- Window sign too large, obscuring the store interior

Stimulating storefronts that address and enhance public areas and pedestrian pathways, with window sills 18-24" in height. The building orientation and the main entrance position should always address the main thoroughfare. In case of corner lots and lots abutting plazas or other civic spaces, all exposed elevations should use appropriate building articulation and address all public frontages as primary frontages. Buildings with visible façades longer than 25 feet should be designed so that their mass appears to be assembled from smaller elements.

B-5 ELEVATION DETAILS - TWO STORY BUILDING



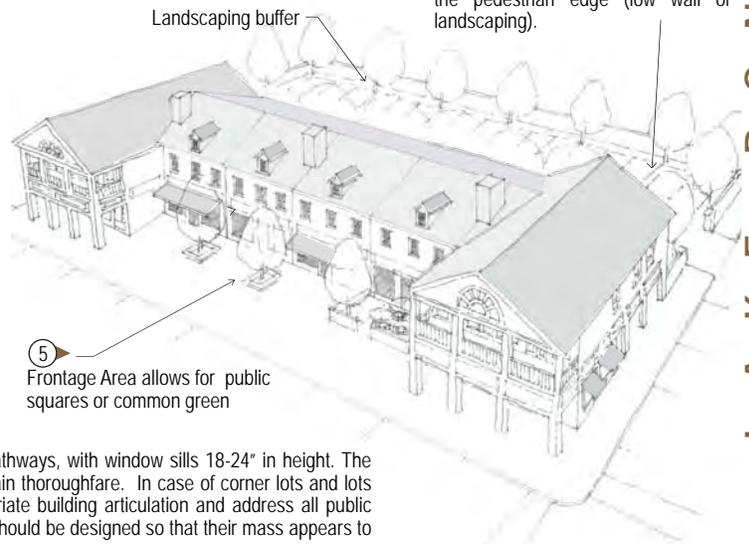
B-7 ELEVATION DETAILS - ONE STORY BUILDING



Expression line delineates separation of street level storefront and the clear story or second story fenestration, or top of roof for low-slope or flat roofs, or the eave line for pitched roofs

Pedestrian alleyway providing connection with the parking in the back needs to satisfy the walkability requirement.

B-3 WIDE LOTS SOLUTIONS



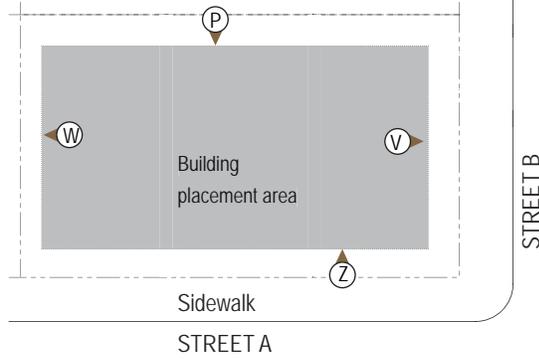
5 Frontage Area allows for public squares or common green

URBAN STANDARDS ..... E.1  
TABLE OF STANDARDS  
HEIGHT SPECIFICATIONS  
SITING SPECIFICATIONS

ARCHITECTURAL STANDARDS..... E.2  
SPECIAL BUILDING ELEMENTS

PULL OUT SHEET OF STANDARDS ..... E.3

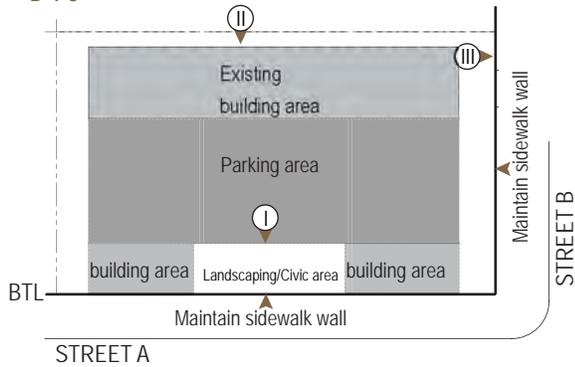
E-T-1



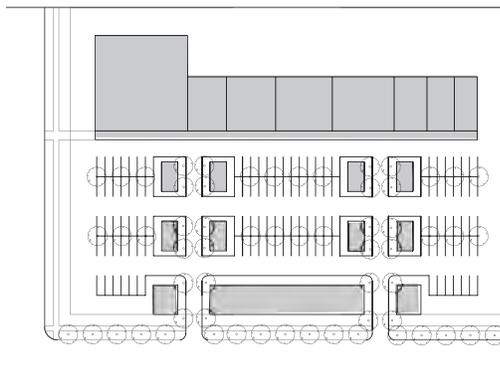
E-T-2



D-T-3



D-T-4



The primary intent of this District is to work in combination with Hawkins and Lake Ronkonkoma Downtown Districts to promote their vitality as well as the vitality of adjacent neighborhoods. Secondary intent is to encourage redevelopment of the existing strip commercial centers that undermine the unique functional and visual role of the community centers. The included guidelines provide the framework for the redevelopment in order to maintain the unique and historic character of the community, through specific architectural and urban detailing, encouraged walkability, the consolidation of roadway access and minimization of parking within the front yard, while encouraging the mix of uses.

TABLE OF STANDARDS

BUILDING PLACEMENT

Front	40 feet	◀Z
Side, corner low	10 feet	◀V
Side	10 feet	◀W
Rear	xx feet	◀V
Rear- if rare (alley) access provided	xx feet	◀Q ◀U

USE

Bank without accessory drive-through facility; Bowling alley; Church or similar place of worship; Commercial center; Day-care facility; Delicatessen; Dry cleaners; Health club; Laundromats; Schools; Personal service shops; Pharmacy without accessory drive-through facility; Shops for custom work; Take-out restaurant; Undertaking establishments; Veterinarian

HEIGHT

Building Minimum	16 feet	
Building Maximum (for pitched roof)	35 feet (two and a half stories)	① ③
Building Maximum (for low slope or flat roof)	xx feet (two stories)	② ③
Accessory Building	xx feet (xx stories)	

PARKING

LOCATION ( distance from property line)

Front Setback	xx feet	①
Side Setback	xx feet	③
Rear- adjacent to residential	40 feet	②
Rear- adjacent to any other use	10 feet	②

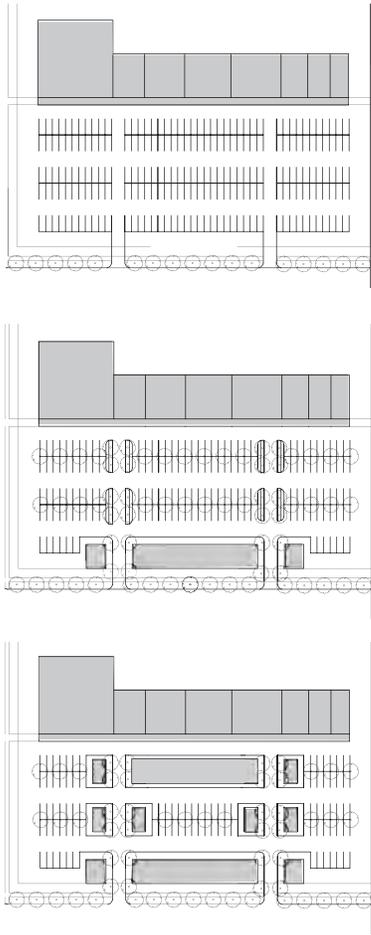
REQUIRED SPACES

Uses < 2000 sq.foot	xx per xx sq.foot
Uses > 2000 sq.foot	xx per xx sq. foot
Residential Uses	2 per unit (larger then 1200 sq. feet)
	1 per unit (smaller then 1200 sq. feet)

FRONTAGE ELEMENTS

Porches (Min. Depth/Max. Height Clear)	8 feet/12 feet	◀12
Colonnades (Min. Depth/Max. Height Clear)	xx per xx sq. feet	◀12
Awnings (Max. Depth)	8 feet	◀13
Canopy (Max. Area)	xx sq. feet	◀O

E-1 RETROFITTING COMMERCIAL CENTERS AND STRIP MALLS TO PROVIDE BETTER WALKABILITY



B-2 SIGNAGE



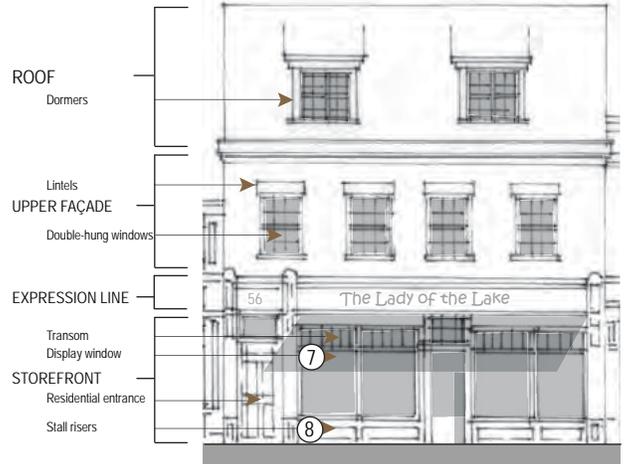
SIGNAGE - UNDESIRABLE

SIGNAGE - DESIRABLE

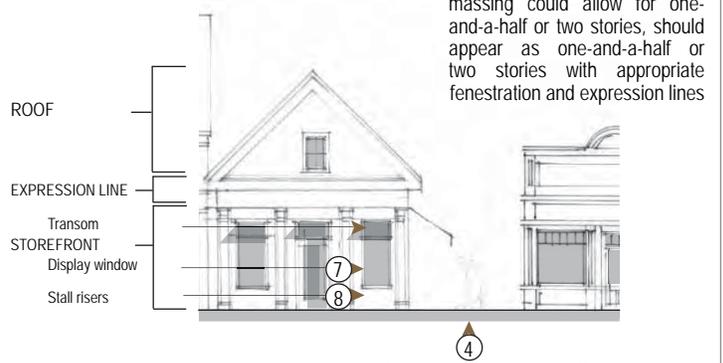
- Building sign conceals the cornice
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- Awning sign covers the storefront pilasters
- Sale signs too large for storefront and poorly placed in display window
- Window sign too large, obscuring the store interior

Stimulating storefronts that address and enhance public areas and pedestrian pathways, with window sills 18-24" in height. The building orientation and the main entrance position should always address the main thoroughfare. In case of corner lots and lots abutting plazas or other civic spaces, all exposed elevations should use appropriate building articulation and address all public frontages as primary frontages. Buildings with visible façades longer than 25 feet should be designed so that their mass appears to be assembled from smaller elements.

