

TOWN OF BROOKHAVEN, NEW YORK

GREATER BELLPORT LAND USE PLAN

North Bellport, Hagerman, and East Patchogue

October
2014



Department of Planning,
Environment, and
Land Management
1 Independence Hill
Farmingville, NY 11738



GREATER BELLPORT LAND USE PLAN **NORTH BELLPORT, HAGERMAN, AND EAST PATCHOGUE**

October 2014



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1.0 Executive Summary

The *Greater Bellport Land Use Plan* is a policy document that the residents, stakeholders, investors and regulators will use as a guide for decision making. This plan sets forth a broad and ambitious list of recommendations, zoning district revisions and design parameters to sustain and improve the Montauk Highway and Station Road corridors of the Greater Bellport area and the surrounding areas over time.

This planning effort began in 2006 with the organization of a group of local residents and organizations who sought a collective community revitalization process. From this group was formed the Greater Bellport Coalition, who continue to be the major force toward all revitalization efforts, including securing grants and the political will to better their community. This Plan analyzes the recommendations entailed in numerous prior studies and examines existing and potential land uses, the adequacy and opportunities of existing infrastructure and puts forth strategies and tools to plan for revitalization, investment and growth.

As large populations in the United States are aging, our communities must adapt to this demographic shift. More people are living longer in varying locations from cities and towns to rural areas of the country. Greater Bellport is in a position to ensure that this growing population has access to housing and services. Revitalization, housing, mobility, food access, transportation and healthy living are some of the topics addressed in this land use plan.

Although issues of crime and a negative public perception were identified as the most significant detriments to revitalization and reinvestment in the Greater Bellport area, the area exhibits numerous strengths which include a well-organized community organization, an underutilized LIRR station, and a number of vacant or under developed properties ripe for investment and redevelopment.

This Plan provides a careful review of current land use and zoning, in context with existing environmental constraints and transportation opportunities to provide direction to accomplish the Town's and the community's development goals for Bellport, Hagerman and East Patchogue.

2.0 Introduction

The *Draft Greater Bellport Land Use Plan* is the next step in a community planning process that began over seven years ago with the study, *Working Together for a Brighter Future in Greater North Bellport* and the formation of the Greater Bellport Coalition, a group of community members from local housing, religious, recreational, and educational institutions that would direct and oversee the planning process. A list of the organizations comprising the Greater Bellport Coalition is included as Appendix A. At that time, the community identified two major issues facing the area: the negative image of the community, and crime plaguing residents and businesses. The coalition decided to refer to the area as "Greater Bellport" instead of "North Bellport," as a way to address the area's negative image and to reflect the desire to unite North Bellport and surrounding communities. The coalition, together with Sustainable Long Island, was instrumental in mobilizing community participation through intensive outreach efforts, ensuring a large community representation in the development of a cohesive vision for the future of Greater Bellport. The Town of Brookhaven, in developing the recommendations contained in this plan, maintains the

spirit of collaboration and community participation that has marked this community-based planning process since its inception.

2.1 Study Area

The Greater Bellport area is located in the Town of Brookhaven in Suffolk County, New York, approximately 60 miles east of New York City. It encompasses several hamlets, including North Bellport, East Patchogue, and Hagerman, but not the Incorporated Village of Bellport.

The Study Area encompasses sections of postal codes 11713, 11772 and 11719 and includes the following boundaries: Woodside Avenue to the north, Patchogue-Yaphank Road (County Road 101) to the west, South Country Road to the south, and Southaven Drive to the east (see Figure 2.1 – Greater Bellport Study Area). Six U.S. Census Tracts—1591.02, 1591.03, 1591.06, 1592.04, 1592.01, and 1592.03—correspond with the Study Area, though only 1591.03 is entirely within the boundaries. Figure 1 below shows the Census and zip code boundaries within the study area.



Figure 1: Study Area Census Tracts and Zip Codes

2.2 Historic Context

Greater Bellport developed from the same post-World War II suburban growth that spread east on Long Island. In the 1950s, housing units in the area were built on lots of approximately 7,500 to 10,000 square feet, recorded on old filed maps of New York and Brooklyn Suburban Investment Company. Many of these homes were sold with no down payment and without landscaping or street and drainage improvements. According to a 1964 report prepared for the North Bellport Taxpayers Association, the Greater Bellport area's problems began in 1957 with layoffs at Republic and other defense contractors. Many homeowners lost their homes to foreclosure and without jobs in the area, few homeowners moved in and many houses were sold to speculators, resulting in a rise in absentee landlords, a problem that has persisted.

