

THE LONGWOOD MINI-MASTER PLAN

Submitted on behalf of the
LONGWOOD ALLIANCE
by the
Mini-Master Plan Committee



LONGWOOD & STATE, TOWN OF BRIDGEWATER

LONGWOOD HISTORIC DISTRICT

Connie Kepert, Chairperson. Gus Bremer, Craig Coronato,
George Fernandez, Fran Husley, Al Lafaso, John Wolfe.

PREFACE

When I was first retained by Supervisor John LaMura and the Brookhaven Town Board, they indicated that their sense of priorities included an update of the Town's Comprehensive Plan and a review of the organization and administration of the planning department. On the first issue, the task could have been approached from a top-down view--that is, to prepare the update from a town-wide or regional perspective. A second approach would be from the bottom-up--that is, to start with the building blocks of the basic community or hamlet and then aggregate the hamlets into an overall Town plan.

The latter approach is more suited to the Town of Brookhaven since the unique needs, problems, assets and citizen concerns could be emphasized in the planning process. However, the hamlet study approach necessitates the existence and willingness of civic leaders to fully participate, and in fact, to prepare the plans for their own communities.

Fortunately, the Town is blessed with a strong and active number of civic and taxpayer associations who expressed a desire and willingness to devote months of pro bono labor to the task.

As a result, three hamlet plans were embarked upon. One covered the South Setauket Pines area. Another was prepared for the Manorville community. This document covers the Longwood set of communities, including Coram, East Yaphank, Yaphank, Middle Island, and Ridge under the civic umbrella of the Longwood

Alliance.

Under the leadership of Connie Kepert, a planning task force was created and each community set up sub-committees and provided planning input or goals, existing problems, needed public community facilities, and their views as to the proper planned development for the future.

This report and the credit for it rests fully on the outstanding job made possible by the civic-minded residents of the Longwood communities.

It is hoped for and expected that the work will receive a favorable reception from the Brookhaven Town Board and serve as a guide for governmental decisions affecting this portion of the Town of Brookhaven.

On a personal note, I cannot over stress my appreciation and respect for those individuals who have made planning a truly people-process for the benefit of their neighbors and future generations.

Lee E. Koppelman

Table of Contents

Preface	i
Table of Contents	iii
Introduction	1
Goals	2
History - General Description	11
Historic Houses	21
Demographic Profile	28
Land Available for Development	30
Future Population	32
Existing Land Use	37
Open Space Network	39
Housing	41
Industrial Use and Reuse	42
Centers of Activity	43
Transportation	51
Parks, Recreation and Conservation	54
Future Open Space	60
Planning Problems and Priorities	61
Proposed Plan	73
Summary	75

INTRODUCTION

Community planning is a continuous process that looks to the future in order to guide decision-makers in making current actions that will promote beneficial, balanced growth for the present and foreseeable future.

The elements of the process include a comprehensive inventory and analysis of existing conditions that depict the physical and social attributes of the area under study. This would include existing land uses, demographic profiles, transportation networks, existing community facilities, environmental and natural resource assets, and historic and cultural features.

This array of data expressed in prose and graphically, provides the base for looking to the future by projecting, at least in part, what the future community will be, based on the constraints of existing development and options for growth related to undeveloped lands.

One of the first steps in the process is the identification of goals that reflect the visions, aspirations and concerns of the residents of the community. The following pages reflect the goals for the Longwood community.

GOALS AND OBJECTIVES

The Building of Communities

Goal: To advance the preservation of our dwindling historic resources.

Rationale: The preservation of our historic resources provides community members with a "sense of place." Historic resources serve to root the individual in time and space, and they, further, enhance the creation of unique, identifiable communities.

Objectives:

1. To clearly identify historic resources.
2. To seek, where appropriate, historic district status, and historic landmark status.
3. To seek the maintenance, and integration of historic resources into future plans of the community.
4. To enhance the Tallmadge Trail so that it can be utilized by a greater segment of the community.

Action steps:

1. Identify historic resources on map.
2. List important historic houses which remain in area.
3. List important historic trails and monuments, etc. in area.
4. Inventory how these resources are currently used, their condition, and owners attitudes.
5. Suggest ways resource could be integrated into community

6. Identify groups willing to help finance historic signs.
7. Contact HDAC to find out about landmark status.
8. Identify possible restoration plans.

Goal: To encourage the creation of unique, identifiable community centers.

Rationale: The lack of unique, identifiable communities robs us of a sense of belonging, drains us of responsibility, and commitments to our community and contributes to youthful vandalism, and feelings of isolation.

Objectives:

1. To foster easily distinguishable perimeters between communities.
2. To encourage the upzoning of our commercially zoned property on peripheries of downtown.
3. To advocate the creation of architecturally compatible downtowns.
4. To encourage the use of vacant land within downtown areas, for commercial, office use, and discourage such use on peripheries of downtowns.
5. To encourage the reuse, and refurbishing of vacant commercial property, prior to approving more of the same.
6. To encourage receiving zones within downtowns.

Action steps:

1. Identify perimeters of desired downtown.
2. Advocate the creation of a vigorous Architectural Review

Board.

3. Identify land which should be upzoned.
4. Identify "J-2" zoning and alternative uses.
5. Identify gas stations which should be rezoned.
6. Develop suggestions for appropriate use of underutilized parcels.
7. Contact store owners of vacant or underutilized parcels.
8. Identify potential receiving zones within downtown area.

Goal: To encourage diversity or intricacy of use within our downtowns.

Rationale: Diversity or a variety of uses attracts a large number of people to the same area for different reasons, and encourages their interaction. The presence of people enhances the economic vitality of an area, and helps to prevent vandalism.

Objectives:

1. To insure that a variety of amenities and services are located in close proximity to one another, and where possible, that those amenities be internally interconnected.
2. To encourage both commercial and residential uses along our main streets.

Action steps:

1. Identify location of amenities, i.e., libraries, museums, schools, pocket parks, post office, etc.
2. Identify adjacent uses.

3. Identify alternative uses for adjacent land.
4. Identify areas appropriate for residential use in downtown area.
5. Identify connectors, such as sidewalks, paths, etc.
6. Identify locations for pocket parks, and other amenities.

Goal: Encourage the development of people friendly streets and downtowns.

Rationale: Our communities should first and foremost encourage the interaction of people. In the end, communities are made up not of cars, buildings, or zoning classifications, but of people who must identify each other as belonging to a larger whole.

Objectives:

1. Create downtowns which are developed densely enough to encourage walking from one place to another.
2. Foster the development of attractive, well landscaped parking areas which are located behind stores, and office buildings.
3. Foster the development of sidewalks and bikepaths along our roadways.
4. Encourage the plantings of shade trees within downtowns.
5. Encourage street furniture, outdoor restaurants, etc.
6. Encourage the full integration of future housing projects into established communities rather than plan, and building housing projects which are designed as islands

onto themselves.

Action steps:

1. Identify areas which are appropriate for intensive development.
2. Identify characteristics which enhance parking areas.
3. Identify those characteristics which create attractive transition zones from parking to commercial center.
4. Identify existing sidewalks.
5. Propose linkages.
6. Identify existing bikepaths, condition, how they can be improved.
7. Suggest addition routes for bikepaths.
8. Work with planners on landscaping plan.
9. Identify MF complexes within community.
10. Propose appropriate methods to enhance the integration of future, and existing housing projects.

Goal: To enhance our tax base with properly sited industrial and commercial development.

Rationale: Our current system of funding education relies heavily on the property tax. Even though the Alliance realizes that this is an inequitable method of funding education, and is advocating a shift from the property tax to the more progressive income tax, we also recognize that the adequate funding of educational services under current conditions must include tax ratables. Without such ratables the property tax burden for residents becomes unbearable.

Objectives:

1. To encourage those industries within the SGPA which do not unduly threaten groundwater.
2. To locate large segment of industrial development outside of SGPA.

Action steps:

1. Identify current industrial zoned parcels.
2. Determine the appropriateness of industrial zoned parcels.
3. If appropriate, suggest alternative locations for industrial development.

Goal: Create corridors of open space throughout our community.

Rationale: Greenways provide people with access to open spaces close to where they live, serve to link together various aspects of the community, provide important wildlife habitats, provide recreational opportunities, and help to maintain groundwater quality.

Objectives:

1. Create a corridor of open space from Wertheim NWR to Rocky Point DEC.
2. Extend NSP Greenbelt through the western boundaries of parcels 1, 2, and 3.
3. Create east, west greenbelt.
4. Preserve wildlife habitat.
5. Provide additional recreational opportunities.

6. Enhance educational opportunities of the area.

Action steps:

1. Map greenbelts.
2. Identify existing landuses.
3. Identify already preserved areas.
4. Identify wetlands, kettleholes, other significant environmental features along greenbelt.
5. Identify wildlife.
6. Identify existing recreational opportunities.
7. Propose additional recreational opportunities.
8. Propose educational opportunities.
9. Identify potential scenic roads.

Goal: To encourage the preservation and ecologically sound management of our agricultural resources.

Rationale: Our agricultural resources contribute to our community's aesthetic appeal, its economic diversity, and to the preservation of its historic past.

Objectives:

1. Encourage the purchasing of development rights.

Action steps:

1. Identify and map existing farms.
2. Identify current crop or crops grown.
3. Owners attitude concerning the purchasing of development rights.
4. Identify other methods which would encourage farmers to

keep land in agricultural use.

Goal: Maintain existing water quality in special groundwater protection areas.

Rationale: Non-degradation of our water quality will have both positive ecological, and economic consequences for our area.

Objectives:

1. To insure the appropriate reclamation of sandmines, particularly in the core watershed corridor.
2. To insure the retention of undisturbed woodlands.
3. To protect wetlands.
4. To preserve the most sensitive areas of open space through acquisition.
5. To limit density within the Central Suffolk SGPA.
6. To encourage the clustering of development to insure the maximum preservation of natural areas.
7. To work for the consolidation of existing and proposed STPs in order to insure the creation of state of the art sewage treatment.
8. Prohibit the construction of new small STPs within the central Suffolk SGPA.
9. To enhance the protection of existing, and potential SCWA well sites.
10. To work for the prohibition of industries within SGPA which pose a high risk for groundwater contamination.

Action steps:

1. Identify sandmines in area.
2. Determine if they are currently active.
3. Suggest alternative uses.
4. Identify large tracts of undisturbed woodlands.
5. Identify current zoning.
6. Suggest optimal zoning.
7. Identify potential sending zones.
8. Identify wetlands.
9. Identify areas appropriate for acquisition.
10. Identify areas which should be developed in cluster pattern.
11. Identify existing STPs.
12. Identify applications for additional STPs.
13. Suggest consolidation of existing and proposed STPs.
14. Identify existing well sites.
15. Identify uses upgradient.
16. Propose non-degradating uses upgradient of well sites.
17. Identify industries which pose high risk to groundwater quality.
18. Work to have these particular industries prohibited from SGPA.

HISTORY - GENERAL DESCRIPTION

This is a short history of the communities that make up the central part of Brookhaven Town, one of New York State's oldest towns. Colonists from New England arrived and established the Town of Brookhaven in 1655. Before that, Long Island was home to groups of Native Americans such as the Shinnecocks, Corchaugs, Montauks, and Poospatucks. Between 1730 and 1750 colonial settlers from Setauket in the north and Mastic in the south began to settle in the middle of the island. It was then that these communities began.

Coram

Coram began as a hamlet in the center of the town of Brookhaven. Native Americans were the first people here, as early as the 1600's. They lived in groups along rivers and ponds of the area. The early name was "Wincoram", later shortened to Coram, which is a Native American word meaning "a passage between hills or a valley", probably because it was between Bald Hill and Coram Hills. Before houses were built, the land was used as a cattle pasture. Trees were cut down for wood, which was sent to New York City.

Coram is an important hamlet due to two historic events that took place there. Two of the main roads for Brookhaven Town met there at Middle Country Road and Mt. Sinai-Coram Road. During the Revolutionary War, in November 1780, General George Washington asked Benjamin Tallmadge, an officer in his army and a resident of Brookhaven Town, to lead a party of soldiers across Long Island

Sound from Connecticut. He gave Tallmadge two orders: first, to burn a 300 ton stack of hay collected at Coram by the British soldiers to feed their horses during the winter; second, to lead a raid on the Manor of St. George at Mastic. Tallmadge succeeded with both commands; later, Washington and Congress congratulated him on a job well done.

From about 1790 until 1884, Coram was the seat of Brookhaven Town government. All the town meetings and meetings of the various official boards of the town were held there. Since it was in the middle of the island, the Davis House was the site of the annual town meeting in April for nearly 100 years. When the town population grew too large, it was decided to divide the town into election districts, and the annual "town meeting" was no longer held. Both historic events, the burning of the hay and the town meetings, took place in Coram because of its central location.