B-5 ELEVATION DETAILS - TWO STORY BUILDING



B-7 ELEVATION DETAILS - ONE STORY BUILDING

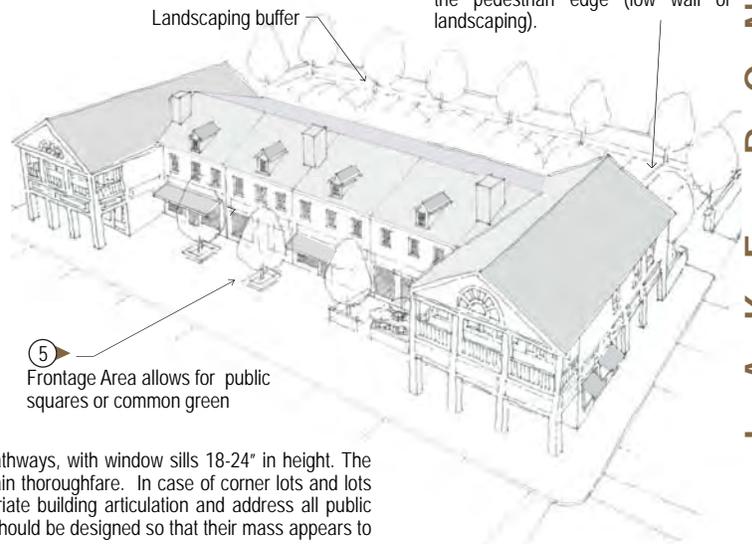


One-storey buildings whose massing could allow for one-and-a-half or two stories, should appear as one-and-a-half or two stories with appropriate fenestration and expression lines

Expression line delineates separation of street level storefront and the clear story or second story fenestration, or top of roof for low-slope or flat roofs, or the eave line for pitched roofs

Pedestrian alleyway providing connection with the parking in the back needs to satisfy the walkability requirement.

B-3 WIDE LOTS SOLUTIONS



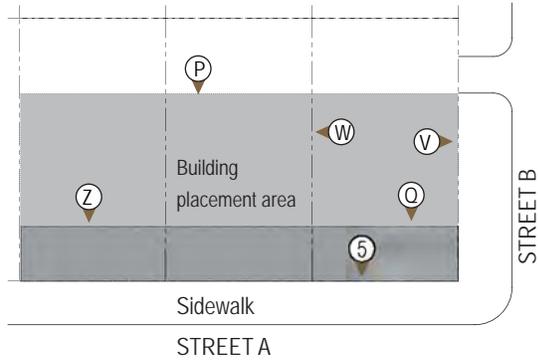
5 Frontage Area allows for public squares or common green

Parking in the back with entrance from side street when possible. Parking lot screening, while maintaining the pedestrian edge (low wall or landscaping).

URBAN STANDARDS .....F.1  
TABLE OF STANDARDS  
HEIGHT SPECIFICATIONS  
SITING SPECIFICATIONS

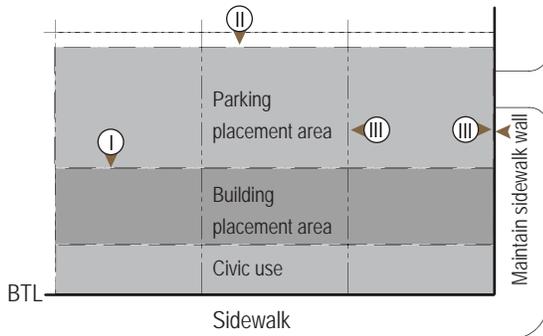
ARCHITECTURAL STANDARDS.....F.2  
SPECIAL BUILDING ELEMENTS

PULL OUT SHEET OF STANDARDS .....F.3



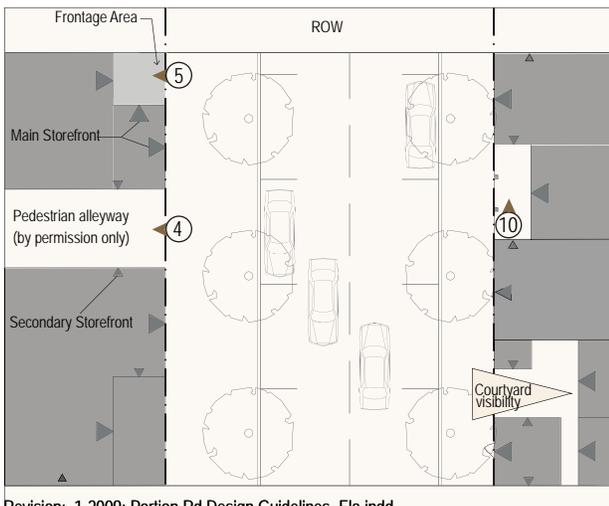
F-T-1

F-T-2



F-T-3

F-T-4



Revision: 1-2009: Portion Rd Design Guidelines\_Ela.indd

The intent of this District is to expand and reinforce the character of the existing, mixed-use, pedestrian-oriented nature of the Hawkins Ave Main Street District. The secondary intent is to establish the additional, mixed use, pedestrian oriented center within the corridor area, that is likely to redevelop in the mid and long term and provide additional focal point for mixed-use infill development.

TABLE OF STANDARDS

BUILDING PLACEMENT		B-T-1
SETBACK	maximum distance	
Front	25 feet	Ⓩ
Side	xx feet	Ⓜ
Side- corner lot	0 feet	Ⓥ
Frontage area for civic outdoor use (eg- plaza)	25 feet	Ⓚ Ⓟ
Rear	45 feet	Ⓟ

USE

**GROUND FLOOR**  
Retail sales and/or personal service stores; Restaurant; Bank with or without accessory drive-through facility; Bar/tavern/night club; Bank with or without accessory drive-through facility; Live performance - community theater; Museum or nonprofit cultural centers; Artist studio; Billiard hall; Indoor recreation; Health club; Non-degree-granting or recreational schools, including self-defense, dance, swimming, gymnastics and similar instruction/programs; Churches or similar places of worship, libraries or municipal buildings or municipal uses. Residential when connecting with existing residential neighborhood

**UPPER FLOORS**  
Residential; Office use; Storage; Retail if extended from first floor

HEIGHT		B-T-2
Building Minimum	xx feet/one story	
Building Maximum (for pitched roof)	xx feet/two 1/2 stories	Ⓛ Ⓝ
Building Maximum (for low slope or flat roof)	xx feet/two 1/2 stories	Ⓜ Ⓝ

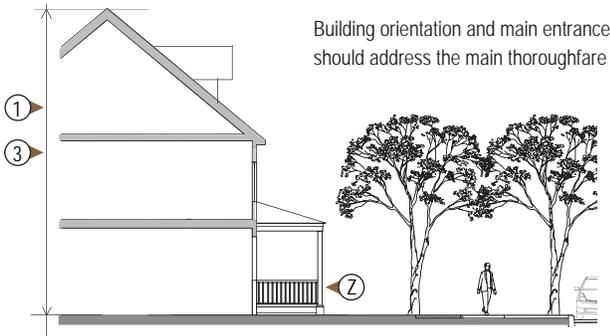
PARKING		B-T-3
LOCATION ( allowed distance from property line)		
Front Setback	25 feet	Ⓛ
Side Setback	0 feet	Ⓜ
Rear- adjacent to residential	10 feet	Ⓜ
Rear- adjacent to other then residential	5 feet	Ⓜ

REQUIRED SPACES		
<b>Ground Floor</b>		
	Uses < 2000sf	xx per xx Sq.feet
	Uses > 2000sf	xx per xx Sq.feet
<b>Upper Floor</b>		
	Residential Uses	xx per xx Sq.feet
	Other Uses	xx per xx Sq.feet

FRONTAGE ELEMENTS		B-T-2
Porches (Min. Depth/Max. Height)	7 feet/one story	ⓁⓀ
Colonnades (Min. Depth/Max. Height)	8 feet/one story	ⓂⓀ
Awnings (Max Depth)	8 feet	ⓂⓃ

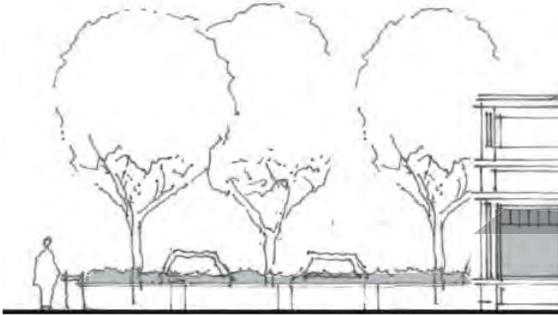
SITING SPECIFICATIONS

F-1



Landscaping, sidewalks, lighting

F-2 SCREENING OF PARKING



F-3 EXAMPLE- ARLINGTON, VA



Entrance - The building orientation and the main entrance position should always address the main thoroughfare. In case of corner lots and lots abutting plazas or other civic spaces, all exposed elevations should use appropriate building articulation and address all public frontages as primary frontages.

Parking - The use of shared parking entrances and rear alleys is encouraged. Parking lot should be screened from the street and the use of landscaping, trellises, low street walls, and other elements to help define the sidewalk edge is encouraged (see F-2). The provision of secondary rear entrances and pleasing rear facades is strongly encouraged.