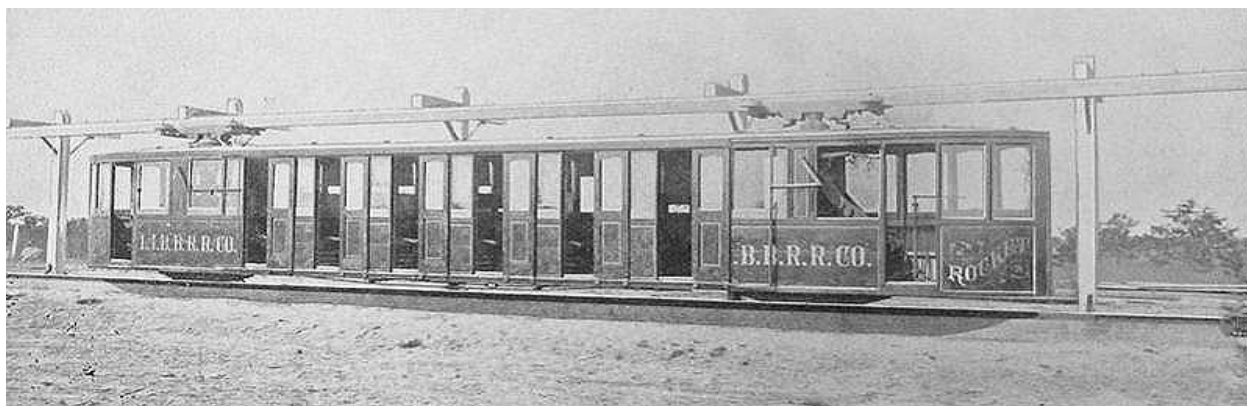


Picture 1: *Historic Map of Bellport*

The Hagerman portion of the Greater Bellport Study Area is actually part of East Patchogue.¹² It was named after George E. Hagerman (then President of the New York and Brooklyn Suburban Investment Company), who bought acres of scrub oak land in the late 19th century and sold lots in the Bellport and East Patchogue areas for \$25 each. Many of these lots were sold to newly arrived immigrants from New York City, who were led to believe they could get rich by raising chickens and engaging in farming. Because most of them lacked such experience, most of their attempts failed, and properties were sold or abandoned. Over the course of a decade, Suffolk County owned much of the area because of unpaid taxes.

In the late 1800's, the LIRR operated a flag station near what is now Montauk Highway and Dunton Avenue (named after Frederick W. Dunton, then Vice President of New York and Brooklyn Suburban Investment Co). A flag station was so named because trains would stop at the station to pick up passengers if a flag was hung

from the side of the building facing the track. The growth of Hagerman hamlet increased quickly after New York State rerouted Montauk Highway from South Country Road to Robinson Boulevard parallel to the railroad track, around 1930. In 1893, the NY & Brooklyn Suburban Investment Co. with F.W. Dunton, president and George E. Hagerman, secretary & treasurer, invested in a bicycle railroad operated by electricity. The car ran upon two wheels placed fore and aft as in the familiar bicycle of the day. Dunton invested his energy on the construction of the railroad while Hagerman operated a large lot selling development in the area of Bellport and East Patchogue.²



Picture 2: *East Patchogue Monorail*

¹

² All Hagerman historical information is from a letter from Osborn Shaw, Town of Brookhaven Historian, to the LI Daily Press, January 22, 1951.

2. <http://www.screanews.us/ScreaNews/ScreaNews1003/MonorailEastPatchogue.htm>

South Country Retired Educators Association newsletter

The Boynton-type monorail was built in 1894 between East Patchogue and Bellport. Mr. Dunton completed a one and a half mile test track, running north to south on Dunton Avenue or on Hagerman and Clinton Avenues. The electric powerhouse was built on the south end of the track by the bay and the track ran north to the central line of the Long Island Railroad. The railroad consisted of heavy, wooden framework with a single rail at the top and bottom. The "humps" in the road today are due to the raised beds of the old bicycle railroad right of way.³



Picture 3: *Monorail Power Station*

Ultimately the system failed and by Nov. 14, 1904 the timber rails were sold off. Over \$60,000 was invested and those who bought stock in the company lost their entire investments.

In 1932, the North Patchogue and Hagerman Fire Districts were established. Though located just several miles from the Incorporated Village of Bellport, disparities between the Village and Greater Bellport in terms of available services have traditionally been stark. The two areas share library and postal services, but both the South Country Library and Bellport Post Office are located in the Village.



Figure 2: *Fire District Map*

While there is a viable downtown commercial area in the Village, Greater Bellport lacks a defined hamlet center. Pedestrians are challenged by a lack of sidewalks and curbs on most streets and residential traffic comingles with industrial traffic.

³ www.longwood.k12.ny.us/history/midisl/bayles%20stories/bicycle%20railroad.htm February 6, 1964. Hopes Were High For Success of Bicycle Railroad in 1800's. By Thomas R. Bayles

2.3 Previous Studies

Low density development in the town, which began in the 1950s, followed adoption of the Town Zoning Code in 1937. Several studies have been conducted for the Greater Bellport area since the 1960s, each highlighting issues in the area and offering recommendations for change.

North Bellport Taxpayers Association Report (Edwin S. Voorhis & Son, Inc., 1964)

This study recommended that the Town apply for federal assistance for an urban renewal program, which ultimately was never realized. The report found that “[m]any of the causes of the housing problems which exist in the area today can be traced to...easy money and mortgage terms...high unemployment rates caused by layoffs in local defense industries, and high commuting costs and transportation difficulties,” issues that persist in the community almost 50 years later.

Comprehensive Plan for the Revitalization of North Bellport (Enterprise Foundation, 1990)

In 1990, under a contract with Suffolk County, a study done by the Enterprise Foundation concluded that North Bellport was “isolated geographically, socially, culturally, racially, politically and economically.” Major issues facing the community included high rates of crime and arrests, a high percentage of high school dropouts, high unemployment, and high rates of public assistance. Recommendations included increased home ownership opportunities and rehabilitation of rental units, increased code enforcement, enhanced community involvement, beautification measures, and revitalization of commercial areas.