Middle Island

Like Coram, Middle Island was home to Native Americans before being settled by people from the north and south shores of Long Island. Long ago, Middle Country Road was the stagecoach route from New York City to Greenport. There people would get on a ferry to Boston. Brewster's Tavern in Middle Island was one of the stagecoach stops. Between 1730 and 1750, people began to build houses along this road. Middle Island was first known as Middletown but was called Brookhaven when the first post office was established in 1796. In 1811 Benjamin Hutchinson became the postmaster and changed the name to Middle Island. In those days,

the post office was usually in the postmaster's home. Benjamin Hutchinson was also the town clerk from 1850 until 1890. When Hutchinson died, his daughter Cynthia ran the post office until 1901. After that, Edward Pfeiffer became the postmaster, and the post office was located in his general store for over 60 years. Pfeiffer's Store was built next to an old house that had once been Brewster's Tavern, the stagecoach stop. At Pfeiffer's Store, people could get their mail, trade butter and eggs for the food they needed, and even make a call from the only telephone in town. This old historic place was burned down in 1971.

The oldest building in Middle Island was the Swezey House, built around 1750, on Middle Country Road. Unfortunately it burned in 1990.

There are many stories as to how Artist Lake got its name. It was first called Corwin's Pond, after a minister, Jacob Corwin, who lived near there. One story says that it was renamed so that artists would come to live there. One famous artist who did was Alonzo Chappel, who painted many important Revolutionary War battle scenes and historic people. His paintings now hang in museums all over the world. He lived at Artist Lake from 1969 until 1887, when he died and was buried in the Union Cemetery.

In 1812, a man named "Uncle Billy" Dayton planted some white pine trees on his land on the road to Yaphank. They soon grew so tall and beautiful that people who came to see them called them "The Pine Cathedral" and "Prosser's Cathedral Pines" after the next family to live there. Today, it is a Suffolk County park and there

is a camping area across the street.

After beginning in Coram in 1953, the public library moved to Yaphank, then to Middle Island in 1971. Finally, in 1988, the library built its first permanent structure on Middle Country Road and is truly the center of the communities served by the Longwood Central School District.

Yaphank

An early village was Yaphank, which was first called "Millville" because of the many mills that were built there. The name was changed in 1846 when the first post office opened and it was discovered that there were already 13 other Millvilles in New York State. So a prominent citizen, William J. Weeks, suggested the name "Yaphank" from the Native American word "Yamphanke" meaning "the bank of a river" because the Carman's River, first known as the Connecticut River, passes through Yaphank. People built dams on the river, forming Upper and Lower Yaphank Lake. Water from the lakes was used for power in two lumber mills and two grist mills (for grinding corn and grain) which were built just below the dams.

Yaphank was a busy village in the 1850's. The Long Island Rail Road had extended its tracks through Yaphank in 1844. Now a trip to New York City that used to take two days by stagecoach could be done in two hours. Many families from the city moved out to Yaphank, yet by train they could stay close to their relatives and businesses in New York.

The two churches in the village are very old. Yaphank

Presbyterian Church was built in 1851 and St. Andrew's Episcopal Church in 1853. One of the early members of St. Andrew's Church, William J. Weeks, was a very interesting man. He liked a new trend in architecture which claimed that octagonal buildings (having 8 sides) had more room inside, were brighter, and easier to heat. He built his house in an octagon shape. He also designed to second Yaphank school as an octagon in 1852. When a new school was built, a large door was put in the old octagon school and the firetruck was parked in it for many years. Although both buildings are now gone, a replica of this unique school can be found behind the Yaphank Firehouse.

Yaphank had two general stores, run by Roswell Davis and Charles Howell. Everyone had horseshoes made for their horses at Iverson's Blacksmith Shop.

During World War I, a training camp for soldiers was built near Yaphank and named Camp Upton, after a famous Civil War general, Emory Upton. The camp was on 10,000 acres of land. The most famous soldier to train here was Irving Berlin, who later wrote many songs and musicals that are well-known today. He put on a show at the camp called "Yip, Yip Yaphank" with songs like "Oh How I Hate to Get Up in the Morning", about hearing the bugle blow to wake up the soldiers. When the war ended, the camp was closed. It was used again during World War II, then became Brookhaven National Laboratory in 1946.

Ridge

Another early settlement was Ridge, which was first called

Randallville. Stephen Randall was the first person to build a home there in 1728, and for years nearly all the residents were Randalls. On some old maps, it is also called Ridgeville. The Ridge School was built in 1872 and children went there until the new school was built in 1952. The little school was also used as a church on Sundays. In 1980, it was moved to the Smith Estate (Longwood) and is being restored to show what it was like to go to a one-room schoolhouse.

The Longwood library and school district take their name from the huge estate once owned by the Smith family. Back in 1691, Colonel William Smith bought from the Native Americans a large tract of land that extended from Middle Country Road down to the ocean at Mastic. He called his estate the Manor of St. George, after the kind of England. The northern part, past Yaphank, was first called Long Swamp, because of the many ponds and swamps. It was used as a pasture for cattle, and for farming and woodcutting. Many generations of Smiths lived there for almost three hundred years. William Smith, grandson of the colonel, built the manor house there in 1790, and called it Longwood.

Lake Panamoka

At the East end of the Town of Brookhaven is an area and community called Lake Panamoka. The area was considered Wading River until the 1950's.

The Lake area has an interesting history. The Indians used this Lake as hunting and fishing grounds for many years.

Arrowheads found at the Lake have been dated. They range from thousands of years old, (5000 yrs), to the 1700's. When early homes were being built and dirt moved, arrowheads were always found. In early Spring, the Lakeshore was always a treasure of arrowhead relics. The Lake was the Summer residence of the Indians, in the winter the Indians moved off the Lakeshore and near various Ponds that exist in the area. It is warmer where the wind is not blowing across an open expanse of water or ice. Many Indian relics have also been found, near some Ponds still in wooded areas around the Lake. The original name of the Lake was Long Pond. In 1728, the area was allotted to Samuel Akerly, "reserving to the town all necessary and convenient roads and watering places not to be hindered".

Almost 200 years later, Brookhaven Town Trustees gave a quit-claim to Walter and Peter Heidelberger, brothers, of Brooklyn, with title "in the water and land under the water of the pond and portions thereof included within bounds of the premises". The Lake area has since remained entirely privately owned. Except for land acquired by the Town for non-payment of Real Estate Taxes and some non-salable lots given to the Town as forever wild areas.

The brothers, during the years of 1900-10, acquired large tracts of land both North and South of Jericho Turnpike. In 1917, the U.S. Government acquired the area South of Jericho. Camp Upton induction center was established. Some of the area North of Jericho and adjacent to Long Pd. was acquired for a rifle range and buffer zone, including the two ponds on the West side of the Lake.

In 1918 the brothers sold the remaining property including Long Pond to the Queens Council BSA and Camp Newcomb was established. During the depression the Queens Council was unable to meet the financial obligations. BSA surrendered most of the property back to the brothers including the Lake itself. Alpine Realty Inc. was established and development began. Sometime during this era, the name of the Lake was changed from Long Pond to Lake Panamoka.

Camp Newcomb still existed for many years. A BSA troop accompanied by adults would show up for a few day stay. The ranger's (caretaker) house is still at the start of Long Pond Rd. It is a rebuilt edition of the original home of either Revolutionary War patriot Henry Hudson, or loyalist Major Frederick Hudson. The swimming counselor's cabin is the small house next door. A barn, (BSA sleeping quarters), behind the ranger's house has been renovated into a home. To the Northwest were cabins in the woods. Along Doris Trail. were tent sites. At the Southeast corner of Doris and Long Pond Trails was a large baseball field. Further along Long Pond Road was a huge stand of Pine trees, Indian totem poles and iron gates, i.e. the camp entrance. Large pine trees still stand behind the homes on the South side of Long Pond Road. Access to the Lake was owned by a clergyman. He allowed the Boy Scouts to establish a beach. The camp was sold in the late 50's. South and East of the camp property was farmland during World War II. This area is behind the homes on Manhasset Trail. Some of this land in its present, undeveloped state, will be known

as Panamoka Preserve.

Alpine Realty sold land at the Lake until 1940. Lake Panamoka Inc. sold land thereafter. The area included several small ponds. The pond behind 1st beach was opened into the Lake late in 1947, (the boat basin), adding Lakefront property. A development map, dated 1940, shows the isthmus already open. The Lake was developed in sections. The area between East Pond (corner of Lakeside and Manhasset Trails) and 2nd beach was first. The original homes were usually small summer cottages. Most have been expanded and winterized. The next area was on the West side between the ponds, then the North end and finally the homes on the South end. The Lake had gone from a Summer colony to year round community.

The initial maps approved by the Town of Brookhaven Planning Board on Jan. 3, 1940 primarily includes plots of 1/8 to 1/4 acre. This density may have been acceptable in 1940 for a summer community. The area is now a year-round community and the small size of the plots has caused well water problems. There are many areas of contamination. This exists even in areas where 2 or 3 lots were purchased, producing approximately 1/4 acre sites. External water is now available but what is happening to the underground water. The Lake itself has no inlets, except for precipitation and man-made runoffs, or outlets it is fed by the underground water table.

New development in the area on open land sites must be on significantly larger sites. Are 1 acre sites large enough? There are still large undeveloped tracts of land, some with Ponds, on

Lake property. There area also smaller tracts of land, not on Lake Panamoka property, which are still undeveloped. This land, Ponds, associated Wetlands and tracts of native vegetation have to be preserved and protected.

Historic Listings

Ridge:

1. The Smith Estate. Located on the east side of Smith Rd. and the north side of Longwood Rd. Manor House built in 1790. In very good condition. Located on original site. Currently has historic landmark status.
2. The Ridge School. Located on the southern portion of the Longwood Estate. Built in 1872. Original site southeast corner of Ridge Rd. and Middle Country Rd. Historic Landmark.
3. The Randall Cemetery. Located just west of the William Floyd Parkway and about an eighth of a mile north of Whiskey Road. Cemetery is Town maintained. Some vandalism has occurred.
4. The Randall House in White Pine Grove. Located on the south side of Whiskey Rd. just east of Wading River Hollow Rd. Built prior to 1919.
5. Camp Upton Trenches and Bunkers WWII Training Trenches. Located on the grounds of the Brookhaven Rifle Range. The trenches were declared eligible for the National Register of Historic Places.
6. Robert Randall House. Located on the north side of Middle Country Rd. east of Wading River Hollow Rd. and west of Woodlot Rd. Built mid 19th century.
7. Baier Lustgarten sign. Located on the grounds of the former Robert Randal House. Circa 1930. This sign is one of the oldest samples of neon in the area.
8. Cooperative Hunting Area, Hunter Check Station. Located north of Route 25 between Ridge Rd. and Wading River Hollow Rd. Built prior to 1900.

Camp Upton

1. During W.W.I a training camp for soldiers was built south of Middle Country Rd. on the east side of William Floyd Parkway, and named Camp Upton. The camp was on 10,000 acres of land. In September of 1917 up to 30,000 men lived there in tents. Camp Upton reopened again during W.W.II. In 1946 it became Brookhaven National lab. BNL is an internationally known research facility.

Lake Panamoka

1. Lake Panamoka was first known as Long Pond, and was a Boy Scout Camp in the 1920s.
2. Hudson House. Located on the north side of Long Pond Rd. Built in the 18th Century. In good condition.

East Yaphank

1. Walter T. Shirley a real estate promoter and developer, began promoting the area in 1922.
2. The Brookhaven Airport is located in East Yaphank, and will soon house Dowling's College National Aviation and Transportation Center.

Middle Island Historic

Important Historic Houses which remain in area.

1. H.D. Petty House. Located on the north side of Middle Country Rd. across from P.C. Richards. Built prior to 1873. Condition good. Located on original site. Does not have historic landmark designation.
2. Bayles House, Middle Country Rd. Middle Island. Located on north side of SR 25 across from Rainbow Ranch. Built prior to 1906. Currently in excellent condition, used as real estate office. Located on original site. Thomas R. Bayles wrote complete history of the area. Does not have historic landmark designation.
3. Hudson House, Old Middle Country Rd. Middle Island. Built in 1858. Important for Greek Revival Architecture. Currently in poor condition. Currently vacant. Located on original site. Located within historic district. Has historic landmark designation.
4. Middle Island Presbyterian Church. The Church is located on SE corner of Middle Country Rd. and Church La. First church built on this site in 1767. Current church built in 1837. Located on original site. Deed contains reverter clause property must be forever used as "Presbyterian Meeting House". Condition excellent. Currently used as Church.
5. Davis House.
6. Swezey Brick House. Located on west side of Oakcrest Dr. across from Nursing Home. Built prior to 1797. Fire place in every room. Currently used as residence. original site. Condition good. Does not have historic landmark designation.