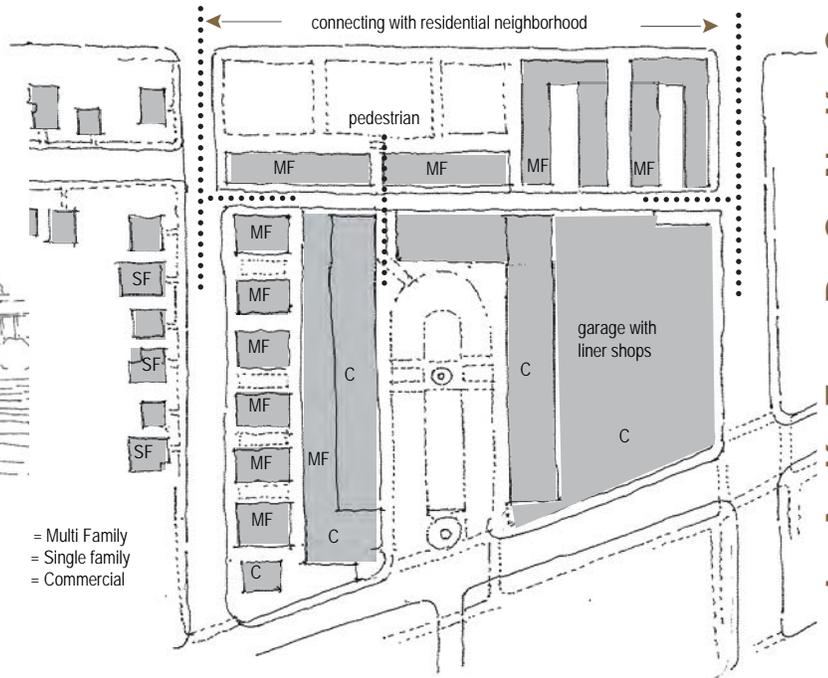
1. The following requirements shall be met:
  - a. Adequate lighting shall be provided for security, pedestrian safety and decorative purposes.
  - b. Trash and service areas, utility lines, mechanical equipment and meter boxes shall be appropriately screened.
2. The following guidelines should be followed:
  - a. Planters, awnings and landscaping may be used to identify rear entrances as well as improve the appearance of the structure.
  - b. Rear entrances should be marked by attractive signs. Signs should be modestly scaled to fit the character of the more utilitarian rear facade.

BUILDING WIDTH

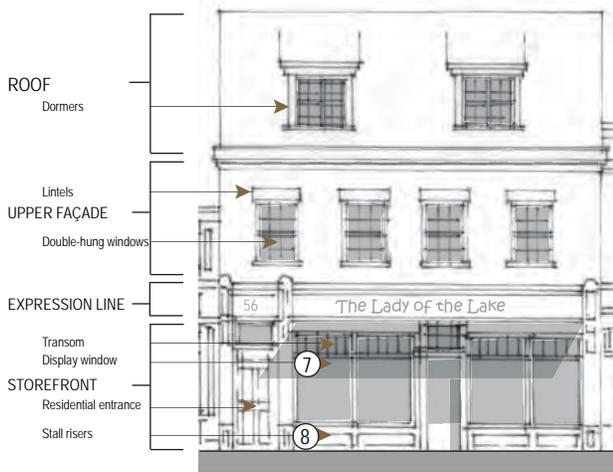
1. The building should not be as wide as the lot and should have obvious side yard setbacks with combined total of 25 feet minimum (minimum of 10 feet on one side).
2. To harmonize with the traditional scale of single family buildings in historic hamlets and villages, the massing of buildings wider then 30' should be designed so that their width appears to be smaller.

FRONT SETBACK

1. Required front setback is min 40'. The front needs to be landscaped
2. Awnings are excluded from front setback requirements.
3. No parking can appear before parking setback line and it is encouraged use landscaping, trellises, low street walls, and other elements to help define the sidewalk edge and screen the parking visibility from the street.



F-4



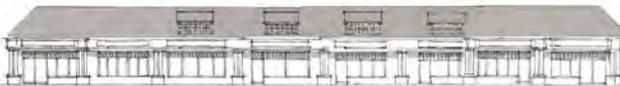
F-5 COMMERCIAL CENTERS



EXISTING - aging center in current conditions. No unified signage, attractiveness of the street scene, display of merchandise



MOST AFFORDABLE IMPROVEMENT- unified signage, and lighting, more attractive storefronts, addition of awnings for additional color, shape and depth



IMPROVEMENT OPTION ONE- addition of colonnade for weather protection, additional depth and shadows, unified signage, and lighting, attractive storefronts



IMPROVEMENT OPTION TWO- addition of colonnade for weather protection, additional depth and shadows, unified signage, and lighting, attractive storefronts. Strong expression line and addition of architectural details (dormers, profiles, windows) will help break the massing and increase the attractiveness of the building. Addition of gable ends visually breaks the elevation into smaller sections and improves the massing of the building.

**BASE-MIDDLE-TOP RULE:** All elements in a building should be treated as having a base, middle (or body) and top to reflect the natural organization of both the human body and a classical column. From the overall building massing, to the detail of a base molding, this treatment helps give elements a pleasing shape without prescribing a particular style (see xx).

For one-storey buildings there should always be a clear visual definition (expression line) between the street level and the parapet or top of roof for low-slope or flat roofs, and the eave line for pitched roofs (see xx).

For two-storey buildings there should always be a clear visual definition between the street level and the second level, and between the second level and the parapet or top of roof for low-slope (flat) roofs, and the eave line for pitched roofs (see xx).

**SPECIAL BUILDING ELEMENTS**

**STOREFRONTS AND STREET LEVEL FAÇADES**

In case of commercial use at the street level, façades should be designed to encourage pedestrian activity by providing stimulating storefronts that maintain and enhance the attractiveness of the street scene, display merchandise, seating areas, or activity inside the building. The use of storefronts on street level façades facing pedestrian pathways and public areas is encouraged.

1. Stall risers provide a solid visual base anchoring the building to the ground, and protection of the glass from dirt, kicks and knocks. Stall risers will be between 18" and 24" above the sidewalk. Certain specialty stores such as jewelry stores may have higher stall risers, but in no case should they be at more than 36" above the sidewalk. (8)
2. The maximum width for a single pane of glass in a storefront is 10 feet. The use of mullions and/or muntins, horizontal and vertical, to limit the size of a single pane of glass within a storefront is permitted. (7)
3. The use of glass block, opaque glass, bronze tinted, reflective glass, or painting the glass opaque (by permanently placing a material directly behind it) is not permitted.
4. There should be a cornice or clear space between the top of the storefront and the sill of the first floor windows.
5. Whenever possible, out-swinging doors should be recessed so that the swing of the door does not interfere with the movement of pedestrians. Doors should be constructed so as to be no more than 75 percent and no less than 25 percent clear glass. The use of wood as a construction material and multiple panes of glass (divided lights) is encouraged.
6. Doorways that face main pedestrian pathways, such as sidewalks and alleyways, should be active and inviting to patrons; the placement of inactive doors, service doors, or doors used for emergency egress is discouraged in these areas.

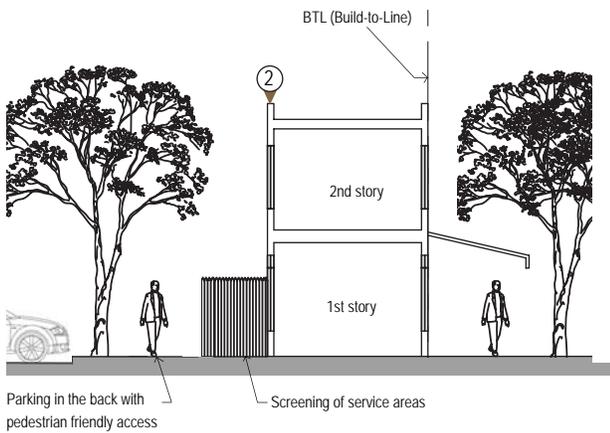
**AWNINGS /CANOPIES**

Awnings or canopies that use materials other than cloth-like fabric, such as metal, or are permanently fixed in place, are not permitted. Permanent structures must comply with the guidelines for balconies, porches or colonnades.

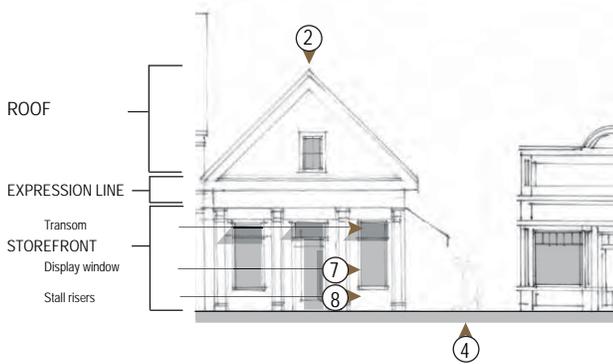
1. Awnings should be placed at the top of windows and storefronts and their shape should relate to the top of the opening.
2. Awnings can not be placed on the façade where there are no windows.
3. These requirements apply to first floor awnings only. There is no minimum requirement for awnings above the first floor.
4. Awnings shall occur forward of the Build-to-Line and may encroach into ROW line, but shall not extend into the planting zone.
5. Canopies may only be one-storey in height and should not cover more than 200 square feet.



F-6



F-7



F-8 SIDE ELEVATION TREATMENT



How to improve this elevation: Lower stall risers, follow base-middle-top rule, relate the storefronts to human scale, exchange the use of expensive stone with introduction of more architectural details.

F-9 COMPARISON OF SCALES



Stall risers too high, no expression line, heavy material should stay at the base, awnings too high, two storey elevation should have two storey appearance

BALCONIES, PORCHES, COLONNADES

Porches and colonnades should be designed so as to appear as extensions of the building architecture. The use of street level porches is encouraged to add variety to façades, and to create areas protected from the weather, such as outdoor seating or a covered walkway.

1. The maximum clear opening between two columns should not exceed 10 feet.
2. The minimum clear dimension between a column face and the building wall is 7 feet.
3. The maximum height of the ceiling under a porch or colonnade is 12 feet.
4. Individual columns, or those supporting a porch or colonnade, should not extend more than one storey uninterrupted, and be of properly proportioned height, diameter, and taper.
5. Round columns are preferred over square, and all columns should have a capital; a "Doric" or "Tuscan" style column is preferred.

MATERIALS AND COLORS

In general, the use of natural building materials for facades, such as wood, brick, stucco or plaster, and terra-cotta is preferred.