Bellport Station – First Phase of “Learning by Doing” – A Grassroots Community-Building Initiative (New Directions Community-based Research Institute, 2002)

In 2001, The New Directions Community-Based Research Institute completed a North Bellport-commissioned study to assess existing conditions and prepare a grassroots master plan for the area surrounding the Bellport Train Station. The study recommended creating a dense mixed-use town center surrounding the railroad station, redeveloping vacant properties, increasing code enforcement, improving pedestrian access, improving boundaries to create a sense of community, and turning Atlantic Avenue into a Main Street with a library and park, surrounded by mixed-use residential. The study was initiated and completed by architectural faculty and students from the New York Institute of Technology and a sociologist from Stony Brook University.

South Country School District Hamlet Study (New Directions Community-based Research Institute, 2003)

In 2003, New Directions partnered with the South County School District to create a hamlet study, wherein the study area boundaries were expanded to include the entire school district. The study presented the results of a series of community surveys that assessed residents’ hopes and concerns for the area. Most respondents indicated that quiet and safe neighborhoods, improvements to public transportation, utilization of vacant properties, access to the waterfront, and creation of a community center and recreational activities were important to them. A housing survey that documented the condition of more than 300 housing units in North Bellport was also conducted; most housing units were deemed to be in average condition.

North Bellport Retail Study (Saratoga Associates & Sustainable Long Island, 2008)

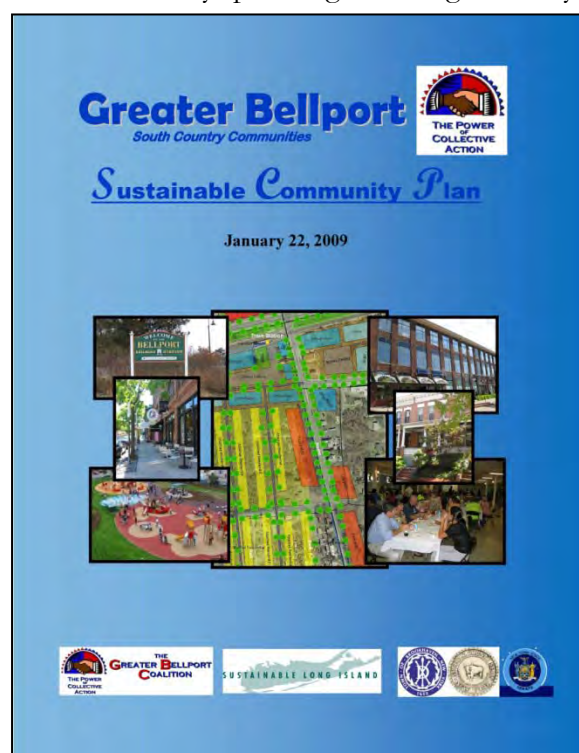
This study focused on existing retail conditions and opportunities along the Station Road corridor between Sunrise and Montauk highways and at various radii from the intersections of Station Road

with Sunrise and Montauk Highways. The study also examined existing business mix and spending trends from identified trade areas, as well as recommended areas suited for retail development.

The study revealed an oversupply of automotive uses in the study area; 30 parcels (about 15% of all parcels in the study area) contained auto repair shops, used car lots, or junkyards. Analyses indicated a large opportunity for all types of food services -- including full service restaurants, limited-service eating places, special food services, and drinking places (bars and taverns) – in the study area. The study also recommended developing the North Bellport area as a “dining mecca,” or clustering dining establishments with entertainment or specialty retail shops as a way to distinguish it from other shopping areas.⁴ Results of this retail study are discussed in greater detail in section 6.4, “Economic Trends.” The Retail Study is included as Appendix B.

Greater Bellport Sustainable Community Plan (Sustainable Long Island, 2009)

The *Bellport Sustainable Community Plan* resulted from a community planning effort guided by Sustainable Long Island, the Greater Bellport Coalition, and local government officials. Following significant community outreach and mobilization, community members took part in a Vision Weekend, which included a series of focus groups, field condition inventories, goal setting meetings, and design sessions. Through these activities, residents identified issues of concern and developed recommendations for addressing them. The weekend culminated with a celebration and acceptance of the community’s vision, which was garnered from community input received over the Vision Weekend; the vision includes nine articulated goals, implementation recommendations, and preliminary designs for town centers in Greater Bellport. This *Greater Bellport Land Use Plan* is the next step in transforming the community’s vision into an adopted document that will guide the future of Greater Bellport. A more detailed discussion of the community’s vision and community planning process can be found in Section 4.0, “Community Building and Vision Process.” The vision was accepted by the Brookhaven Town Board in April 2009 to serve as a guide for stakeholders and decision makers. The Sustainable Community Plan is included as Appendix C.



Picture 4: Sustainable Community Plan

Greater Bellport Community Niche Market and Branding Plan (Nelson, Pope & Voorhis LLC, 2011)

This plan provides recommendations for creating “a sense of place, community pride and positive perceptions through a more niche-oriented position in the local market.”⁵ This study focused on an area centered on the intersection of Montauk Highway and Station Road and recommends focusing on the area’s cultural and ethnic diversity in developing a market niche, which could be centered

⁴ Saratoga Associates and Sustainable Long Island. *North Bellport Retail Study – Final Report*. October 22, 2008. Page 7.3.