7. George Albing House. Located on north side of Coram Swezey Town Rd. Built prior to 1909. Condition excellent. Currently used as residence, working farm. Original site. Does not have historic landmark designation.
8. Charles Edwards House. Located on south side of Coram Swezey Town Rd. and east side of Mill Lot Rd. Built in 18th Century. Edwards on 1857 map. Currently vacant. Land still farmed. In fair condition. Original site. Does not have historic landmark designation.
9. Edwin Edward's Farm. Located east side of Coram Swezey Town Rd. House located here on 1757 map. In 1837 the owner was Edwards. House rebuilt in 1940. Currently residence. Active farm. Barns sited not seen from road. Condition good. Does not have historic designation.
10. Methodist Church. Located east side of Middle Island-Yaphank Rd. adjacent to Cathedral (Prosser) Pines. Built in 1860. In good condition. Currently vacant. Does not have historic landmark designation.
11. Dayton House. Located on east side of Middle Island-Yaphank Rd. on the property of Cathedral Pines County Park. Built in 1820. One of the earliest farms of the area. Currently vacant. In good condition. Original site. Does not have historic landmark designation.
12. School Administration Building. Located on east side of Middle Island-Yaphank Rd. Built in 1920. In excellent condition. Currently used as school Administration Building. Does not have historic landmark designation.
13. Davis House. Located on west side of Middle Island-Yaphank Rd. Built prior to 1858.
14. East Middle Island School, located on CR 21 in Middle Island.

Gordon Heights

1. Named for "Pop Gordon who originally owned much of the land. In 1927 a land developer named Louis Fife bought "Pop" Gordon's hotel and property and began selling plots of land to African Americans living in NYC.
2. Community Baptist Church. Located on Granny Rd. and Belport La. Built in the 1940s. Good condition.
3. Gordon/Fife/McNeese House. Located on the north side of Granny Rd. Built in 1836. Converted to a Casino known as the "Black Pearl." Damaged by fire in 1981.

4. Mrs. Armstrong's House. Located on the northeast corner of Dunbar Ave. & Rose Ave. Built in 1927-28. In excellent condition.
5. Mr. Lowry's Casino. Located on the north side of Granny Rd. east of Mill Rd. Built in 1953. In good condition.
6. Mary AME Zion Church. Located on the north side of Granny Rd. east of Mill Rd. Built in 1953.
7. Saint Michael's Recreation Center. Located on the west side of Wilson Ave. Built in 1947. In good condition.

Coram

1. The Lester Davis House. Located on the northeast corner of Middle Country Rd. and Mt. Sinai, Coram Rd. Oldest part of house dates from 1750 and was a tavern during the Revolution.
2. The Trinity Methodist Church and the Old Baptist Cemetery: Located on Old Middle Country Rd. near the intersection of Middle Country Rd and Rt. 112. Built in 1848 and moved to present spot in 1858. In good condition.
3. The Mott House. Located on southeast corner of Middle Country Rd. and Homestead Dr. Date of construction unknown. In good condition.
4. The Emma Norton House, and Old Post Office. Located near the intersection of Middle Country Rd. and 112, 325 Middle Country Rd. Built previous to 1886. Condition good.
5. Old Coram School House. Located on the north side of Middle Country Rd. west of the Fire House. Built in 1900. In excellent condition.
6. Grace and Minnie Davis House. Located on the north side of Middle Country Rd. east of the Lester Davis House. Built in 1841 from the clay pit directly across the highway. Due to fire presently in poor condition.
7. Site of Town Poor-House and Burying Ground, north side of Middle Country Rd. just east of entrance to "La Bonne Vie" apartments in Coram.
8. Saint Francis Church. Located on the south side of Middle Country Rd. Built in 1953 in excellent condition.
9. Deck World: Swezey House; Located on north side of Middle Country Rd. first house east of the intersection of Homestead Dr. The house was moved a short distance. Condition good. Date of

construction unknown.

10. Lopped Trees. First is located on property of Brookwood village on Old Town Rd. and the second is located opposite the intersection of old Town Road and Paul's Path.

11. The Smith House. Located on the north side of Old Town Rd. and Rt. 112. Condition excellent. Built prior to 1873.

12. The Smith Cemetery. Located on the south side of Old Middle Country Rd.

13. The Washington Memorial Park Crematorium. Located on the northwest side of Canon Rd. just north of Whiskey Rd. Built in 1948. In excellent condition.

14. The Wm. Davis House/The Hunt Club. Located on the west side of Coram Rd. south of Coram Swezey Town Rd. Built prior to 1873. In good condition.

15. Daniel R. Davis Wildlife Sanctuary. Located north of Middle Country Rd. on the west side of Mt. Sinai/Coram Rd.

16. Davis Barn. Located on the west side of Coram Rd. in back of Suffolk Co. Federal Savings. Built in 1780. In excellent condition.

17. Phanemiller House/Ephelant House. Located opposite the North entrance to the Holy Sepulchre on Rt. 112. Built in 1836.

18. Brewster Terry House. Located on the north side of Granny Rd. 337 Granny Rd. Built prior to 1857.

19. Hammond/Higbee Manzoni House. Located on the north side of Mill Rd. Built prior to 1797. In good condition.

Table 1
Houses and Other Historic Sites and Buildings in Yaphank
Historic District

<u>Building Name</u>	<u>Street Loc.</u>	<u>Date</u>
Weeks House	Main St.	c 1827
Site Weeks' Octag. Hse.	Main St. & Yaphank Ave.	1854
Michael Hololob House	Main St.	c 1843
Mary Louise Booth House	Main St.	1823
Anthony House	Main St.	
St. Andrew's Epis. Church	Main St.	1853
Howell-Overhoff House	Main St.	
Hammond House	Main St.	c 1844
De La Marca-Kovarik House	Main St.	
Homan-Gerard House	Yaphank Ave.	Prior to 1814
Gerard Mill Site	E. Side of Yaphank Ave.	
Hawkins-Jacobsen House	Yaphank Ave.	c 1850
Yaphank Community Shop	Main St.	
Yaphank Garage	Main St.	
Wittman Rabbitry	Main St.	c 1800
Stroud House	Main St.	1928
Ypnk Lopped Trees Dist.	N. Side of Main St.	
Luhly House	Main St.	1853-1873
Greener House	Main St.	1873-1888
Neuss-Williams House	Main St.	1850-1860
Sylvester Homan House	Main St.	Prior to 1873
Richard Homan House	Main St.	c 1790
Yaphank Union Cemetery	N. Side of Main St.	1870
Engelbach House	Main St.	c 1867
M.I. Cent. Sch. #12 Bldg.	Main St.	1926
Mouzakes House	Main St.	1869-1870
Horace S. Overton House	Main St.	1860
Lakeview Bldg.	Main St.	1895
Joseph Hololob House	Main St.	Bet. 1873-1888
Agnello House	Main St.	Bet. 1873-1888
Herbert House	Main St.	Bet. 1858-1873
Cook House	Main St.	1773-1800
Ripple House	Main St.	Prior to 1873
Yaphank Pres. Church	Main St.	1851
Presby. Parsonage	Main St.	1874-1880
Arthur Davis House	Main St.	
John Ed Davis House	Main St.	Prior to 1873
Homan House	Main St.	Prior to 1863
Saggese House	Main St.	Prior to 1873
Serino B. Overton House	Main St.	1860
Overton-Schmidt House	Main St.	Prior to 1873
Stills House	Main St.	1918-1920
SF Norton House	Main St.	1846
Norton House	SW Coram Rd. & Main St.	1840

Table 1 cont'd
Houses and Other Historic Sites & Buildings in
Yaphank Historic District

<u>Building Name</u>	<u>Street Loc.</u>	<u>Date</u>
Swezey-Avey House	Md. Isl-Ypnk Rd.	Prior to 1873
Hoeffner House	Md. Isl-Ypnk Rd.	1800
I. Mills-N. Tuthill House	Md. Isl-Ypnk Rd.	18th Cent.
DD Swezey House	Md. Isl-Ypnk Rd.	1750-1760
Hawkins Cemetery	E. side M.I.-Ypnk Rd.	
Robert F. Hawkins House	W. side M.I.-Ypnk Rd.	
Mini-Rep. Octagon Firehse	Everett Dr. & Ypnk Rd.	1876
M. Homan House	W. side M.I.-Ypnk Rd.	1858
Site of M. Homan House	W. side M.I.-Ypnk Rd.	
Philips House	436 A M.I.-Ypnk Rd.	1848 or 1861

Table 1B
Other Historic Sites in Yaphank Area

C. Dayton House	W. side M.I.-Ypnk Rd.	Prior to 1858
S.W. Randall House	E. side M.I.-Ypnk Rd.	Prior to 1836
Howell House	S. side Mill Rd.	Prior to 1873
Ziegfried Park Dist.	W. side Yaphank's UP Lake	
Camp Sobaco Dist.	W. Bank Carman's Rv.	
J.P. Mills House	N. of Gerard Rd & LI Ave.	Pre 1858
A. Cook House	End of N. Side LI Ave.	Pre 1873
Suffolk County Home	SW Crn. Yaphank & LIE	1936
County Farm Hay Barn	S.C. Farm, Yaphank Ave.	1871
Farm Manager's House	S.C. Farm, Yaphank Ave.	Mid 19th C.
J. Brown House	N. side of Park St.	1862
LI RR Brick Arch	E. of Yaphank Ave.	1844

Historic District

The Town of Brookhaven created an historic district in the Main Street area of Yaphank to preserve a concentration of older structures. The district extends from the Long Island Expressway to the lower Yaphank Lake area on both sides of Main Street.

Within this area are many structures that date back to the middle of the 19th Century (see Table 1).

The historic district contains 42 homes and a dozen other sites and commercial or public buildings. Just outside of the designated historic district are a dozen more buildings of historic importance. These are shown in Table B.

At one time there were plans to widen Main Street, however, this proposal has now been abandoned. Therefore there should now be an effort to restore the remaining buildings that require restoration to create a mix of residential, public and commercial uses that would resemble a community center of the mid 19th Century. County and town owned parkland that borders the Carman's River can provide visual and scenic access to the river. The remaining vacant land should be developed with structures that maintain the low intensity use with a similar architectural style to adjoining homes or business uses. Ultimately, the Yaphank Historic District should maintain its character as an oasis in an area of continual new development and become an area where tourists, area residents and district homeowners coexist.

DEMOGRAPHIC PROFILE

Data that is tabulated on a school district basis from the 1990 decennial census does not become available until late 1993. However, in order to obtain some indication of the school district demographic profile, the twenty-two component census tracts that are wholly or partially within the district can be used.

Table 2 shows the tracts and portions of tracts in the District with total population, housing units and two age groupings.

The total population of over 50,000 makes Longwood one of the largest districts on Long Island. Even though the total housing units are almost 20,000, the district has a below normal number of persons per household, 2.63, which keeps the overall population lower than it could be. The mix of apartments, small single family or co-op units and Leisure Village account for the small number.

In terms of public school age and pre-school children, the district has a high 27% or 13,745 of the total. Almost 14% of the total population are over 65. This means that 41% of the District is either under 18 or over 65 years of age. This fact accentuates the problem of local funding for education that relies solely on the property tax. Since moderate cost housing results in a revenue drain on the school district, it is essential to sound planning to address this dilemma by giving consideration to the use of impact fees on residential development, and to promote nonresidential growth in the planned industrially zoned lands in the district. The size and affordability of many of the housing units have been an attraction for families with children. At the other end of the scale the district also has one of the highest percentages of senior citizens for a growing district.

The in-migration of seniors began in 1970 with the first phase of Leisure Village. The tract that contains Leisure Village, 1584.06, has just over half of the population over 65. As the

community further matures and the older population lives longer the number of senior citizens will continue to increase.

Land Available for Development

The existing land use map shows large tracts of land that can be subdivided in all the component communities in the school district with the exception of Gordon Heights and Shirley. The present zoning allows single family homes on 1 acre, 2 acre and 5 acre lots. Multifamily 1 zoning and Planned Retirement Community allow 7 units per acre, while Planned Retirement Community 3 zoning permits up to 11 units per acre. The subdivision of the land in 1 acre category could yield 2,481 dwellings, the 2 acre, 253 dwellings and the 5 acre zone only 179 homes. Table 3 shows the previous three categories for each of the community or part of a community that is within the Longwood School District.

Almost all of the upzoning to 1, 2 and 5 acres has occurred in the last decade. Therefore, the large vacant or farmland tracts will produce much less future population than when the district was generally zoned for a large amount of third acre and half acre dwellings. The 5,000 acres in low density zoning could produce only 3,000 homes, homes the 318 acres zoned multi-family could result in over 2,300 units.