ARM'S LENGTH RULE: Substitute materials may be used for natural materials noted in this guideline, but their appearance must be indistinguishable from the original at arm's length or less. All materials below the second floor should meet this rule. EYES ONLY RULE: Substitute materials used at or above the second floor must be indistinguishable from the original at a distance of 10 feet.

No more than two wall materials may be used (not including the foundation material or trim work). Separations between materials shall be primarily horizontal. Heavier materials shall always be below lighter materials. Building walls shall be stone, brick, stucco, cast stone, wood shingle, wood clapboard or cementitious siding. Shingle and clapboard siding shall be installed with a maximum of 8" to the weather. Shingle siding shall be perfection shingles, machine cut, with the bottom edges of each course aligned.

Façades- materials

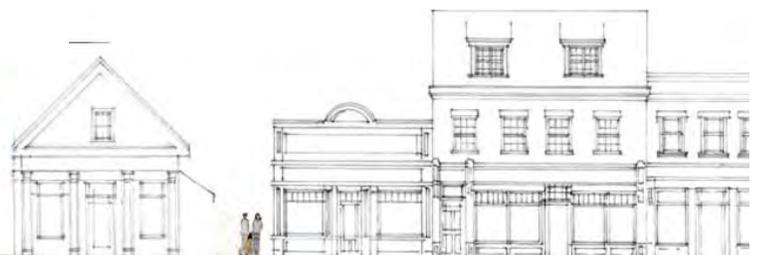
1. The use of natural building materials for facades, such as wood, brick, stucco or plaster, and terra-cotta is preferred.
2. No more than two wall materials may be used (not including the foundation material or trim work). Separations between materials shall be primarily horizontal. Heavier materials shall always be below lighter materials.
3. Stone, whether natural or dressed, should only be used as a secondary or accent material. Finish materials should be oriented so as to accentuate horizontal lines.
4. Painting brickwork and the use of concrete and concrete block, whether painted or having a textured surface is highly discouraged.

Roof- materials

1. Architectural-grade shingles are preferred for visible roof finishes.
2. The use of metal roofing should be limited to small roof areas for accent purposes.
3. Low-slope (flat) roofs that are visible to pedestrians should be finished so as to have the least visual impact.

Colors

1. Finish colors should be respectful and coordinate with approved color schemes on nearby buildings.
2. Preferred color schemes should relate to naturally occurring materials.
3. Avoid the use of intense hues of color, using more than vivid color per building, or using colors that are disharmonious with other colors used on the building or found on adjacent buildings.
4. Contrasting colors that accent architectural details are encouraged.
5. The use of silver, chrome, or shiny metallic-looking colors or materials is discouraged.
6. The painting of murals or faux detailing is allowed by special permission only.



Traditional scale- well proportioned elements animate the pedestrians and provide better shopping experience

F-10  
DESIRABLE



— Signs are coordinated in size and placement with the building storefront

F-11 EXAMPLES OF SIGNS



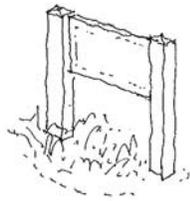
Flush mounted sign:  
Sign with carved lettering



Flush mounted sign:  
Individual letters painted or mounted



Hanging Sign

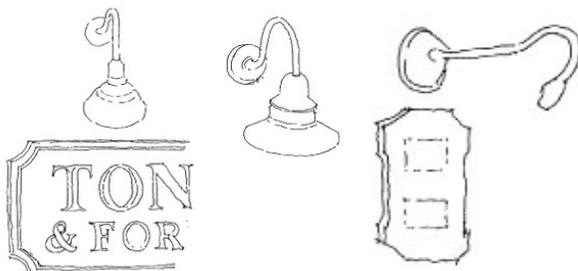


Ground Mounted Sign



Detached sign  
appropriate for larger  
business complex

F-12 SIGN LIGHTING



SIGNAGE

In general, signs should relate in placement, proportion, and size to other building elements and sign materials, style, and color should complement the building façade complement pedestrian friendly environment. Sign content must be related to the businesses within the building.

SIGN CONFIGURATIONS

Street Level Signage:

1. For the purposes of these guidelines, signage is any form of lettering or graphic that is visible to pedestrians from accessible walkways, or in any way produces a visual impact on the streetscape.
2. In general, signs should relate in placement, proportion, and size to other building elements. Other building elements such as windows, cornices, eaves, or decorative detailing should not be obscured.
3. Sign materials, style, and color should complement the building façade and be pedestrian oriented.
4. Franchise and chain stores are expected to adapt their standard graphics to meet these guidelines.
5. Three types of signage are permitted: flush-mounted, hanging, and ground-mounted signs.
6. Each business is limited to two signs, of any type. Allowable signage areas cannot be subdivided to create multiple signs.
7. Flush-mounted signs are signboards or individual letters placed on the building façade. These signs are limited to 12 inches in height. There is no limit on sign length, but the total area of the sign cannot exceed 15 square feet.
8. Hanging signs are hung from eaves, soffits, overhangs, or a wall, in such a way as to be mounted perpendicular to the building façade. These signs are limited to 3 square feet on one side, and the horizontal or vertical dimension cannot exceed 3 feet.
9. Ground-mounted signs are mounted on a pedestal or post, or hanging from a post, in the front setback area. These signs are limited to 3 square feet on one side, and the horizontal or vertical dimension cannot exceed 3 feet.
10. Signs should be lit externally only; interior-lit signs are not permitted. The light used to illuminate signage should be contained within the limits of the sign and not spill over to other areas.
11. Neon signs are prohibited.
12. In buildings where there is more than one business, individual shop signs on a single façade should relate to each other in design, size, color, lettering style, and placement.
13. Signs or displays, except those required by law, permanently or temporarily affixed to glass are not permitted.
14. Accessory signs or displays, such as menu boards, except those required by law, permanently or temporarily placed on building facades or in pedestrian walkways, such as menu boards, are limited to one per business and can exceed 4 square feet in area on one side.

Detached or ground signs:

1. There should only be one such sign detached from a building. However, for buildings which have more than one street frontage, one such sign shall be allowed on each street frontage.
2. Such sign shall not exceed 18 square feet per sign face in area or nine feet in height from the mean level of the ground. It is recommended that the sign complements the building in its size and character.
3. The area between the sign and front property line needs to be maintained free of obstructions and debris.
4. Said sign should not be designed or constructed to move, oscillate or rotate, except for time and temperature signs.
5. Roof signs and window signs are not permitted.

SIGN LIGHTING

Building mounted light fixtures should be used judiciously to highlight architectural features, create interest, and provide safety. The use of selective accent lighting is encouraged; creating bands of light or lighting entire facades is discouraged. Light fixtures that are visible to pedestrians should be aesthetically pleasing and of a style that is appropriate to the building architecture. Traditional style fixtures are preferred. Lights should not shine outward toward adjoining properties or public areas.

Signs should be lit externally only; interior-lit signs are not permitted. The light used to illuminate signage should be contained within the limits of the sign and not spill over to other areas. Accessory signs or displays, such as menu boards, except those required by law, permanently or temporarily placed on building facades or in pedestrian walkways, such as menu boards, are limited to one per business and can not exceed 4 square feet in area on one side.



## 4. APPENDIX.

### Appendix 4 – Walkability Study





## **Lake Ronkonkoma Walkable Communities Workshop Report – May 9, 2007**

Charles Gandy of Livable Communities Inc. lead a group of community leaders and active citizens in developing recommendations to improve walking and biking in the downtown village and area surrounding Lake Ronkonkoma on the morning of May 9, 2007.

This workshop is the next step in the planning process following the overall direction established in the Vision Long Island Plan. The overall conceptual plan encourages increased density and mixed use in the downtown area, coupled with walking and biking improvements, to encourage alternatives to trips by car.

Mr. Gandy began with a presentation of available techniques and practices that have been successful throughout the nation. He placed strong emphasis on the need for a continuous sidewalk network (on both sides of the street ) accompanied by pedestrian crossing signals at intersections, signals timed for pedestrian crossing, and well marked crosswalks, and signage indicating pedestrian activity, as a key building block for establishing walking in the area. He also gave numerous examples of successfully implemented traffic calming techniques from around the nation. Mr Gandy specifically mentioned tightening wide turning radii, by restoring right angles at the intersections throughout the targeted walking areas, to reduce crossing distance for pedestrians and to make drivers more aware of their crossing especially in downtown walking areas.

Then Mr. Gandy lead the group outside to tour a large area from the intersection of Hawkins Road and Lake Ronkonkoma Ave. traveling past the Kohl's department store parking lot to the site of a potential multi use path from the Moloney Funeral parlor parking lot connecting with county owned woods down to Lake Shore Road and Lake Ronkonkoma and then south to the county Park and Rita's Ice Cream Stand.

### **Group Recommendations:**

During the tour of the commercial area and the interactive session that followed, Mr. Gandy and the group developed a number of recommendations for establishing a walking oriented community.

### **Potential Pedestrian Improvements:**

Begin by developing a safe and comfortable walking network that will encourage people to walk from the surrounding neighborhoods, or alternatively to park once and then walk around the district. We started at the intersection of Lake Ronkonkoma and Hawkings.

Group members indicated that cars are speeding along Hawkins Ave, moving too fast to allow smooth pedestrian flow.

In response, Mr. Gandy recommended the following traffic calming techniques:

1. Reduce the travel lanes on Hawkins Ave from 14 feet to 12 feet to reduce traffic speeds.
2. Mark the area as a pedestrian district using signs and other visual clues
3. Build a speed table to slow traffic down as it enters the downtown area on Hawkins Ave.
4. Establish a mid-block crossing of Hawkins using a raised pedestrian crossing and pedestrian crossing signals.
5. Use curb extensions at this crossing to make pedestrians more visible and to reduce crossing distance. Also, use the curb extensions at other high volume intersections as appropriate.
6. Make a formal pedestrian entrance to Hawkins from the existing driveway near the location of the new mid-block crossing at 466 Hawkins Ave. establishing a walking connection to the neighborhood to the east.

The group also discussed a number of improvements for the downtown.

Use distinctive colors/designs for crosswalks at the major intersections.