⁵ Nelson, Pope & Voorhis LLC. *Greater Bellport Community Niche Market and Branding Plan*. March 2011. Page 1.

around food, music, and the arts. This is in keeping with the findings of the *North Bellport Retail Study* as outlined above. The plan states that “[c]afes and restaurants, events, festivals and business opportunities should complement this niche, while supporting the strong presence of the youth in the community, in addition to sports and recreational opportunities.”⁶ The plan further recommends involving the local faith-based and community organizations, two of Greater Bellport’s major assets, in implementation of the niche plan. Another asset, the Bellport LIRR station, should be considered in the development of the market niche, as the unique cultural and culinary experience that the area would offer has the potential to attract people from other parts of Long Island.

The plan details ten recommendations for implementing a niche market in Greater Bellport, including promoting Greater Bellport’s existing assets; launching a community-wide logo and slogan contest; hosting an annual clean-up day and other community-wide events that foster cultural and ethnic diversity and community pride; beautification measures such as street art, commercial façade improvement programs, and streetscape and design improvements along Station Road and Montauk Highway; conducting a business inventory and needs survey; and working with the Bellport Chamber of Commerce, community organizations and local government to promote events and recognize successful local businesses and innovative initiatives. The plan is included as Appendix D.

2.4 Relationship to Suffolk County and Town of Brookhaven Comprehensive Plans

2.4.1 Suffolk County Comprehensive Plan 2035

Suffolk County is updating its comprehensive plan. Phase one “examines existing and proposed land uses, existing and future needs for housing, commercial and industrial facilities, the adequacy and needs of transportation and other infrastructure, the protection of the environment as well as the needs for open space and parkland. The plan will consider population, demographic and socio-economic trends and future projections.”⁷ The Inventory will be the basis for the development of phase two, in which the information collected during phase one will be analyzed and recommendations developed.

Based on 2010 U.S. Census data, the Suffolk County Planning Department projects that the Town of Brookhaven will increase by 108,000 people by 2035, a 22% change from its current population of over 486,000 and the largest numerical increase in the County. The County as a whole continues to be more diverse (with growth in Hispanic, black and Asian populations) and older, as residents “age in place.” Volume one of the Comprehensive Plan notes that “[t]he changing face of the suburbs will have housing, infrastructure, education, environmental, economic and healthcare implications.”⁸

2.4.2 Town of Brookhaven 1996 Comprehensive Plan

The Town Comprehensive Plan is a blue print for the immediate and long-range protection, enhancement, growth and development of the town. It was enacted to regulate land use for the purpose of protecting the public health, safety and general welfare of its residents. The 1996

⁶ *Ibid.* Page 15.

⁷ <http://www.suffolkcountyny.gov/Departments/Planning/SpecialProjects/ComprehensivePlan/Overview.aspx>

⁸ *Ibid.* Page 1-6.

Comprehensive Plan maintained the 1937 strip commercial zoning along Montauk Highway, specified the industrial zoning represented in the field today and provided for the two, north and south, commercial centers along the Sunrise Highway. The Greater Bellport Land Use Plan is intended, after public hearings and Town Board adoption, to amend the 1996 Comprehensive Plan to reflect the support for discrete hamlet centers in Greater Bellport and Hagerman and supporting the creation of a mixed-use development at the Bellport LIRR station.

2.4.3 Brookhaven 2030

The Town of Brookhaven is in the process of developing a new comprehensive plan, *Brookhaven 2030*, which provides visions, goals, objectives, policies and actions that will guide the Town's development through 2030. The plan has six stated goals, which include protecting natural resources, preserving open space and community character, promoting Main Street and transit-oriented development, providing diverse housing options, providing a multi-modal transportation option, and expanding community facilities and services. The plan offers strategies to accommodate anticipated growth by directing it toward existing centers and providing for less intensive uses between centers (transition areas), with additional emphasis on revitalizing downtowns, developing infrastructure and ensuring a sustainable tax base.



Picture 5: *Brookhaven 2030 Draft*

3.0 State Environmental Quality Review Act (SEQRA)

The action is the preparation by the Town of Brookhaven and adoption by the Brookhaven Town Board of *the Greater Bellport Land Use Plan*. This is a Type I Action per Part 617.4, (b), (1) [the adoption of a land use plan]. The action is subject to SEQRA, and the Town Board of the Town of Brookhaven intends to assume lead agency status and will notify all involved and interested agencies that a positive declaration is planned. A full Environmental Impact Statement (EIS) will be prepared. A public scoping is not anticipated.

3.1 Environmental Impact Statement

Once the Generic Environmental Impact Statement (GEIS) is prepared, it will be transmitted to all involved and interested agencies, including the Regional and State Offices of the New York State Department of Environmental Conservation (DEC), the New York State Department of Transportation, the Suffolk County Planning Commission, the Suffolk County Department of Health Services, the Suffolk County Department of Public Works, and the Village of Bellport. The final EIS will also be posted on the Town of Brookhaven's web site (www.brookhaven.org), and a copy of the GEIS will be provided to the South Country Library in Bellport. The process will include the acceptance of the Draft Land Use Plan and Draft Generic Environmental Impact Statement by the Town Board followed by a 3-day public comment period and a public hearing.

After the public comment period is concluded, a Final Generic Environmental Impact Statement will be accepted by the Town Board and will address public comments and concerns. The process concludes with SEQRA findings that will outline the Town Board's decision to adopt the Land Use Plan.

4.0 Community Building and Vision Process

4.1 History

This land use plan is the next step in a community planning process that began over seven years ago with the study, *Working Together for a Brighter Future in Greater North Bellport*. At that time, community leaders from the Central Bellport Civic Association and local businesses evaluated the need for a community revitalization project. Sustainable Long Island, a nonprofit planning consultant, was chosen to assist with a community visioning following a selection process headed by community leaders and Councilwoman Kepert.