In addition to the above, there are 1,659 subdivided lots available for development. Many of these are on old filed maps and others are on subdivisions that were begun but not completed due

Longwood School District

1990 Population Estimates Based On The 1990 Census

1980 Tract	1990 Tract	Tract Pop.	Housing Units	Pop. Under 18	Pop. 65+	% of Tract In Longwd	Pop. In Longwd	Hous.Units In Longwd	Pop.< 18 In Longwd	Pop. 65+ In Longwd	
1581.13	1581.97	1,568	601	407	310	5.7%	89	34	23	18	
1583.09	1583.09	3,654	1,238	1,081	297	98.9%	3,614	1,224	1,069	294	
1583.10	1583.10	2,430	834	631	493	100.0%	2,430	834	631	493	
1583.11	1583.11	4,559	1,387	1,574	275	0.1%	5	1	2	0	
1583.12	1584.01pt	8,596	3,870	2,343	1,073	0.0%	0	0	0	0	
1583.13	1583.13	8,331	2,897	2,310	654	26.7%	2,224	773	617	175	
1583.14	1581.98	1,137	545	247	127	98.0%	1,114	534	242	124	
	1583.15	4,711	1,529	1,455	204	100.0%	4,711	1,529	1,455	204	
	1583.16	4,349	1,313	1,255	204	65.0%	2,827	853	816	133	
1584.01	1584.01pt	8,596	3,870	2,343	1,073	0.1%	9	4	2	1	
1584.03	1584.03	1,850	731	521	129	100.0%	1,850	731	521	129	
1584.04	1584.05	3,573	1,209	1,242	212	70.0%	2,501	846	869	148	
	1584.06	6,376	3,492	900	3,417	98.0%	6,248	3,422	882	3,349	
1587.04	1587.04	6,361	2,614	1,393	718	70.0%	4,453	1,830	975	503	
1587.05	1587.05	2,200	742	710	186	100.0%	2,200	742	710	186	
1587.07	1587.07	1,551	503	392	334	100.0%	1,551	503	392	334	
1587.08	1587.08	3,568	1,619	831	265	100.0%	3,568	1,619	831	265	
1587.09	1587.09	2,046	855	443	154	100.0%	2,046	855	443	154	
1587.10	1587.10	3,582	1,286	1,152	177	99.7%	3,571	1,282	1,149	176	
	1594.10pt	2,508	988	743	157	0.0%	0	0	0	0	
1587.11	1587.11	3,776	1,527	855	507	13.7%	517	209	117	69	
1587.12	1587.12	6,737	1,923	2,019	334	6.4%	431	123	129	21	
1591.04	1591.07	3,681	1,113	1,096	253	0.0%	0	0	0	0	
	1591.08	7,080	1,895	2,459	268	0.6%	42	11	15	2	
1591.06	1591.06	3,773	852	1,220	143	3.0%	113	26	37	4	
1594.03	1594.07	4,982	1,457	1,698	301	100.0%	4,982	1,457	1,698	301	
	1594.08	4,948	1,518	1,671	311	7.0%	346	106	117	22	
1594.05	1594.09	6,782	2,562	1,950	825	0.2%	14	5	4	2	
	1594.10pt	2,508	988	743	157	0.0%	0	0	0	0	
TOTAL								51,457	19,556	13,745	7,107
\Longwood									2.63 PPH	26.7% < 18	13.8% 65+

TABLE 2

to current economic conditions. The majority of these lots are smaller than the zoning that prevails today. Therefore, the prevailing residential zoning and the previously subdivided land could produce 6,032 additional dwelling units. Sound planning according to the Special Groundwater Protection Area Plan calls for 5 acre zoning. Such zoning would protect the groundwater and mitigate the impact on the district. In addition, the intensification of the housing proposed for the Breslin property (NSP) presents a double negative -- too many units and the subsequent deminution of commercial and industrial development on his holdings.

Future Population

The numerical population growth in the Longwood School District between 1970 and 80 was just under 25,000 or over 175%. The total went from 13,803 to 38,310. In the next decade the numerical growth was cut in half. The 1990 figure of 51,457 represented a 35% growth in the last decade which is still significant in slow growth Suffolk County. The final phase of growth in a school district is the point of saturation when all available land has been used. The phase does not occur rapidly for a number of reasons. First the prices tend to go up when there is little developable land available, thus slowing larger scale growth. Second, there is more local resistance to losing vacant land as recent arrivals and earlier residents combine to retain as much open space as possible. Extensive open space acquisitions and large scale upzoning has already happened in the 1990's so the

TABLE 3

LONGWOOD S. D. -- LAND AVAILABLE FOR DEVELOPMENT

COMMUNITY	ZONING 1 ac	LOTS x .75	PEOPLE	ZONING 2 ac	LOTS x .40	PEOPLE	ZONING 5 ac	LOTS x .20	PEOPLE	ZONING HF 1, PRC	UNITS x 7	PEOPLE	ZONING PRC 3	UNITS x 11	PEOPLE	SUBD.LOTS	PEOPLE	TOTA
CORAN	741 ac	556	1779	-	-	-	-	-	-	89 ac	625	1375	33 ac	363	798	1226	4291	8243
HILLER PL	17 ac	13	42	-	-	-	-	-	-	-	-	-	-	-	-	-	-	42
MIDDLE IS	808 ac	606	1939	52 ac	21	67	202 ac	40	128	-	-	-	-	-	-	65	228	2362
GDN BTS	40 ac	30	96	-	-	-	-	-	-	-	-	-	-	-	-	74	259	355
MEDFORD	405 ac	304	973	-	-	-	-	-	-	13 ac	91	209	-	-	-	80	280	1453
RIDGE	596 ac	447	1430	581 ac	232	742	241 ac	48	154	183 ac	1281	2818	-	-	-	17	59	5203
TAPRANK	700 ac	525	1680	-	-	-	453 ac	31	291	-	-	-	-	-	-	147	515	2486
SHIRLEY	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50	175	175
S. D. TOT	3307 ac	2481	7939	633 ac	253	809	896 ac	179	573	285 ac	1997	4393	33 ac	363	798	1659	5807	20319

ultimate population of about 70,000 could be a few decades away.

There are two ways to calculate the maximum population for the district. One is shown below -- where the now population could be 20,319. This number is derived by using the following persons per household:

Zoning of 1, 2, and 5 acre lots	= 2913 x 3.2	= 9,321
Zoning for MFI, PRC, PRC3	= 2360 x 2.2	= 5,192
Subdivided lots	= 1659 x 3.5	= <u>5,806</u>
Total Population		20,319

The reasoning behind these assumptions is that the large lot zoning (1-5 acres) will be more expensive than existing dwellings and thus be less affordable for larger families. The subdivided lots conversely will be less expensive due to earlier subdivision or smaller lots. Therefore, these more affordable dwellings could accommodate more families with children. The typical rental; condominium or senior citizen units usually average just two persons per unit.

Another way to approach maximum population is to apply the current (1990) household size in each of the component communities that made up the district to the total expected dwelling units. This assumes the same mix of future housing that made the current ratio. The following table produces this saturation population:

Table 4
Longwood School District Communities

<u>Community</u>	<u>1990 H/H size</u>	<u>Dwelling ac- cording to Existing Zoning</u>	<u>Population</u>
Coram	2.93	2,770	8,116
Middle Island	2.63	732	1,925
Gordon Heights	3.39	104	353
Medford	3.41	475	1,620
Ridge	2.36	2,025	4,779
Yaphank	2.68	763	2,045
Shirley	3.52	50	176
		<u>6,919</u>	<u>19,014</u>

The above methodology results in over 1,000 fewer people, however, the earlier assumption appears more likely since the proportion of single family homes should be greater than during the 1970's growth period.

As was previously stated, these future development scenarios are based on current zoning applied to vacant or farmed land. Some large pieces of commercial or industrial land may never be used and instead rezoned for some residential density. On the other hand, there are parcels near the expressway that are residentially zoned and may not be desirable for such use.

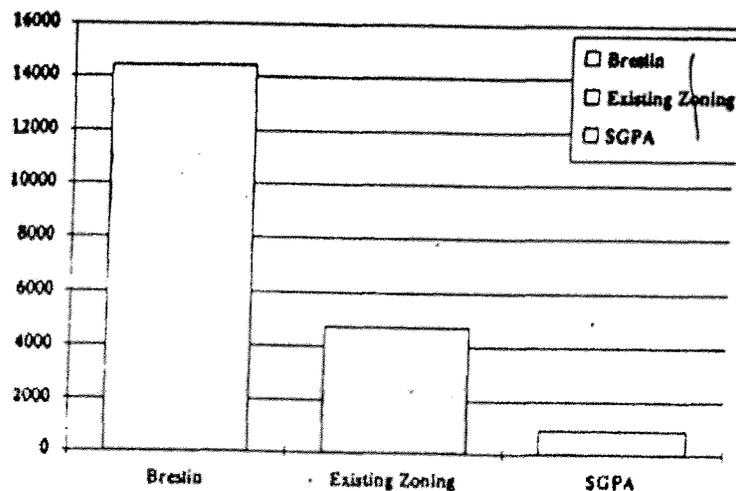
Marginal commercial uses often are viewed as desirable housing sites for multiple units. This could occur if future housing demand increases and limited residentially zoned land is available. Some of the North Shore Property holdings in commercial or industrial zones could yield additional dwellings depending on final acceptance of development proposals by the Town of Brookhaven.

And finally, over 2,000 resident students could be added to

the total population of the school district if all dormitory construction is completed by Dowling College at their new Transportation Center on the airport property in Shirley. This will not impact the public school population, but will increase the maximum population.

Due to the North Shore Properties (NSP) Proposal the ultimate population of the Longwood Community is uncertain. Mr. Breslin's Plan alone adds 14,431 people to our area. This means that all other land in the district could yield only 4,112 people if our ultimate population is to cap at 70,000 as predicted. Mr. Breslin's DGEIS contains 3 plans. His Intermediate Plan would add 23,042 people to our area, and his Maximum yield 37,155 people. Developing these parcels as per existing zoning would decrease the number of people generated by 9,718 people. Developing his parcels as per the recommendations of the SGPA Plan would decrease the number of people generated by 13,524 people. Please refer to the graph which follows. The Longwood community prefers the SGPA plan, allowing for modifications on lands which cannot be purchased.

Total Population



It must be stressed that the increase in population proposed in the NSP Proposal will have numerous negative subsidiary effects. These subsidiary effects include: an increase in air pollution, an increase in wastewater generated, a deterioration of water quality, an increase in the demand for public water, and an increase in the costs incurred by the Longwood School District. For a complete list see our presentation to the BOE concerning the NSP Proposal.

EXISTING LAND USE

At the present time more than one-half of the Longwood School District is either developed or set aside as permanent open or institutional space. The open spaces and institutional uses such as the DEC preserve, Brookhaven State Park, Southaven County Park, Brookhaven Lab and the Yaphank county Center have at least one half of the land area in the district. All of Washington Memorial Cemetery and the Granny Road Cemetery, Middle Island Game Farm, and Suffolk County's Cathedral Pines and Warbler Woods are in the district.

High density residential uses surrounded by single-family homes found in all five component communities within the district. The remaining portions of Lake Panamoka, Medford and Shirley contain single family units. Industrial uses are settled in Coram, Medford and Middle Island with the largest amount in Yaphank. Commercial uses are almost all along Middle Country Road and Route 112.

There are pockets of agricultural use in the center of the school district. The majority are expected to be lost to development. Therefore the district has new growth potential in about half of the land area. However, one of the stated goals is to encourage the preservation, and ecologically sound management of agricultural resources in the community. Therefore, the purchase of development rights under Suffolk County's Farmland Preservation Program should be actively pursued. Those significant areas include: Agricultural land lying adjacent to CR 21. These working landscapes greatly contribute to the aesthetic value of the Longwood Community. Agricultural lands lying off of Coram Swezey Town Road are aesthetically significant, and are of historic significance. Three historic farms lie off of Coram Swezey Town Rd. George Albing House, the Charles Edwards House, and Edwin Edward's Farm farmed since 1757.

It is recommended that Baier Lustgarten's Nursery lying south of SR 25 and west of Wading River Hollow Rd. and north of SR 25 and just east of Wading River Hollow Rd. be preserved either through the purchase of development rights or outright acquisition. Finally, it is recommended that the Suffolk Co. Farm which is located just north and south of LIE off of Yaphank Ave. in Yaphank also be kept in agricultural use. These areas deserve the attention and recommended protection of the Mini-Master Plan.

The expected new development will not double the amount of residential units since most of the remaining zoning calls for either lower density residential use or a mix of commercial and

industrial use. Most of the industrial growth will occur at the southern edge of the district which is outside of the Pine Barrens Preserve Area and the Special Groundwater Protection Area.

Open Space Network

One of the high priority goals is the creation of corridors of open space throughout the community. Areas of contiguous open space enhance air and water resources, provide important wildlife habitats, enable residents to identify with their communities by preserving important landscapes, enhance economic diversity, and of course provide residents with additional recreational opportunities close to home.

One such corridor of open space would run from Wertheim NWR to Rocky Point DEC Property, and would involve the following previously preserved areas: Southhaven County Park, a narrow piece of Town parkland running north from Main St. in Yaphank to Longwood Rd., Warbler Woods, Flower City, a Suffolk Co. Nature Preserve northwest of Warbler Woods, Cathedral Pines, and a 160 acre Town Parkland known as the Twin Ponds Nature Preserve. Some clustering of future developments and the preservation of additional areas are necessary to complete this greenway. Specifically, Jamshid Noghrey's property lying north of SR25 and west of Birchwood should be developed in low density residential, and clustered providing for a wide corridor of open space along its western and northern border. Secondly, the preservation of land located adjacent to Cathedral Pines Co. Park would enhance the viability of our

proposed greenbelt.