Replace iron railings in the pedestrian right of way on Hawkins Ave with flower boxes.

Add bike racks at several locations along designated commercial areas so that bikers can stop at commercial attractions.

Change the pedestrian activated crossing signals to automated countdown signals tied into the normal traffic cycle, especially at intersections designated for high pedestrian use such as the intersection of Hawkins Ave and Portion Rd.

Add pedestrian scale lighting.

Consider landscaping the median at Hawkins Avenue.

Plant street trees on both sides of the street.

Install a painted crosswalk on the driveway opposite the Getty station.

Install a new crosswalk in the vicinity of 425 Hawkins Ave.

### **Redevelopment Area:**

Next, the group traveled through a series of surface parking lots to an enclosed recharge basin. Mr. Gandy recommended that the recharge basin be revitalized as a landscaped pond that could be the centerpiece of new condo development. (The Vision Long Island conceptual plan calls for condo development in this part of downtown).

As a way to spur development, the village should encourage three story buildings with retail development on the first floor in this area, according to Gandy. Easements for pedestrian walkways should be included in the development plans, he said.

In addition, new retail development should front the sidewalk network with parking located behind the retail / condo buildings.

### **Unique Opportunity for Connection to the Lake**

The group continued to walk going past Kohl's Department Store to cross the street to the Moloney Funeral Home property. Members of the group recommended creating a multi-use path through the parking lot to a county owned property (paper street) that runs down to Lake Ronkonkoma. The owner of the funeral home is believed to be willing to donate right of way through his property. This would provide a direct path from the downtown redevelopment area to the scenic lake. The group recommended appropriate pedestrian scale lighting for the pathway and attention to safety features in the trail design.

### **Pedestrian Improvements at Lake Ronkonkoma**

This large, scenic lake presents an excellent opportunity to encourage walking and biking in the Village as it is a natural attraction. The group recommended development of a multi-use path around the entire circumference of the lake and there appears to be sufficient space available. Mr. Gandy proposed developing a first section by starting at the public beach area continuing north along Shore Road on undeveloped property.

Currently there are sidewalks on one side of the street leading to the beach area parking lot. It is recommended carrying this sidewalk through the parking lot along the beach area and continuing to the adjoining trail discussed above. The group recommended the addition of sidewalks along both sides of Shore Road in addition to the proposed trail. Right now the sidewalk ends at the beach and it is not possible to walk safely along Shore Road to view the Lake.

There is also an opportunity to encourage biking to the beach by adding bike racks at the beach parking lot.

### **Sidewalk Connections to the Park and Rita's Ices:**

Raynor Park adjoins the redevelopment area just to the south of the proposed connection to the lake. This is a beautiful wooded park with a number of walking trails leading down to the lake in the vicinity of the beach. Some of these trails are closed at Shore Road. Group members proposed connecting these trails to Shore Road to make a continuous walking route. In order to make this connection, sidewalks are needed on Shore Road, and a pedestrian crossing to the beach across Shore Road, is also recommended.

Also, sidewalk connections are needed from the streets bordering the redevelopment area to the park and then from the park to Rita's Ice, a popular nearby attraction for park users.

**Biking and Van Connections to the Rail Station:**

The LIRR Lake Ronkonkoma rail station is approximately one mile from the study area. There is the potential to bike or walk to the station. The group noted this as a strength, however there was not sufficient time to explore it at any depth. Generally speaking, the mapping of bike and walking routes and making improvements along the route will increase walking and bicycling to the station. Also, van service to and from the rail station also may offer a way to reduce future traffic congestion in the village.

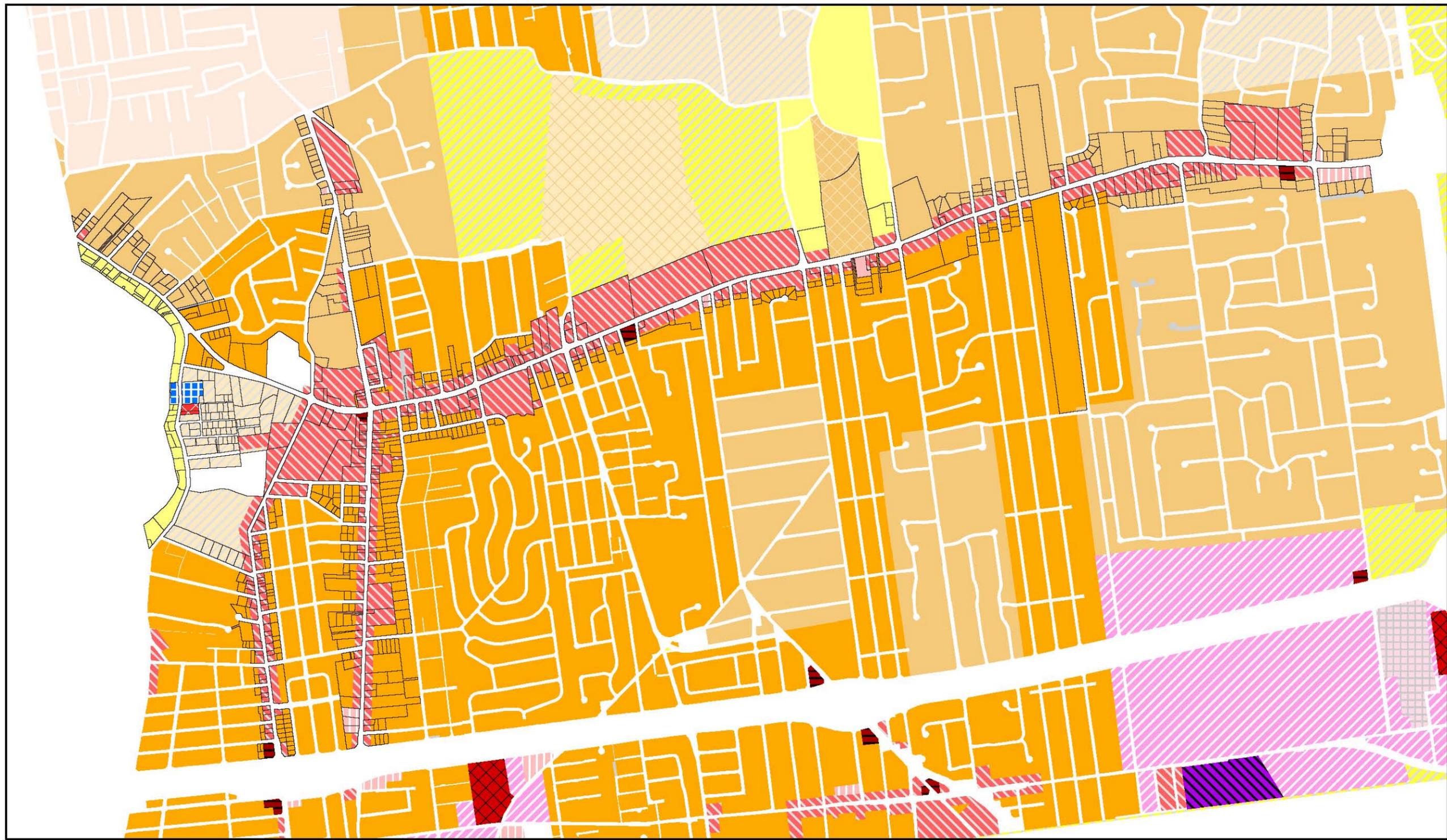


## 5. APPENDIX.

### Appendix 5 - Maps



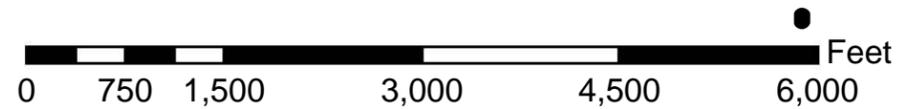




- Legend**
- RonkonkomaCorridor
  - A10
  - A5
  - A2
  - A1
  - A
  - B1
  - B
  - C
  - D
  - HF
  - K
  - OF
  - RD
  - CD
  - J
  - J4
  - PRC
  - PRCHC
  - MF1
  - PRC3
  - MF2
  - NHH
  - L1
  - PC
  - CR
  - J2
  - J6
  - J8
  - L4
  - J5
  - L2
  - PDD
  - ROW
  - Village
  - UWL
  - Water