Community groups, clergy and businesses throughout the South Country School District were invited to join a coalition—later named the Greater Bellport Coalition—that would direct and oversee the community planning process. The coalition represents the connections between Bellport and adjoining communities that are linked by the major commercial corridor between Montauk Highway and Station Road and reflects local sentiment to unite these neighboring communities⁹.



Picture 6: *Vision Weekend Poster*

Original goals for this community planning process were formed early on at monthly coalition meetings. These goals were further developed as the process went on, and nine goals for the

4.2 Phase I – Building Local Capacity

In gaining organizational capacity, a group has the ability to ultimately effect real community-wide improvements without reliance on public officials or external organizations. A goal of the Greater Bellport community planning process was for the Greater Bellport Coalition to become a self-sustaining organization with the capacity to facilitate the visioning process and manage its implementation. In achieving this, the coalition can truly represent the community's vision and guide future actions and implementation, leading to changes that will improve the Greater Bellport area's quality of life. Sustainable Long Island and the Greater Bellport Coalition were able to secure support for this community planning project from elected officials at the state, county and town levels.

4.3 Phase II – Community Vision

⁹ Sustainable Long Island. *Greater Bellport Sustainable Community Plan*. January 22, 2009.

Greater Bellport Community were articulated following the Vision Weekend held in August 2007. The weekend and goals are discussed in detail in sections 4.3.2 and 5.0, respectively, below.

4.3.1 Community Outreach

The Greater Bellport Coalition and Sustainable Long Island embarked on intensive community outreach and mobilization efforts through a “Seven Points of Contact” approach, whereby attempts were made to reach every community member in at least seven different ways. These methods included: presentations to groups in the community; magnets mailed to every home; town website and bulletins; relevant community and municipal newsletters; advertisements in local newspapers; door hangers; coalition website and links from other sites; flyers posted at significant events and businesses and sent home from school; posters in businesses; placemats at a local diner; VMS “digital” road signs; robo calls; public service announcements on local radio stations; lawn signs; and save-the-date postcards mailed to every home.¹⁰ Outreach efforts spanned the entire visioning phase of the planning process, continuing through the last community presentation, to garner as much community interest and participation as possible.

Sustainable Long Island conducted three community education workshops in July and August 2007 to provide residents with information on the planning process and concepts, as well as ways to address the issues facing Greater Bellport. Planning professionals from the town and other organizations and agencies participated in these workshops as well.

4.3.2 Community Vision Weekend

The vision weekend was held August 10-12, 2007, culminating with the Community Vision Design Day that was attended by over 150 residents. Overall, more than 500 people participated in the weekend’s events, which included focus groups, field condition inventories, goal setting meetings, and design sessions, as well as a community celebration. This relatively large attendance is a testament to the success of the intensive outreach efforts and the interest of community members in shaping the future of Greater Bellport.



Picture 7: Friday Goal Identification Session (from Vision)

Focus groups were held in the days just prior to the vision weekend, in order to collect input from specific groups that play a significant role in providing services to Greater Bellport; this included civic and environmental groups, housing organizations, government officials, business and property owners, emergency responders and law enforcement, youth-related

¹⁰ Sustainable Long Island. *Greater Bellport Sustainable Community Plan*. January 22, 2009. Pages 46-47.

professionals (i.e. from the school district and sport leagues), religious leaders, and senior-related professionals. The strengths, weaknesses, and opportunities identified in these groups were used in developing sessions in the vision weekend and in formulating the recommendations of the *Sustainable Community Plan*. At the start of the vision weekend, the Sustainable Long Island design team facilitated a discussion with over 200 community members to identify central issues and goals; these goals became the framework for the remainder of the planning process and will be discussed in section 5.0 below.

Community vision design day incorporated traditional design sessions and charettes with a unique “experiential learning sessions,” in which participants took a bus tour and were asked to look at different elements at the community (good and bad) and imagine experiencing them as a different person—a child, a senior citizen, a person in a wheelchair, a blind person, or a tourist—in order to create a more comprehensive context in which to evaluate positive and negatives of the area’s physical environment. Following this exercise, participants were involved in design sessions at eight different tables, where they had the opportunity to discuss ways to solve issues of concern and what their “perfect community” would look like.

5.0 Initial Vision Goals and Priorities



Picture 8: *Vision Design Day (from Vision)*

A preliminary vision, based on community input received at the vision weekend and previously articulated goals, was presented at a public celebration in late August 2007. In addition, proposed designs for town centers in Greater Bellport were presented, and the community accepted the vision as presented and approved moving forward with the writing of a formal plan and implementation strategy, which were developed in the *Greater Bellport Sustainable Community Plan* and form the basis for this land use plan.

As stated in the *Greater Bellport Sustainable Community Plan*, the community’s initial goals,

in order of priority from highest to lowest as voted on by participants during the vision weekend, are as follows:

1. Address the crime issue and create a safe community.
2. Improve government responsiveness to issues in the community.
3. Create a beautiful, well-maintained community.
4. Enhance public transit options, safety, and street connections.
5. Develop a range of housing options in undeveloped parts of the community.
6. Attract commercial businesses to a hamlet center.
7. Enhance the ability to walk everywhere within the community.
8. Create a range of recreational opportunities in the community.
9. Develop pride in Greater Bellport and provide supportive programs.

These goals were supported by implementation strategies and an action plan developed in the *Greater Bellport Sustainable Community Plan* and form the basis of the recommendations contained herein.