Thirdly, that property currently in agricultural use and located south of Cathedral Pines Co. Park, and east and west of CR 21 should be targeted for inclusion in Suffolk County's Farmland Preservation Program. Fourth, we concur with your recommendations that, that property which lies north of Warbler Woods, and the proposed NSP Greenbelt should be acquired and preserved. Fifth, the northern portion of parcel #10 in the NSP proposal should be dedicated and preserved. The preservation, through acquisition, TDRs, or clustering of the above properties would establish important links in our proposed greenway system, we, therefore, strongly encourage them.

A second greenbelt should also be created linking the following preserved areas: Southhaven County Park, Town parkland running north from Main St. in Yaphank to Longwood Rd., the Smith Estate, and the Rocky Point DEC property. To establish this greenbelt the parcels of land lying west of Smith Road must be developed in a clustered pattern allowing for a corridor of open space along the western edge of the properties.

Attention should be given to the Ridge Greenbelt Connection listed in the 1985 Brookhaven Open Space Study. The acquisition or clustered development of parcels west of William Floyd and north of Longwood Rd. and the establishment of an easement across BNL property would create a greenbelt connecting the Carmans River corridor in Yaphank with Brookhaven State Park in Ridge.

Housing

The Longwood School District has one of the most diverse mixes of housing of any of the larger districts in Suffolk County. The largest concentration of middle-income senior citizen housing exists at Leisure Village. Moderate cost to higher cost condominiums exist to provide for young couples looking for their first house and older couples looking for an opportunity to move to a maintenance-free environment. Private apartments are available along with publicly assisted units for seniors and families.

The single family homes range from older starter units to more expensive new developments. Converted seasonal homes and tract housing have allowed young people to afford a home in the district.

This housing diversity can be an important asset to the future stability of the district. A range of housing types and price range can encourage families to stay in the area as their housing needs change. This creates a real sense of community rather than just a suburban stopover.

New housing in the district should continue to be diverse. Activity centers can accommodate some multiple housing for seniors, singles and families. The Yaphank employment area will create a housing demand for expensive and inexpensive homes.

Outside of activity centers 5 acre zoning within the Central Suffolk SGPA will further enhance the diversity of the area by bringing with it upscaled homes. We also underscore that clustering should be encouraged to preserve large tracts of open

space.

Industrial Use and Reuse

Industrial activity is now a mixture obsolete and permanent uses in the district. Future plans should eliminate industrial reuse in some areas and concentrate others in planned groupings that could be eventually sewerred.

Sandmining should be completely phased out and the largest areas on Miller Place-Yaphank Road should be converted to residential uses. Further industrial development in Coram and Ridge should be curtailed by rezoning. The existing and proposed industrial parks in Yaphank should accommodate about all of the future industrial job needs in the area.

The Longwood Alliance does recognize that industrial activities are necessary for job generation and the stabilization of the tax base in the area. It is therefore recommended that a large segment of industrial development be located outside the SGPA. The siting of industries should be discouraged where groundwater will be unduly threatened. Specifically, Racannelli's property in Yaphank should be developed under the L-1 zoning classification. This property is located west of CR 101 and both north and south of the LIE. The Brookhaven R&D Industrial Park should also remain zoned for industry. However, industries which could potentially pollute the ground water should not be permitted on this site. Other industrial parcels which lie south of Long Island Ave. and close to the southern border of the school district

should also be designated as future sites for industrial development.

In order to keep the traffic impact of industrial development to a minimum, Suffolk County should offer incentives to employers to encourage them to adopt scattered work schedules for their employees. The use of high occupancy vehicle lanes could afford a limitation on the number of parking spaces which new industries can provide.

A P.U.D. should be used in the vicinity of CR 21 & SR 25, on the property currently occupied by Kogel Lumber Co. Those uses could include light industry.

Centers of Activity

A large portion of the Longwood School District contains clusters of medium to high density housing intermixed with commercial activity. Since a large part of the district is located in the Pine Barrens and SGPA, the retention of a large amount of open space is desirable. In order to accomplish this and provide for the social and economic needs of the current and future population, new commercial activity, public services and medium density housing should be concentrated where sewerage would be feasible. The Coram and Middle Island business districts should have enough infill and redevelopment to create pedestrian activity. In addition a small community service area in Ridge should be created where there is a concentration of non-residential uses. This would provide some community identity to this hamlet and decrease the demand for low intensity strip commercial on Route 25.

The allowed increase in commercial activity in these three centers should be coupled with a severe reduction in strip commercial zoning on the rest of Middle Country Road. The more substantial business uses should be zoned for highway business or commercial services which would exclude most retail. The remainder should be made non-conforming to encourage the elimination of obsolete uses and create a real separation between the activity centers. This in between frontage can be used for inward facing single-family homes, or two family or professional uses with access to the main road.

The Yaphank hamlet has the potential for being three centers of activity surrounded by low intensity park and residential uses. The aforementioned historic district is one to serve the local community with business and public services while having some attraction for limited tourism. The North Shore Properties at William Floyd Parkway and the Long Island Expressway have the potential to be a regional commercial services center. The part of Yaphank south of the Long Island Expressway is expected to be a regional employment center similar to Hauppauge where there is a mix of industrial and office jobs in both the public and private sector. (See Existing Land Use map.)

A high priority goal is to encourage the creation of unique identifiable community centers. These community centers in which people are encouraged to interact should be in Coram, Middle Island, Ridge, and Yaphank, with community enhancement occurring in East Yaphank, and Gordon Heights. The development of people

friendly streets and downtowns is an important goal. Designated community centers should allow for higher building densities; setback relief, and an integrated pattern of landuses. Interaction should be encouraged by planning for a diversity of uses within the downtown area. Amenities, such as pocket parks, and public buildings such as libraries, and post offices which encourage people to be on the streets, and thus enhance their safety, should be planned within the center of communities.

To encourage pedestrian activity large expanses of blacktop parking areas should not lie along street frontages. Municipal parking should be located behind stores, and paid for and maintained by developers, but shared by all businesses. Sidewalks and bikepaths should line the roadways. These sidewalks should be wide enough to encourage activity, i.e. 6 to 8 feet wide.

Streets within designated community centers should be as narrow as practicable, i.e. a single lane in each direction, a bike, or curb lane, with turning lanes at certain intersections. They should also be divided into blocks for intersection signalization. Speed limits through these areas should be no higher than 30 MPH. Block length should be relatively short, and where blocks do not exist entrances to municipal parking may be placed.

Ideally, stores should be located as close to the street as possible, thus developing a pattern of continuous store fronts. However, it is recognized that the automobile continues to be the main mode of transportation for most people, and that therefore, a

mix of setbacks is necessary to allow for some street side parking. Special attention must be given to the aesthetics of parking areas and their relationships to pedestrian activity.

The aesthetic appeal of the downtowns must also be addressed. Street trees are of particular importance, and should be required in site plan review. Trees can serve to separate the pedestrian from the automobile, and add to the attractiveness of the downtown area. To further enhance the aesthetic appeal of these community centers a sign ordinance must be adopted and enforced. The proliferation of signs along highways are a form of visual pollution which detracts from the attractiveness of our communities, and diminishes the pleasure of shopping within our downtowns. Finally, an architectural review board with input from the community should be established.

Coram

Specifically, the Coram community center in need of a community park, and the enhancement of its extremely significant historic past. An appropriate location for a community park is the current Coram Airport site, also known as the Coram Wetlands. A neighborhood park should be located at the site of Mooney Pond south of SR 25 off of Paul's Path, and Mooney Pond Rds. It is stressed that any area which is densely developed will be enhanced by the location of a properly sited community park.

Pedestrian activity should be encouraged within the densely developed Coram area by providing sidewalks, and bikepaths. Sidewalks should be provided up Mount Sinai Coram Rd. to Coram

Elementary School, and along SR 25 from the 6th Precinct to west of 112.

Bikepaths should be extended the length of SR 25 throughout the Coram, Middle Island, Ridge area. Site plans must reflect the communities desire for pedestrian activity and should not include parking lots fronting SR 25.

Any "infill" which takes place should include a mix of uses and should not be exclusively dedicated to commercial activity. Commercial, light industrial, and residential activity should front the roadway, and provide for pedestrian access. Parking must be placed in the rear. The center of Coram is located at the crossroads of Rt. 112 and SR 25. Development should radiate out from this center. Intense development should occur within a distinct zone with less intense development occurring on the peripheries, thus allowing for separation between communities. Side streets and intersection signalization should be added to this activity center.

Middle Island

The crossroads of CR 21 and SR 25 is the natural center of the Middle Island community. Lying on the south side of SR 25 is the Longwood Library, and the Middle Island Post Office. The location of these two public buildings at the center of town is a real plus for the future development of a vibrant community center. This area is the natural hub of the community. It holds tremendous potential to be developed diversly, thus promoting interaction. A mix of uses should be planned here. Commercial, light

industrial, and residential uses should be encouraged for this activity center. Intensity of development should radiate out from the crossroads of SR 25 and CR 21 with less intense development located on the peripheries, and thus allowing for separation between communities.

The Middle Island Center should also include side streets with intersection signalization. Stores should be located as close to the street as possible with parking provided in the rear perhaps in municipal lots.

A community park within this activity center would enhance interaction and bring us closer the goal of encouraging people-friendly streets and downtowns. This community park could be located in the area which is currently the Globe Mark parking lot, or across the street in the vicinity of Kogel Lumber. The new Middle Island Nature Preserve lies on the north side of SR 25 and holds the potential for a passive recreational area in the center of the community.

This plan also calls for the realignment of SR 25 which should be shifted slightly north where it passes Artist Lake to provide for a buffer of open space along the northern border of the lake. This buffer would be appropriate for park/recreational use.

In addition, pedestrian safety is a high priority, and therefore sidewalks and bikepaths should be provided for the Middle Island activity center. Sidewalks should be extended from the center of town, down CR 21 to the Middle School. A bikepath should extend from Whiskey Rd. south on Cr 21. A bikepath should be

created which would run the length of the Tallmadge Trail, and this route would connect with the previous proposal.

Ridge

The Ridge area currently includes high density affordable housing, Ridge Haven Village, PRC's Leisure Village, and Leisure Knolls, single family housing, large areas of dedicated open space, Brookhaven State Park, Firemans Park, the Middle Island Game Farm, and is slated to receive much of the North Shore Properties (NSP) high density residential development. Future development should be clustered into activity areas, areas which include a mix of uses, and are intensely developed. This would both preserve the greatest amount of open space, and reduce the need for lengthy automobile trips. Whatever density Mr. Breslin receives should be concentrated into activity centers which enhance pedestrian activity and preserve areas of open space. This plan does not support the densities proposed by North Shore Properties. It is recommended that pocket parks, and multiple street connectors which reduce the amount of traffic on each street should be a part of NSP site plans. All commercial development east of the William Floyd Parkway should be eliminated by converting the existing commercial zoning on vacant parcels to other residential categories.

Yaphank

Any development occurring on Yaphank's historic Main Street should be compatible with its historic past. Town of Brookhaven's Historic District Advisory Committee Guidelines Handbook for designs which constitute appropriate development within an historic

district are a good guide. NSP's proposal also reaches into Yaphank. Parcel #10 which is located east of Charles E. Walters Elementary School should be clustered to preserve the greatest amount of open space, particularly the northern most section of the parcel. A community park should be located adjacent to school property. A recreational hub with railroad access should be established south of the LIE between exits 66 & 67. Parcel #12 in the NSP Proposal should be developed as a mixed use activity

center, thereby reducing traffic impact on adjacent roadways. An activity center which includes commercial, industrial, and residential uses should be planned here.

East Yaphank

East Yaphank is currently densely developed and also desperately needs community parks, sidewalks and bikepaths. East Yaphank includes a section of the Brookhaven Calabro Airport, and Parcel #13 of the NSP Proposal. The airport has a negative impact on the quality of life of nearby residents.

The northwest portion of the Airport will be converted to Dowling's National Aviation and Transportation Center. Bike and walking paths will be established within the Center. It is recommended that Dowling promote the use of alternate transportation by including in its traffic mitigation measures the establishment of bike and walking paths outside of its campus. Its site plan should also include some commercial activity and parkland which both the community and Dowling can share.

Sidewalks and bikepaths should run the length of Moriches Middle Island Rd., and small community parks should dot the area.

Parcel #13 should be developed as a transportational hub, thus enhancing mass transportation in the area. An activity center which includes commercial, industrial, and residential uses should be planned here.

TRANSPORTATION

The low density development pattern in the school district means that the private automobile is clearly the most important form of transportation. However, a future development pattern that contains more activities in a few central locations could reduce that dependence.

Even though many of the major and secondary roads traversing the district are inadequate to accommodate today's needs, some of the state and county roads are designed to handle future traffic demands. The six lane Long Island Expressway is below capacity and could have service roads completed between Holbrook and Yaphank to increase capacity in peak periods. There are no current plans for a fourth or carpool lane, however, adequate land exists for such construction if it becomes necessary in the next century.