**Portion Road  
Corridor Study and  
Land Use Plan**  
JS August 2007

# Existing Zoning

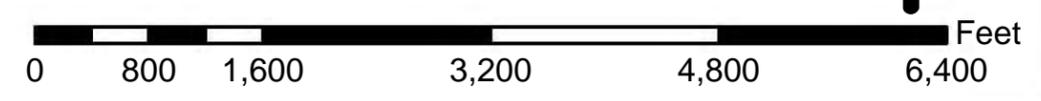


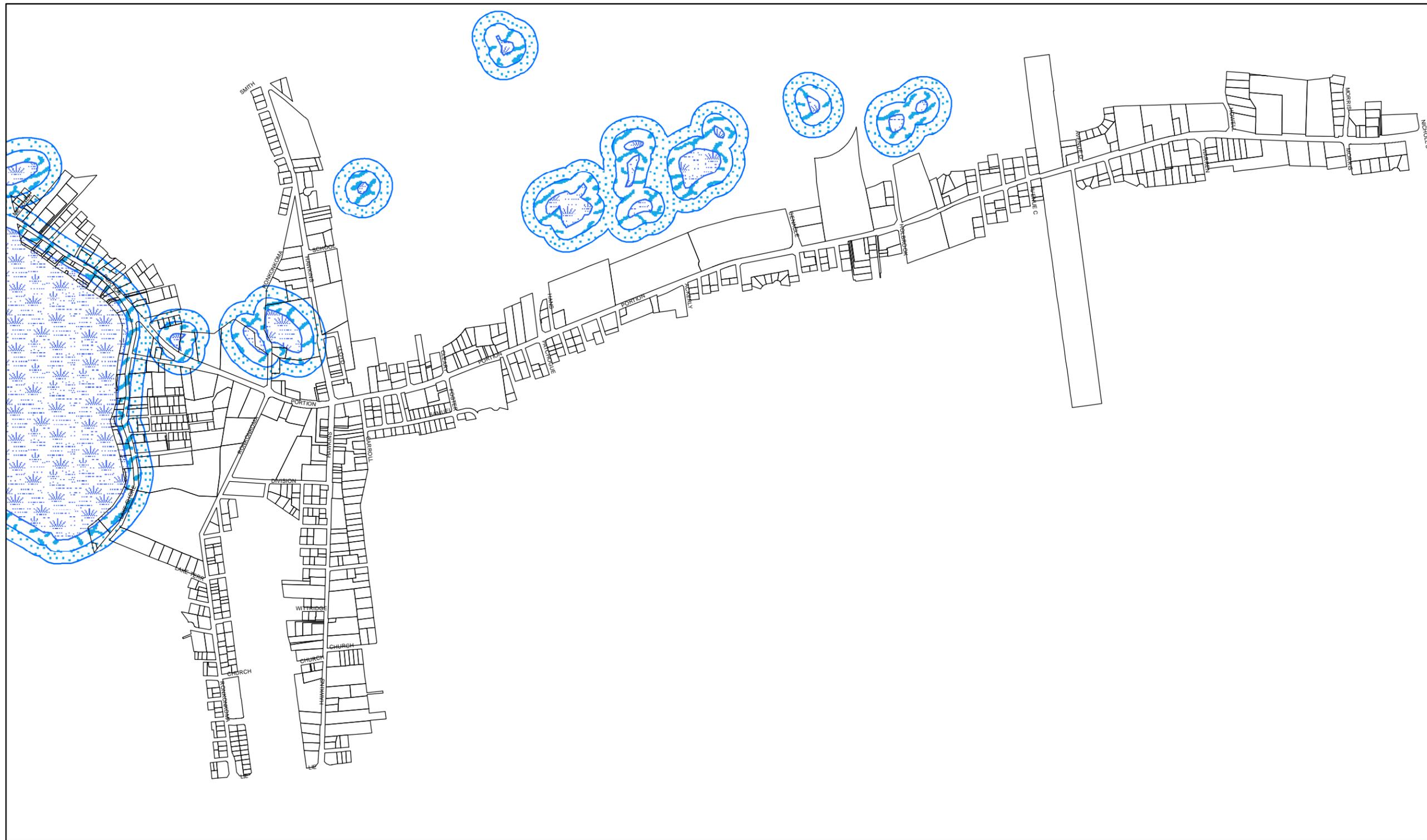


- Legend**  
**Ronkonkoma Corridor**  
**Land\_Use\_1**
- auto repair
  - auto sales
  - bank
  - cemetary
  - church
  - commercial center
  - commercial recreation
  - day care
  - funeral home
  - gas station
  - group home
  - heavy commercial
  - main street
  - multi family
  - munisipal
  - nursery
  - nursing home
  - office
  - open space
  - park
  - recharge
  - restaurant
  - restaurant fast food
  - restaurant take out
  - retail
  - single family
  - transition
  - utility
  - vacant

**Portion Road  
 Corridor Study and  
 Land Use Plan**  
 JS August 2007

# Existing Land Use





**Legend**

-  Ronkonkoma Corridor
-  WETLANDS
-  150' BUFFER
-  300' BUFFER

**Portion Road  
Corridor Study and  
Land Use Plan**  
JS August 2007

**Wetlands**





**Legend**

- Ronkonkoma
- Ronk\_Public\_Lands**
- PUBLIC\_OWN**
- Federal
- State
- County
- Town
- SCWA
- Nature Conservancy
- Utility

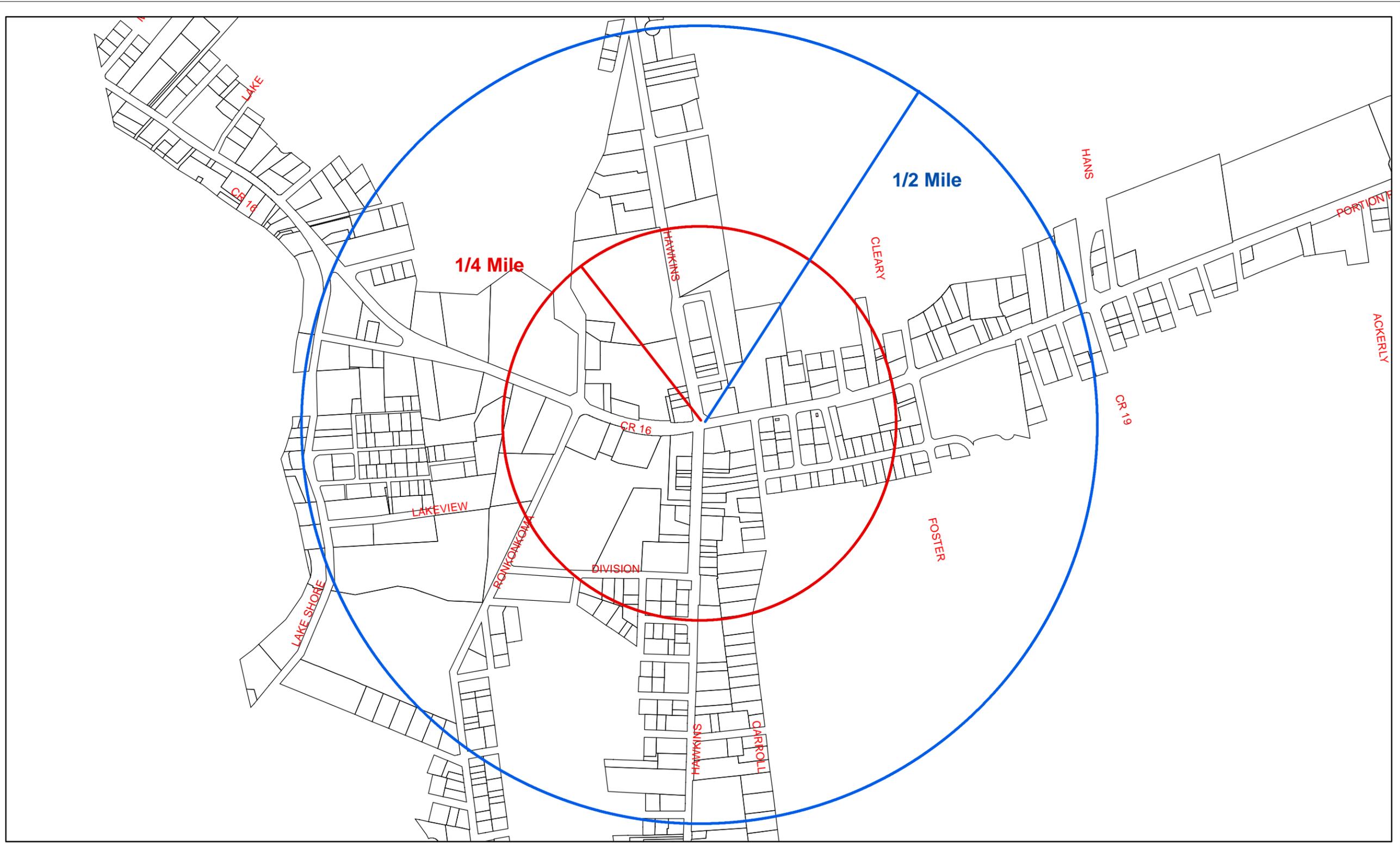
**Lake Ronkonkoma  
Existing Parks, Open Space  
& Public Lands**