6.0 Existing Conditions

6.1 Land Use and Zoning

Brookhaven Town first implemented zoning in 1937 and established Bellport’s existing commercial zoning pattern when the Montauk Highway corridor from Dunton Avenue, east to New Jersey Avenue was designated as a commercial corridor. This zoning pattern was perpetuated by the adoption of the 1964 zoning map which included only two land use districts, commercial and industrial. Over time this simple zoning pattern evolved into one that is much more complex in order to regulate the town’s extensive growth and development. The zoning regulations govern the way in which land is used and developed. The goal of zoning is to implement the Town’s, the taxing districts’, and the residents’ long range land use objectives.

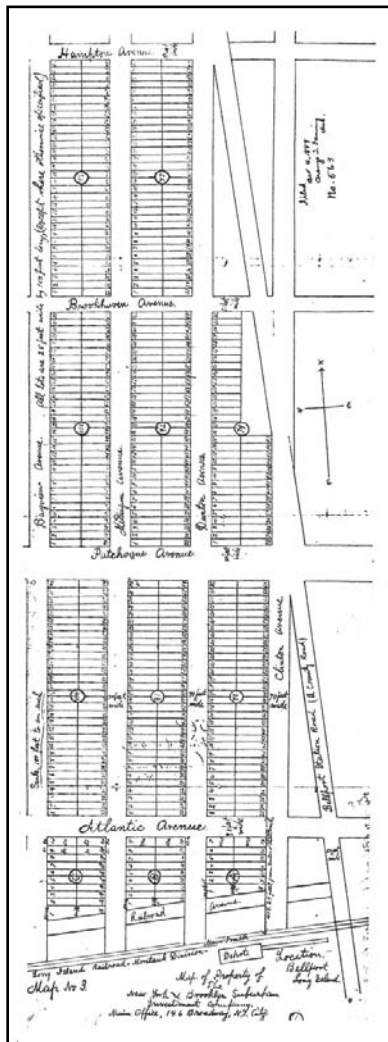


Figure 3: 1888 Bellport Development Map

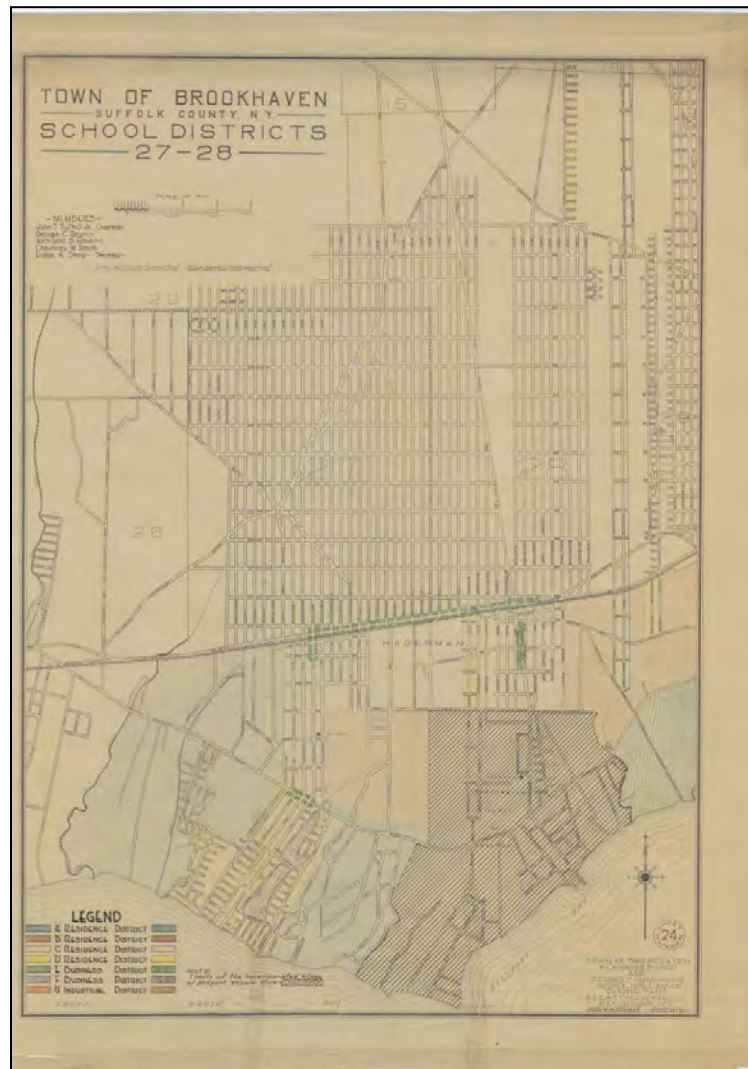


Figure 4: 1937 Bellport Zoning Map

The Town of Brookhaven is traditionally zoned, often referred to as Euclidean zoning, which segregates specific land uses in to discrete districts. These zoning districts are regulated by lot size and allowable uses. It is important to understand that a parcel of land may have a different and legal non-conforming use than the zoning code dictates. This is usually because the property was developed in a particular way with a particular use before the zoning district regulations were designated or changed.