William Floyd Parkway and Patchogue-Mt. Sinai Road (CR 83) are four lane semi-limited access roads built by Suffolk County. Both can handle additional traffic and could be widened if necessary. The same situation exists on CR 101 (Sills Road). Parts of Horseblock Road are an underutilized two lane road. However, retail growth and major industrial activity will require the

planned widening to four travel lanes. Canal Road/Whiskey Road (CR 111) are presently narrow and winding. Improvement will be needed to accommodate additional residential growth in Coram, Middle Island and Ridge. The right of way for a four lane county road exists in Coram to Middle Island. The section from Middle Island through Ridge is now the Pine Trail Preserve and cannot be used for a roadway. Therefore, additional traffic demand in this section will have to be accommodated by an improvement to Whiskey Road.

The one county road that is generally unsafe and inadequate for current and future needs is CR 21 - Rocky Point-Yaphank Road, Main Street and Yaphank Avenue. The southern portion is an underutilized four lane road. The middle section is in the mixed residential and commercial historic district. The northern section accommodates cars, trucks, school buses, etc. on a narrow, winding cross section.

There are at least one half dozen town roads that are major collectors to the state and county roads. Brookhaven highways such as Coram-Mt. Sinai Road, Mill Road, Granny Road, Ridge Road, Wading River Hollow Road and West Bartlett Road will require paving and drainage improvements, some realignment and intersection improvements for safety and carrying capacity needs.

The Transportation Map shows the existing road system in the school district along with needed improvements.

Rail service on the portion of the mainline that passes through the district is limited to two train a day diesel service from Greenport to Ronkonkoma. Future improvement is related to the

ultimate use of the North Shore Properties land that is outside the Pine Barrens Zone and Special Groundwater Protection Area. This land adjoins the railroad at William Floyd Parkway and would be used for a retail, office, high density cluster. This type of land use could make relocating the Yaphank railroad station to the site feasible. Relocation plus electric or dual locomotive service could make Yaphank an important mass transportation interchange.

Bus service is currently limited to a couple of county routes. The aforementioned site plus the Yaphank employment area, the County Center and the Coram business district-Brookhaven Town office area are all future generators of demand for added bus service.

Even though the Calverton Facility and Brookhaven Calabro Airport are adjacent to the district, they offer no opportunities for passenger service. Now and in the future, Long Island MacArthur Airport will be the primary scheduled airline location for Long Island. Brookhaven with general aviation and Calverton with air cargo and maintenance, enhance the business and industrial users in the Longwood School District.

The final form of transportation that could have an effect as the district is implementation of plans for a New Haven to Shoreham ferry terminal at the north end of William Floyd Parkway. The high speed ferry could carry cars and trucks to Connecticut in less than one hour. Since New Haven has direct limited access highway connections via I-91 to Canada, I-95 to New York and Boston, plus other east west connections such as I-84 and 90 and all of New

England and beyond would become more accessible to residents and businesses in the district.

Special Concerns of the Yaphank Taxpayers & Civic Association (YTCA) to Changes to Yaphank Triangle

The Yaphank Taxpayers & Civic Association supports the latest proposal for the realignment of the intersection of Yaphank-Middle Island Rd. (CR 21), Main Street and Mill Road with minor considerations as delineated in a joint letter of the Yaphank Taxpayers & Civic Association and the Yaphank Historic Society, dated November 4, 1993, to the Suffolk County Legislature. This proposal resulted from the combined efforts of the Department of Public Works, the Town of Brookhaven, the Yaphank Taxpayers & Civic Association, the Yaphank Historic Society, Commissioner Hayduk and his chief engineer, Richard La Valle. This proposal benefits all by expediting traffic flow, providing for public safety, and being compatible with the Historic District.

PARKS, RECREATION AND CONSERVATION

Recreational opportunities are important components of any community. Recreational resources provide the community with opportunities to come together and interact. Pocket parks, bikepaths, and pedestrian walkways both provide residents with recreational opportunities, and add essential diversity to downtown areas. Bikepaths, hiking trails, and pedestrian walkways should form intricate webs weaving in, and out of open spaces, and developed areas. Ballfields of all kinds, basketball, and tennis

courts should be provided for, both within the downtowns, perhaps bordering municipal parkings as in Port Jefferson, and outside of the downtown areas.

The Longwood School District contains over 12,000 acres of State, County, Town and private open space. Portions of some of the large state and county parks extend into adjoining school districts. The larger parcels were purchased by the various municipalities under park programs, open space preservation, and watershed protection. Many of the smaller parcels were obtained by dedication from developers, tax foreclosures and cluster development. Recent cluster developments have added greenbelts in Coram, Middle Island, Ridge and Yaphank.

State open space holdings in the district include part of the 5000 acre N.Y.S. Environmental Conservation Preserve at Rocky Point, the undeveloped Brookhaven State Park containing 2258 acres and the 217 acre Middle Island Game Farm.

Suffolk County parklands now contain 2744 acres will have additions in the future. The following table summarizes the county parklands by communities in the school district.

Table 5

Existing Suffolk County Open Space in Longwood School District

<u>Community</u>	<u>Park</u>	<u>Acres</u>
Coram	Coram Airfield Watershed	114.1
Coram	Shady Lane Nature Preserve	7.8
Coram	Mt. Sinai-Coram Wetlands	24.7
Coram	Swezeytown Nature Preserve	11.3
Middle Island	Twin Ponds Nature Preserve	4.0
Middle Island	Argos St. Nature Preserve	0.5
Middle Island	Middle Island Nature Preserve	8.7
Middle Island	Cathedral Pines County Park	322.5
Yaphank	West Yaphank Watershed	12.3
Yaphank	Gordon Heights Nature Preserve	105.5
Yaphank	County Road Nature Preserve	7.6
Yaphank	Szuster Property	20.0
Yaphank	Warbler Woods Watershed	627.0
Yaphank	Garden Lane Greenbelt	6.5
Yaphank	Gerard Road Nature Preserve	1.9
Yaphank	Carmans River Nature Preserve	16.1
Yaphank	Southaven County Park	1,355.9
Ridge	Whiskey Road Nature Preserve	0.4
Ridge	Lake Panamoka Nature Preserve	0.7
Ridge	Pine Trail Preserve	96.5

Property that is classified as preserves on the above list contain 1046 acres. The remainder of the county land could be used for active recreational use if needed. At the present time active facilities exist only in Cathedral Pines and Southaven County Parks. Therefore less than half of the 1698 acres in this category is used and other recreational opportunities exist. In addition to the county parks in the district, the 3000 acre Robert Cushman Murphy Park is at the eastern border of the school district.

The Town of Brookhaven has large and small parks totaling almost 1000 acres. Each of the hamlets within the Longwood School District have access to some active or passive town parkland. The

following table lists the neighborhood parks and other town parks that attract people from other parts of the town.

Table 6

Existing Brookhaven Parkland in Longwood School District

<u>Community</u>	<u>Park</u>	<u>Acreage</u>
Coram	Coram Greenbelt - Canal Road	153
Coram	Mt. Sinai-Coram Road Park	7
Coram	Merger Avenue & CR 83	162
Coram	Trees Road Park	11
Coram	Overton Road Park	2
Coram	Fife Field	4
Gordon Heights	Gordon Heights Playground	2
Gordon Heights	Granny Road Park	11
Middle Island	Artist Lake	10
Yaphank	Carmans River	10
Yaphank	Longwood Road Greenbelt	34
Yaphank	Longwood Road	97
Yaphank	Yaphank Lake	3
Ridge	Randall Road Park	50
Ridge	Town firing range	300

In addition to the above properties there are the aforementioned greenbelts in each of the local communities. Some of the existing greenbelts are a combination of open fields and wooded areas. The firing range and the waterfront park areas are the primary attractions for town residents from outside of the school district.

The most important private presence which is available to the public is the Daniel Davis Sanctuary on Mt. Sinai-Coram Road in Coram. This 58 acre tract is a natural woodland managed and owned by The Nature Conservancy.

The remaining private open space in the district is generally

comprised of golf clubs. The largest is the Middle Island Golf Club with 250 acres. Next is the Spring Lake Golf Club in Middle Island with 180 acres. There is also a Leisure Village Golf Course of 100 acres. The remaining private open space is the 42 acre Camp Sobaco in Yaphank.

Many areas which are currently preserved could be better utilized for recreational purposes. Several such tracts are Brookhaven's Firemans Park, the Brookhaven State Park, and Artist Lake. These parcels are currently under utilized and hold possibilities for future recreational activities. Brookhaven's Firemans Park is currently undergoing a transition. A Long Island Fireman's Museum, a golf course, and Longwood Youth Sports Association baseball and soccer fields are planned. Brookhaven State Park is largely untouched, and holds possibilities for educationally oriented activities. Currently, the Pine Trail Preserve is located across from the Brookhaven Shooting Range. The preserve is a major access point to the planned 100 mile Paumanok Path and most of the open space that exists from Bald Hill and Smithtown to Montauk and Orient Points. It is, therefore, recommended that the Town Shooting Range be upgraded, i.e. enclosed or buffered much more effectively. This shooting range is loud and disturbing, and thus presently has a strong negative effect on the quality of many other recreational and residential activities, and will effect the future development of Brookhaven State Park.

Delineated bikepaths are recommended for the following roadways: 1. From Coram through Ridge on SR 25.

2. The Tallmadge Trail which begins at Mt. Sinai Harbor, extends down Pipe Stave Hollow Rd., to Miller Place-Middle Island Rd., to Whiskey Rd., to Mill Lot, to Oakcrest, to Church, to SR 25, to Bartlett, to Yaphank-Middle Island Rd., to Main ST., to River Rd. This bike route could then connect up with the proposed Nassau, Suffolk Bike lane which will parallel Long Island Railroad's Main Line.

3. A bike lane should run from Whiskey Rd. to Bartlett Rd. along Cr 21. This route would also connect with the Tallmadge trail route.

4. An alternate route would run along the County Road 8 right-of-way, and bend eastward following the Carmans River Corridor.

5. A bikepath running the length of Longwood Rd. would provide safe bike access to Longwood High School and Junior High, and would connect with the Tallmadge Trail route on CR 21.

6. A bikepath up Smith Road could be easily accomplished, and would provide safe access to the Longwood Road Route from Ridge.

7. Another bikepath should run along Wading River Hollow Rd. This route would run through NYSDEC property, and establish a scenic bike route through the area from 25A.

8. A bikepath from SR 25 north on Randall Rd. in Ridge would provide access to Wading River Rd. and Long Pond Rd. which both travel through Brookhaven State Park. This proposed route would also provide scenic access from 25A into the Longwood area.

9. A bikepath along Granny Road would provide access from Gordon Heights to the north-south Tallmadge Trail, and Mill Road routes, and the east-west Longwood Road route.

10. A bike route on Middle Island-Moriches Road would connect up with Tallmadge Trail Route 11. Finally, a bikepath on Mill Rd. to Sills Rd. would serve to connect the northwestern section of our community with the proposed Nassau Suffolk Route.

Most of the routes are historic, and or scenic. Such routes will encourage people to ride their bikes more often both to work, and play. Many of the routes can be easily established, others require more extensive road work. (See the Open Space Map.).

Future Open Space

Even though there is a large amount of permanent open space within the district, there are additional opportunities to retain some of the remaining land since most of the district is within a groundwater protection area. Additional tax foreclosures in the Warbler Woods parcels and the Middle Island Nature Preserve will allow consolidation on these predominantly owned county lands. Extension to the Carmans River greenbelt and annexation of vacant land to the NYSDEC preserve in the Middle Island area are likely.

The largest amount of dedicated open space will occur through clustering or transfer of development rights. The North Shore Properties holdings and other significant lands should allow more than 1000 acres of now open lands to remain after development. The Peconic River Headlands and parcels in the Granny Road, Smith Road, Longwood Road, Mill Road, Middle Country Road and the norther

portion of William Floyd Parkway are the primary locations.

There are also some opportunities for farmland preservation in the district. Recent funding by the Suffolk County Legislature will lead to an appraisal of a 209 acre nursery adjacent to Cathedral Pines County Park. There are other possibilities to preserve additional nursery or sod farms in the school district.

PLANNING PROBLEMS AND PRIORITIES

The identification, inventory, description of existing conditions, and analysis of the data for the community yields a clear portrayal of existing problems, missing elements, and opportunities for improvement of the physical community.

In the following pages the Planning Task Force set forth their objectives for each of the communities that make up the Longwood Hamlet. The successful attainment of all the objectives will require action by all levels of government--state, county and town--and especially, the vigilant monitoring and participation of the residents and civic leaders of the Hamlet.

All of the issues raised by the individual communities are included in this plan document without censorship or modification. It is, therefore, inescapable that some objectives may be in conflict. For example, the proposal made by Suffolk County years ago to construct County Road 8 through the Yaphank community has strong partisans for and against the construction. The most that this planning effort can accomplish for this type of situation is

to identify the alternatives. Fortunately, there is broad consensus on the majority of issues.