**Legend**

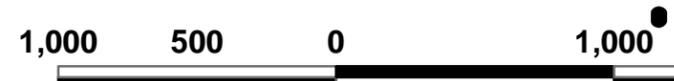




**Portion Road  
Corridor Study and  
Land Use Plan**

JS August 2007

**15 Minute Walk**

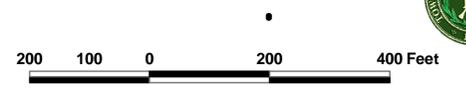


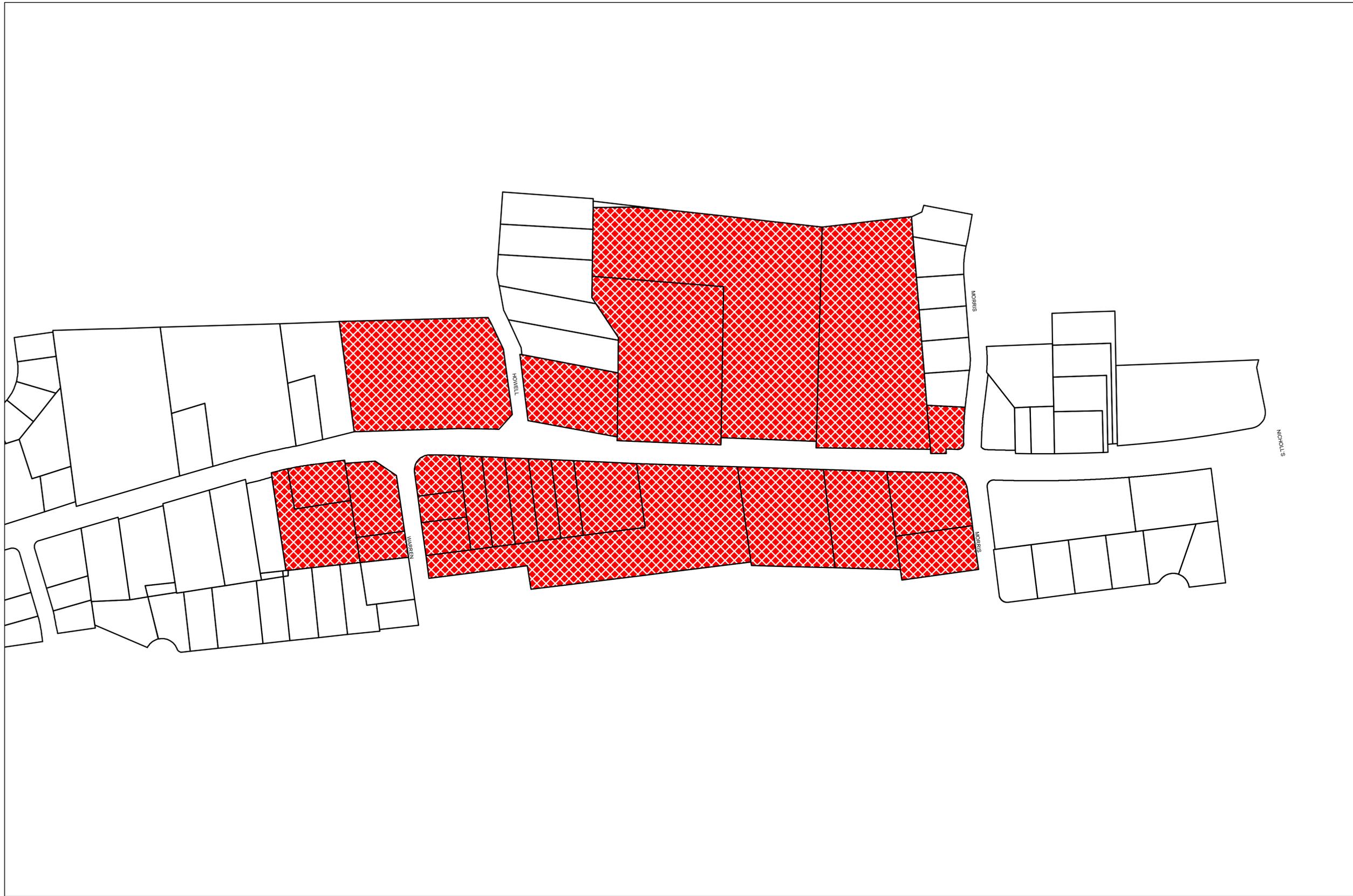


**Legend**

 Main\_Street

**Lake Ronkonkoma  
Hawkins Avenue  
Main Street**





**Legend**

 Farmingville\_Hamlet



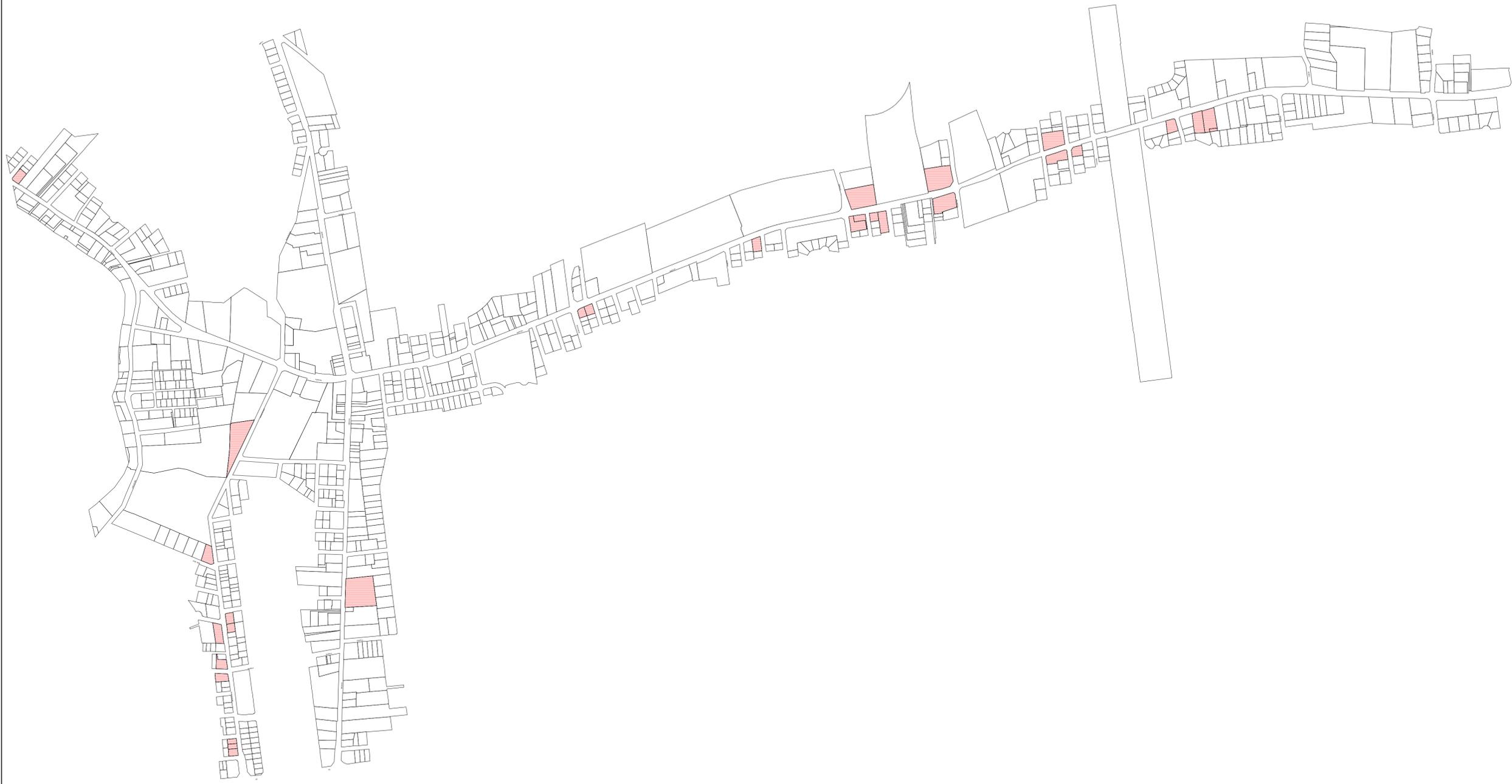


**Legend**

 Commercial\_Center

**Lake Ronkonkoma  
Regional Centers**





**Legend**

 Ronk\_Comm\_Trans

**Lake Ronkonkoma  
Commercial Transition**





**Legend**

 Opportunity

**Lake Ronkonkoma  
Opportunity Sites**



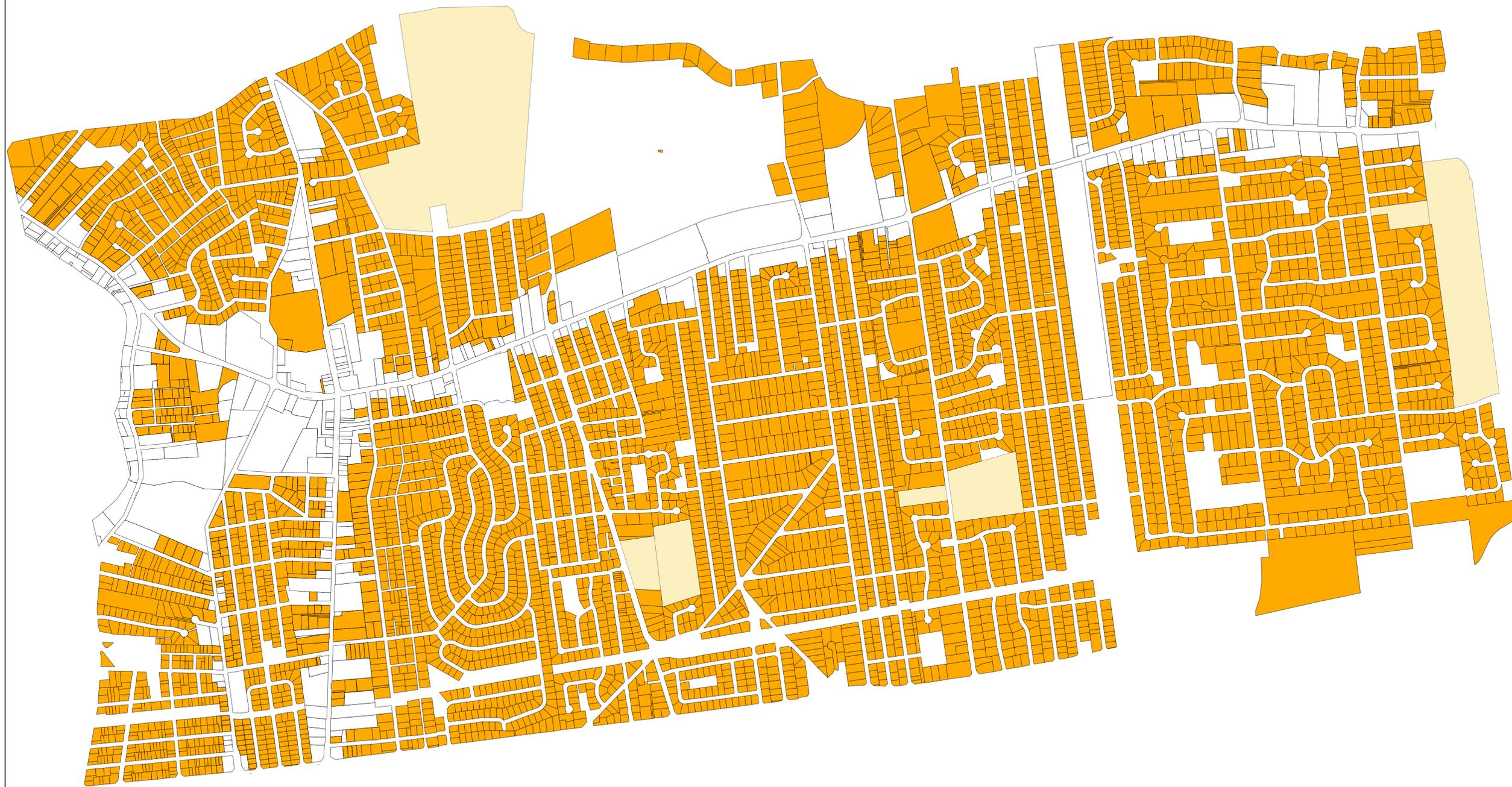


**Legend**

- Hawkins\_Ave\_Res\_Transition\_North
- Hawkins\_Ave\_Res\_Transition
- Ronk\_Ave\_Res\_Transition
- Portion\_Res\_Transition