Over the last 50 years, the zoning pattern of Bellport and Hagerman has been only slightly modified, continuing to permit strip commercial development along Montauk Highway. Here, and in the rest of the town, zoning and other regulatory tools have institutionalized the continuous pattern of low-density, auto-oriented commercial development. Compounding the redundant strip commercial auto-oriented development on Montauk Highway and making it even less attractive in Bellport are the narrow commercial lots created between the LIRR right-of-way and Montauk Highway. These narrow lots are constrained by lot size and leave little room for landscaping and good site design. As illustrated in Table 1, Acreage by Zoning District, the predominant zoning classification in Greater Bellport is the A-1 Residence District, which permits one dwelling unit per acre; however that is not consistent with the actual build-out densities. Single-family detached homes are the largest group of structures within the study area. Montauk Highway, Atlantic Avenue and portions of Station Road are zoned commercially and there is a significant amount of industrial zoning in the eastern part of the study area.



Figure 5: Montauk Highway J-2 Split Zoning

Table 1 - Acreage by Zoning District			
Zone	Zone Description	Acres	Percent of Total
A1	Single Family Dwelling - 40,000 sq. ft. lot	1,682.18	67.42
A2	Single Family Dwelling - 80,000 sq. ft. lot	39.96	1.60
B	Single Family Dwelling - 15,000 sq. ft. lot	135.71	5.44
D	Single/Two Family Dwelling 15,000sq. ft. lot	6.09	0.24
Total Residential		1,863.94	74.70
J2	General Retail	116.54	4.67
J4	Professional Office	13.88	0.56
J5	Gasoline Stations and Major Restaurants	1.12	0.04
Total Commercial		131.54	5.27
L1	Light Industry	405.19	16.24
Total Industrial		405.19	16.24
NHH	Health Facility/Nursing Home	49.64	1.99
PRC	Planned Retirement Community	34.75	1.39
PRCHC	Planned Retirement Congregate Housing Community	10.01	0.40
Total HC/Senior		94.4	3.78
Total All Zones (excludes roads)		2,495.07	100.00