General Problems

1. Suburban Sprawl
2. Lack of local parks such as Bartlett Pond Park
3. Over-proliferation of commercial signs
4. Litter
5. Loss of Historic Resources
6. Graffiti
7. Lack of community awareness or pride
8. Lack of landscaping on commercial properties; more mature vegetation should be required.
9. Noise generated by rifle range such as Fireman's Park in Ridge impacts adjacent residents negatively.
10. Create buffers of open space. The northern and western borders of Breslin's parcels #1, 2, 3 should be dedicated greenbelt.
11. Noise of airplanes from Brookhaven Airport.
12. Absentee landlords lack of property maintenance.
13. Moriches-Middle Island Road and William Floyd two left turn lanes merge into one on Moriches Middle Island Road.
14. Right turning lane needed heading east on Rt. 25 onto Bartlett Road.
15. Center median needed on Rt. 25 for westbound cars turning left from Bartlett on to Rt. 25.
16. Traffic lights needed on:

Smith Road and Rt. 25

Wading River Hallow Road and 25

Church Lane and 25

Bartlett Road

17. Property taxes
18. Lack of pedestrian safety
19. Lack of variety of recreational opportunities

Specific Community Priorities: Coram

1. To encourage pedestrian activity large expanses of blacktop parking should not lie along street frontages.
2. The protection and enhancement of the historic resources remaining in Coram.
3. We would like to see the aesthetic appeal of Coram enhanced through the planting of street trees, and the preservation of the remaining trees along SR 25.
4. We also believe the proliferation of signs along our highways to be a form of visual pollution which detracts from the attractiveness of the Coram Community. We, therefore, recommend the adoption and enforcement of a sign ordinance.
5. New construction should front the roadway with parking provided in the rear.
6. Pedestrian activity should be encouraged within densely developed Coram by providing sidewalks and bikepaths. Sidewalks should be provided up Mount Sinai Coram Road to Coram Elementary School, and along SR 25 from the 6th Precinct to west of 112.

7. Bikepaths should reach further, extending the length of SR 25 throughout the Coram Middle Island, Ridge area.
8. The local of industrial development outside of and down gradient of SGPA.
9. Outside of activity center 5 acre zoning within SGPA.
10. The center of Coram is located at the crossroads of Rt. 112 and SR 25. Development should radiate out from this center. Intense development should occur within a distinct zone with less intense development occurring on the peripheries, thus allowing for separation between communities.
11. The creation of a community park at the current Coram Airport site, and the Coram Pond site.
12. The creation of a neighborhood park at the site of Mooney Pond south of SR 25 off of Paul's Path and Mooney Pond Road.
13. Any infill within the Coram Community should include a mix of uses.
14. We are opposed to the widening of SR 25 to a 4 lane highway through Coram.
15. We concur with the widening of Canal Road.
16. We are adamantly opposed to a grade separation at the intersection of Rt. 112 and SR 25.
17. We would like to see added bus service for the area.

Specific Community Priorities: Yaphank

Short Term Goals:

1. Sidewalks and curbs from Mill Road/Sills Road intersection to

Triangle (intersection of Main Street, Sills Road and Middle Island-Yaphank Road. See (A) on map.

2. Improvement road divider on Sills Road between Timeout Sports Lounge and motel. Improvement suggestion include: a) lengthening the divider; b) repairing the historic-style lamp posts; c) installing heavy duty (10" x 10") posts and railings, like those on the parkways or heavy duty round posts with link chain between, to protect lamp posts. See (B) on map.
3. Improve empty parcel on southeast bend of Sills Road at the intersection of Sills Road and Mill Road. Suggest leveling and planting to preserve natural look and obviate need for cutting, pruning and other regular care. See (C) on map.
4. Round southwest corner of Mill road/Sills Road intersection to facilitate right turns. See (D) on map.
5. Purchase Camp Olympia on Gerard Road (off Sills/Patchogue-Yaphank Road) to preserve as open space.
6. Provide a new access to Camp Sobaco (Girl Scouts) to obviate the need to travel and disembark in German Gardens.
7. Realign the Suffolk County Nature Preserve at the end of Garden Lane to remove it from the path of proposed CR 8.
8. Create bikeways/walkways along the south side of Mill Road from Bellport Avenue extending along the west side of Sills Road to Karls Road. See (E) on map.
9. Close down operation of All Island Transfer Station.

Long Term Goals

1. Pursuit of CR 8/Ridge alternate plan.
2. Improvement of Mill Road/Sills Road intersection. Suggest straightening the last quarter mile of Mill Road to eliminate dangerous curves and bring into a full "T" intersection with Sills Road.
3. Realign Mill Road between Granny Road and Mill Road/Sills Road intersection, possibly in conjunction with Item 2 above.
4. Open eastbound ramp for Exit 67 on the Long Island Expressway.
5. Extend the south service road between Exits 66 and 67 on the Long Island Expressway.
6. Add restroom facilities at both rest areas along the Long Island Expressway between Exits 65 and 66 and open for use once again.
7. Create a recreational hub on the south side of the Long Island Expressway between CR 101 and Yaphank Avenue. This is already in the planning stages under the direction of Commissioner Swick.
8. Contingent upon creation of the recreational hub (Item 7), move the Yaphank railroad station adjacent to the hub and recreate in keeping with a historic style.
9. Allow no ingress or egress to Breslin parcel #10 from Main Street, Yaphank.

Specific Community Priorities: East Yaphank

1. Recognize East Yaphank on the planning maps.
2. Encourage and target industrial development in existing R&D Plaza on the southeast corner of NYS 495 and CR 46.
3. Designate old substation on Carlton Drive and Carnation Drive for recreational use.
4. The placement of sidewalks and bikepaths along Moriches-Middle Island Road.
5. Develop parcel #13 in NSP proposal as transportational hub.
6. The Brookhaven Calabro Airport should be developed as per recommendations contained in October 1990 Summary.
7. Dowling's NAT Center should include parkland which both the community and Dowling can share.
8. At the intersection of Moriches-Middle Island Road and CR 46 two left turning lanes quickly merge into one creating a hazardous situation.
9. To further enhance the aesthetic appeal of the community, a sign ordinance should be adopted and enforced.

Specific Community Priorities: Middle Island

1. Housing - Outside of activity centers, 5 acre zoning within SGPA.
2. Transportation - The Middle Island Civic Association (MICA) adamantly opposes the creation of CR 8.
3. The MICA also opposes the widening of SR 25 through the Middle Island area. We requested instead a single lane in each direction, a bike or curb lane with turn lanes at certain

intersections. Further we would like the center of our community divided for intersection signalization.

4. To enhance pedestrian safety, the creation of sidewalks along SR 25 and along CR 21 from SR 25 to Middle School.
5. Bikepaths:
 - a. From Coram through Ridge on SR 25
 - b. Along the length of the Tallmadge Trail
 - c. From Whiskey to Bartlett along CR 21
 - d. Along the CR 8 right of way and bending eastward following the Carmans River Corridor
 - e. Running the length of Longwood Road
6. The development of a community center is a high priority goal. In site plan review we would like parking lots to be placed behind shopping centers, perhaps in municipal lots bordered by a community park as in Port Jefferson. Street trees are also of particular importance; they can serve to separate the pedestrian from the automobile and add to the attractiveness of community centers. To further enhance the aesthetic appeal of these centers, a sign ordinance should be adopted and enforced.
7. A mix of uses should be planned in the vicinity of CR 21 and SR 25 with intensity of development radiating out from this activity center. Less intense development should be located on the peripheries, thus allowing for a separation between communities. This may require upzoning of certain J-2 parcels.

8. Parks/Recreational - We would like to see SR 25 shifted slightly to the north to provide a buffer of open space along the northern border of Artist Lake. This buffer would be appropriate for park/recreational use, and would provide public access to the waterfront.
9. To enhance the creation of our proposed greenbelt, the preservation of land located adjacent to and west of Cathedral Pines Co. Park, and the clustering of J. Noghrey's property and the creation of a wide corridor of open space along its western and northern border.
10. The creation of a community park within our activity center.
11. Industrial Use and Reuse - Sandmines which lie within the SGPA, and very close to the groundwater divide should be reclaimed and rezoned to less intensive use. In particular, the Barcom Properties application for an industrial subdivision should be denied. Prefer mix of uses in the vicinity of CR 21 and SR 25 on the property current occupied by Kogel Lumber. These uses could include light industry.
12. The protection and enhancement of the historic resources remaining in Middle Island. We would like them recognized with historic landmark status and the placement of historic signs.
13. The protection of our farmland through the purchase of development rights. Specifically, agricultural land lying off of Coram-Swezey Town Road, agricultural land lying adjacent to CR 21, this property lies south of Cathedral Pines, and

both east and west of CR 21.

14. The preservation of parcel #16 in the NSP Proposal.
15. The building of PRC's close to community centers.

Specific Community Priorities: Ridge

1. Open Space/Parks Recreational - The creation of a greenbelt connecting Southaven Co. Park, the Smith Estate, and Rocky Point DEC property. To establish this greenbelt the parcels of land lying west of Smith Road must be developed in a clustered pattern, allowing for a corridor of open space along the western edge of the properties.

The acquisition or clustered development of parcels west of CR 46 and north of Longwood Road and the establishment of an easement across BNL property creating a greenbelt connecting the Carmans River corridor in Yaphank with Brookhaven State Park in Ridge.

We recommend that the Town Shooting Range be upgraded, i.e., enclosed or buffered much more effectively.

Bikepaths:

The creation of a bikepath along SR 25 from Coram through Ridge.

A bikepath running the length of Longwood Road.

A bikepath up Smith Road.

A bikepath along Wading River Hollow Road which would run through NYSDEC property, and would establish a scenic bike route through the area to 25A.

A bikepath from SR 25 north on Randall Road in Ridge would provide access to Wading River Road and Long Pond Road which both travel through Brookhaven State Park. This proposed route would also provide scenic access from 25A into the Longwood area.

Baier Lustgarten's Nursery lying east of Wading River Hollow Road and north of SR 25 be preserved.

2. NSP Proposal - The preservation of parcels 4, 5, 6, 7, 8 and 9 of the NSP Proposal.

Within the NSP Proposal, parcels 6, 7, 8 and 9 are developed or partially developed in the intensive L-3 zoning category. These parcels are environmentally sensitive and should be less intensively developed.

3. Future development should be clustered into activity areas, areas which include a mix of uses, and are intensely developed. This would both preserve the greatest amount of open space, and reduce the need for lengthy automobile trips.
4. The creation of stables and trails for horses and community park and sports field.
5. Ridge opposes the widening of SR 25.
6. SGPA - Outside of activity center, 5 acre zoning within SGPA. Industrial development should be sited outside and down gradient of the SGPA.
7. The elimination of all commercial development east of the William Floyd Parkway.
8. The required planting of trees along the roadway to further

- enhance the attractiveness of the Ridge Center and to shield the pedestrian from the automobile. Landscaping along road shoulders should be increased.
9. The protection and enhancement of the historic resources remaining in Ridge.
 10. The adoption and enforcement of a sign ordinance to curb the proliferation of signs along our highways.
 11. We concur with the planned realignment of Whiskey Road from CR 21 to CR 46. We would also like to see bike lanes added to this roadway.
 12. Traffic lights are needed on Smith Road and SR 25, and Wading River Hollow Road and SR 25.

Specific Community Priorities: Lake Panamoka

1. Housing - There are many affordable homes currently for sale in the area. There are always homes for sale under \$90,000. Allowing homes to be built on available small lots is not advantageous. The original plots were laid out and approved prior to 1940. The area was expected to be and remain a summer community. This is no longer true, it is primarily a year round community. There have been pollution problems. These have resulted from misuse of chemicals to clean cesspools, excessive chemicals in swimming pools indiscriminately drained, and excessive use of fertilizers on lawns and gardens. These are problem areas that have arisen due to the small, insufficient area housing plots.

2. Industrial Use - None of the vacant land in this area is appropriate for industrial use. The area contains too many surface water and wetland areas to be amenable to any industrial use.

3. Retail Stores - The land originally was zoned for residential use only. There are now several small business establishments along Rt. 25. Only a few years ago a row of stores was erected. These stores are over 65% empty. The area does not require any more stores. The main clientele are visitors to the National Cemetary in Calverton or Grumman employees. None of the businesses are overly busy, which probably explains the empty stores.

PROPOSED PLAN

The plan for Longwood is a close approximation of that portion of the plan for the Central Suffolk Special Groundwater Protection Area Plan prepared by the Long Island Regional Planning Board.

The western portion of Longwood west of Miller Place-Yaphank Road/Yaphank Middle Island Road is already developed as medium density residential. The vacant or privately-held unbuilt properties are in farms, golf-courses or undeveloped status. The proposed plan calls for the maximization of open space protection by retaining the farms and golf courses through the County's Purchase of Development Rights or the New York State's Agricultural District program for farms, and the retention of golf courses by purchase or cluster zoning.