**Lake Ronkonkoma  
Residential Transition**

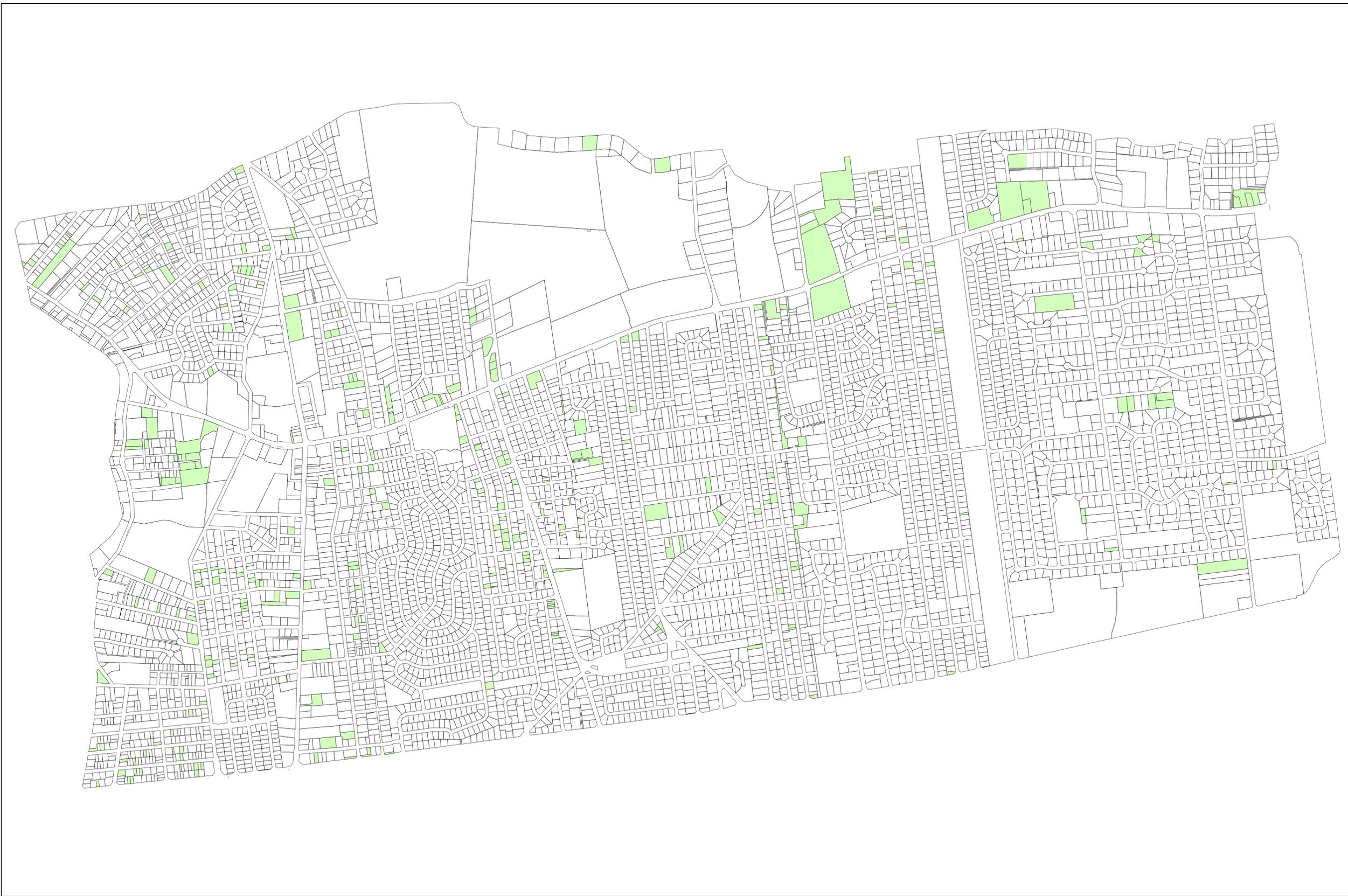




**Legend**

-  Residential
-  Schools





**Legend**

 Vacant\_Residential





**Legend**

**MF\_Residential**

□

**Land\_Use**

▨ Existing

▨ Proposed

▨ Opportunity

**Lake Ronkonkoma  
Multi-Family Residential**





**Legend**

- Ronkonkoma
- Ronk\_Public\_Lands**
- PUBLIC\_OWN**
- Proposed
- Federal
- State
- County
- Town
- SCWA
- Nature Conservancy
- Utility

**Lake Ronkonkoma  
Proposed Parks, Open Space  
& Public Lands**



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<b>LKMA</b> L. K. McLEAN ASSOCIATES, P.C.
PROJECT NO. 07061.000 SCALE: AS NOTED DATE: JULY 2007

2004 AERIAL PHOTOGRAPHY

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TOWN OF BROOKHAVEN  
SCHOOL SAFETY INVENTORY

Gatlot Avenue Elementary School  
Sachem S.D.

65 Gatlot Avenue  
Lake Ronkonkoma, NY 11779

**LKMA** L. K. McLEAN ASSOCIATES, P.C.  
CONSULTING ENGINEERS AND ARCHITECTS

PROJECT NO. 07061.000 SCALE: AS NOTED DATE: JULY 2007

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<b>TOWN OF BROOKHAVEN SCHOOL SAFETY INVENTORY</b>
<b>Hiawatha Elementary School</b> Sachem S.D.
97 Patchogue Road Lake Ronkonkoma, NY 11779
<b>LKMA L. K. McLEAN ASSOCIATES, P.C.</b> CONSULTING ENGINEERS AND ARCHITECTS, INC.
PROJECT NO. 07061.000 SCALE: AS NOTED DATE: JULY 2007

2004 AERIAL PHOTOGRAPHY

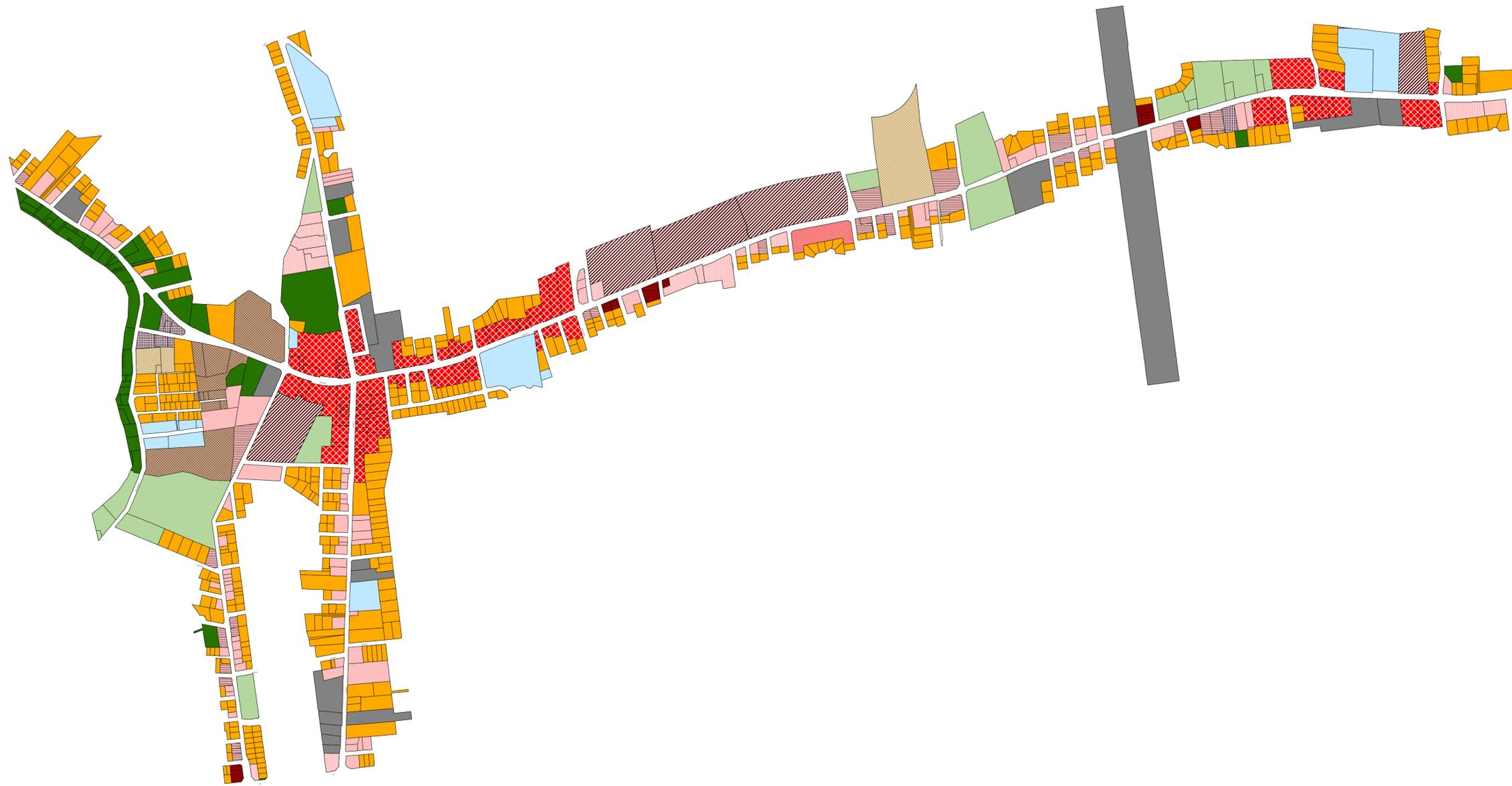
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TOWN OF BROOKHAVEN SCHOOL SAFETY INVENTORY
Nokomis Elementary School Sachem S.D.  151 Holbrook Road Holbrook, NY 11741
<b>LIMA L. K. McLEAN ASSOCIATES, P.C.</b>
PROJECT NO. 07061.000    SCALE: AS NOTED    DATE: JULY 2007







**Legend**

**RonkonkomaLandUse**

**Land\_Use\_2**

-  Med Residential
-  High Residential
-  Elder Residential
-  Res Transition
-  Office
-  Com Transition
-  Comm Recreation
-  Gen Commercial
-  Downtown
-  Commercial Center
-  Heavy Commercial
-  Open Space
-  Park
-  Institutional
-  Opportunity Sites





## 6. APPENDIX.