The eastern portion of Longwood has more than half the property in the public domain, including Rocky Point, Brookhaven National Laboratory and the County and Town park properties. The plan calls for the maximization of open space retention, particularly in what is now designated as the "core area" in the recently adopted Pine Barrens Legislation by the New York State Legislature. The plan calls for the use of cluster zoning to achieve maximum open-space preservation.

If the SGPA plan is fully implemented, more than 60% of Longwood will be in protected permanent open space for recreation, conservation and agriculture.

In several instances this is positive for the community. The community character of suburban-rural charm will be maintained, important ecological resources will be protected, agriculture both as an economic activity and a way of life will be able to survive, and further negative tax burdens that occur from intensive residential development that does not "pay its own way" will be limited. This also means that a low-growth scenario will produce less of a strain on the road network.

However, there is a down-side. Longwood School District needs more support. If the cost of education were shifted totally to the State (which is not likely to occur), or if local support were shifted from the property tax to a county-wide income tax, then the presence of so much of the total land in Longwood off the tax rolls would not be a burden.

This means that non-residential land uses, e.g., commercial

and industrial, should receive community support. See the Plan map for a generalized pictorial of the community if all properties were developed according to plan.

Summary

Speaking to his fellow colonists just before they stepped on land John Winthrop, the first Governor of the Massachusetts Bay Colony said:

"We must delight in each other, make others' conditions our own, rejoice together, mourn together, labor and suffer together, always having before our eyes our community as members of the same body."

A community consists of a variety of components. All have social, economic, environmental, educational, aesthetic, recreational, historic, and transportational needs. In our comments we have attempted to address all facets of our community. We hope our comments will be used to improve the various elements which make up our community, and thereby enrich the community as a whole. It has been the intent of the Longwood Alliance to preserve, and foster those facets of the Longwood community which enhance the quality of life of its residents.

Fully recognizing that land use plans can either provide us with bridges to bring us together, or barriers to separate us, our comments repeatedly emphasize the importance of land use plans which foster a shared sense of identity. It is our preeminent wish to encourage planning which serves to bring us together as a

community. Many of our suggestions are aimed at encouraging the interaction of people. We have suggested that our community centers be developed intensely, and diversely. That they be people friendly, containing bikepaths, sidewalks, street trees, street furniture, and pocket parks, and that parking be relegated to the rear of buildings. Finally, we have underscored the importance of preserving our significant environmental, historic, and recreational resources. We may never attain John Winthrop's concept of community, but we are hopeful that our comments have highlighted the importance of designs which encourage us to "delight in each other."

- L E G E N D -

-  School Dist. Boundary
-  Central Suffolk SGPA
-  Central Suffolk Pine Barrens
-  Widening
-  relocation
-  pavement, drainage, realignment
-  intersection improvement
-  relocated station



Scale 1" = 2500'



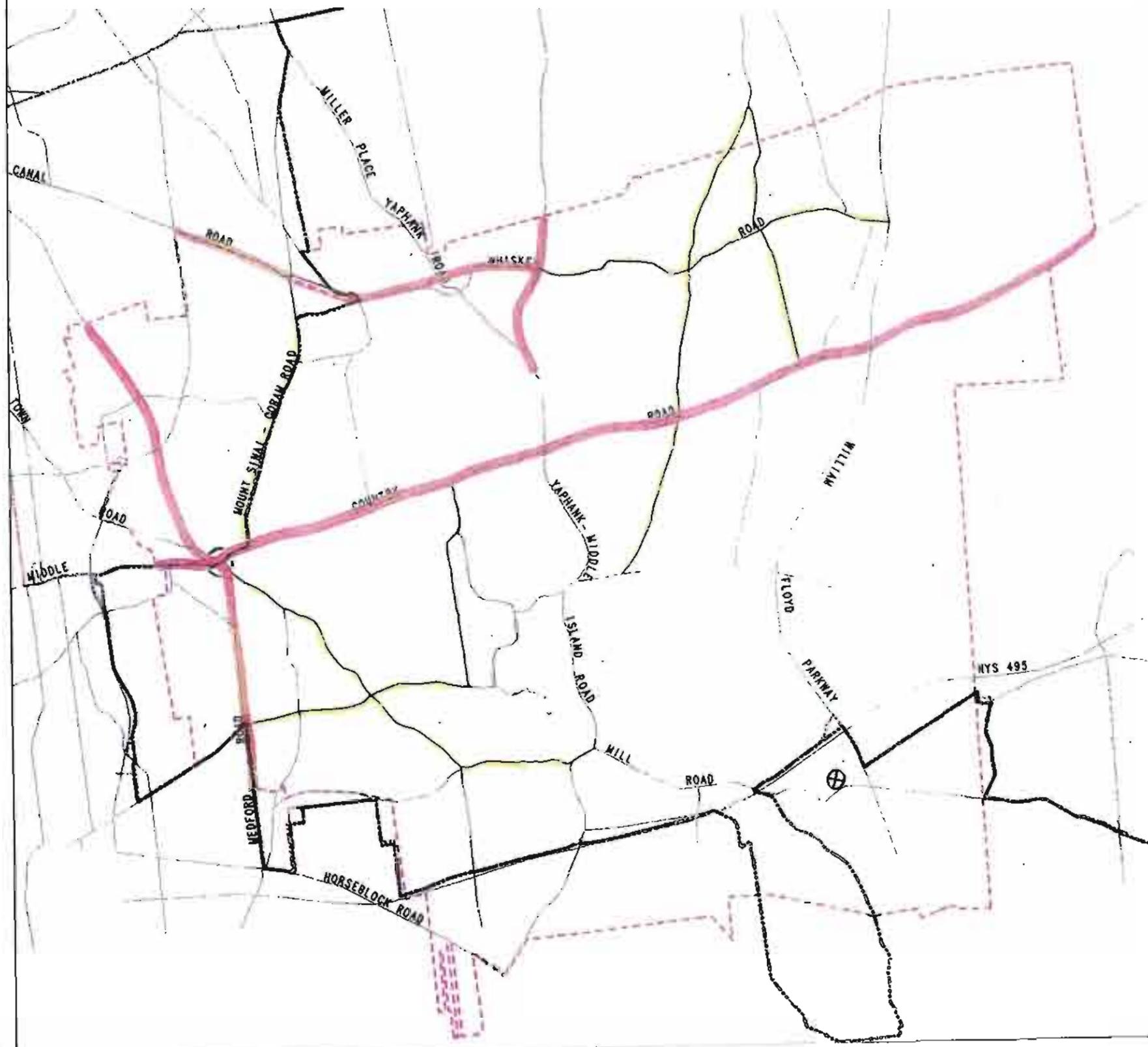
LOCATION MAP

LONGWOOD SCHOOL DISTRICT
Town of Brookhaven



DATE: JANUARY 1998

Prepared: 01/19/98
 Drawing: 01/19/98
 Project: 01/19/98



- L E G E N D -

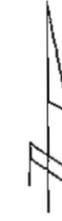
-  Proposed Open Space Acquisition
-  Cluster Development - Farmland - Cluster Replat and Cluster
-  Residential - Estate
-  Residential - Low
-  Residential - High
-  Commercial
-  Institutional
-  Industrial
-  Preserved Farmland
-  Open Space
-  Utilities
-  Vacant
-  Underwater Lands

--- School Dist. Boundary

OTHER

-  Relocate
-  TDR (Transfer of Development)
-  Purchase Dev./Farm Dev. Right
-  Industrial Cluster
-  Reclaim Dump
-  Fill and Redevelop
-  PUD Mixed Use
-  Historic District

Scale 1" = 2500'



- PLAN -
LONGWOOD SCHOOL DISTRICT
 Town of Brookhaven



DATE: JANUARY 1993

Date: 01/25/1993 9:59 AM
 Project: 10210001





- L E G E N D -

- Residential - Estates
- Residential - Low Density
- Residential - Medium Density
- Residential - High Density
- Commercial
- Institutional
- Industrial
- Agricultural
- General Open Space
- Golf Course
- Cemetery
- Town, County, State Park/Open Space
- Utilities
- Gov't Highway Facilities
- Vacant
- Underwater Lands
- School Dist. Boundary



Scale 1" = 2500'

EXISTING LANDUSE 1989
 LONGWOOD SCHOOL DISTRICT
 Town of Brookhaven



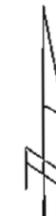
DATE: JANUARY 1993

DRAWN BY: CARLO
 DATE: 06/12/1993 10:34 AM
 PROJECT: Jwale.pll

- L E G E N D -

-  State - Federal Public Parks and Preserves
-  Parkways
-  County Public Parks
-  County Preserves (Nature Preserves/Water Protection Areas)
-  Partial County Ownership on old Filed maps
-  County Dev. Rights
-  Town Parks and Preserves
-  Town Dev. Rights
-  Village - City Parks and Preserves
-  Private & Semi Private Parks and Preserves
-  Nature Conservancy, National Audubon Society Peconic Land Trust
-  Golf Course (Privately Owned)
-  Cemetery
-  Wellsites
-  Underwater Lands

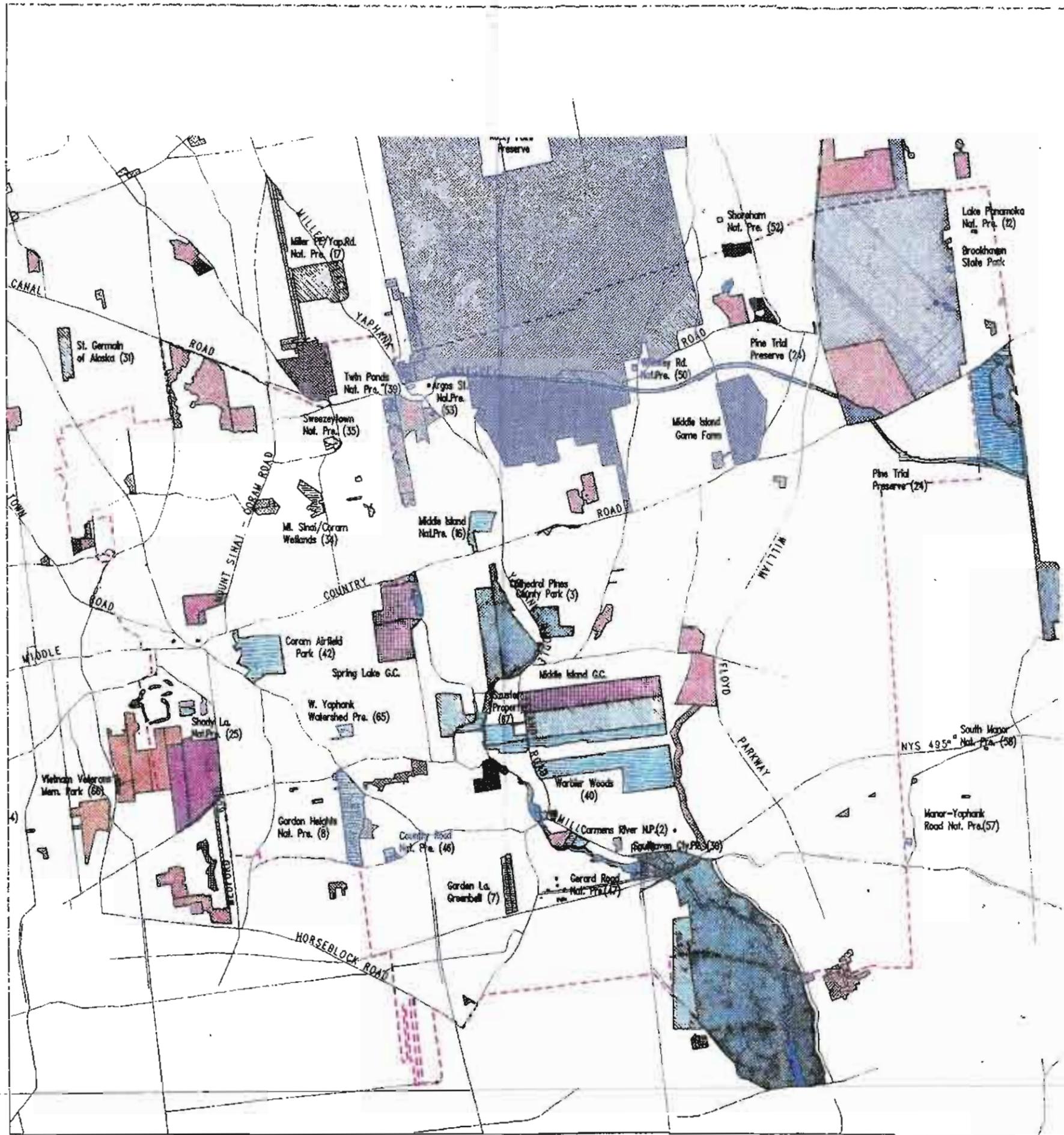
--- School Dist. Boundary



Scale 1" = 2500'



LOCATION MAP



EXISTING OPEN SPACE
LONGWOOD SCHOOL DISTRICT
Town of Brookhaven



DATE: JANUARY 1993

Date: 01/21/93
 Prepared by:
 Planning
 Brookhaven