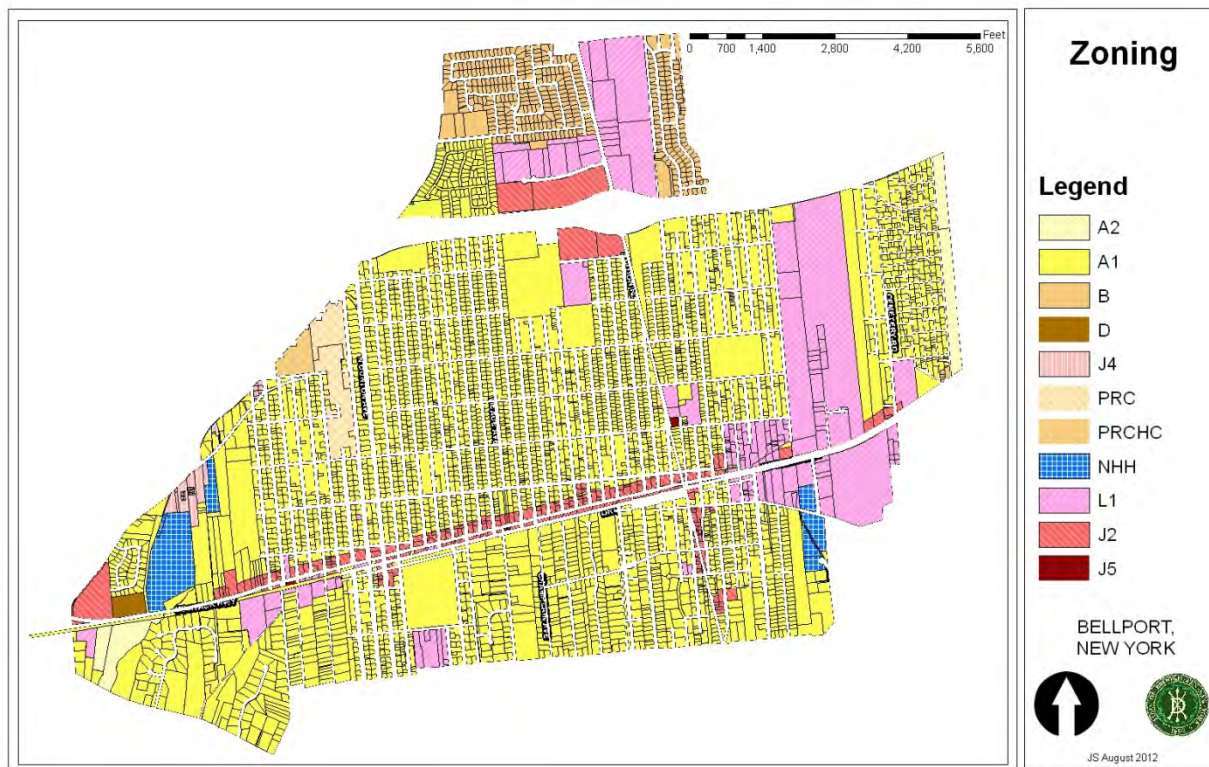


Figure 6: Existing Zoning

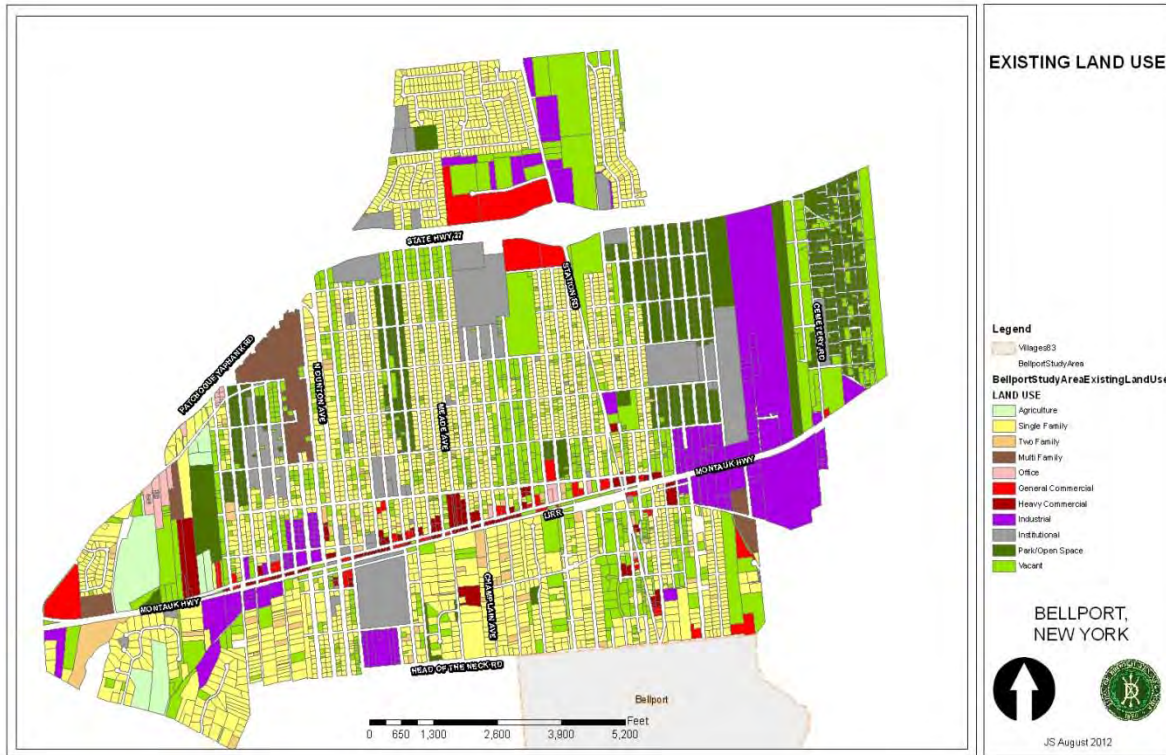


Figure 7: Existing Land Use

6.1.1 Residential

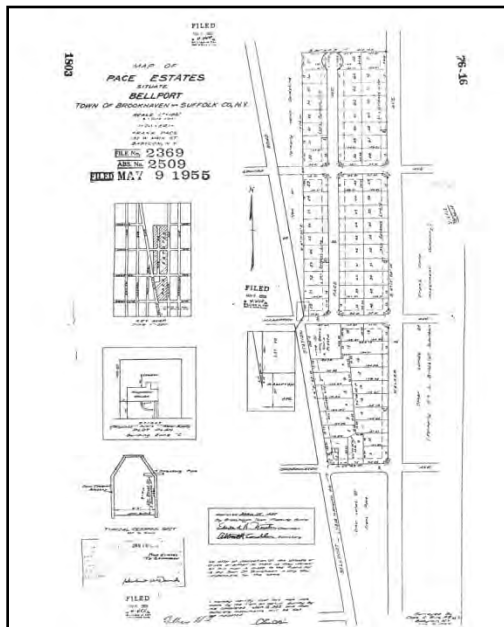


Figure 8: 1955 Pace Estates Map

The residential development pattern was established in the late 1800s by the New York and Brooklyn Suburban Investment Company. The filed map lots varied in size but were predominantly 20 foot by 100 foot, modeled after subdivisions established in Brooklyn. In 1889, 600 to 700 lots were sold to members of the Mount Olivet Baptist Church, located at 161 West 53rd Street, New York City, one of the largest churches in the United States owned by a colored congregation. Eighty-seven acres of land was set aside and by 1889, 300 families had settled there or had decided to settle there.¹¹ Around the same time, lots were marketed and sold to Italian immigrants who sought farmland in the country.

In 1955, the map of Pace Estates was filed and houses were then built on lots of land from 7,500 to 10,000 square feet in size. Many of these homes were sold with easy mortgage terms of no down payment, without landscaping or street and drainage improvements.

¹¹ New York Times. A Colored Colony. Published: September 9, 1889

According to a 1964 report prepared by the North Bellport Taxpayers Association, “Greater Bellport’s housing problems began in 1957 with high unemployment rates caused by layoffs in local defense industries, and high commuting costs and transportation difficulties.”¹² Many homeowners lost their homes to foreclosure, and without jobs in the area, few homeowners moved in, leaving many houses to be sold to speculators, resulting in the houses being rented. Some of the homes were rented to welfare recipients and by 1964, represented 12% of the houses rented.

There are a number of affordable housing agencies working in the Bellport area to provide workforce and affordable housing units or to rehabilitate derelict dwelling units into affordable housing ownership opportunities. Two organizations own and manage residential rental properties, The Bellport, Hagerman, East Patchogue Alliance (BHEP Alliance Inc) own approximately 50 homes. The Community Development Corporation of Long Island (CDC) is managing four dwellings and building four more. Two organizations build houses for home ownership: Long Island Housing Partnership and Habitat for Humanity.



Picture 9: Home in Bellport

Most of the Greater Bellport study area, more than 70% of the area, is residentially zoned (Residence A-1 District), which allows for one dwelling unit per acre. The majority of housing units in the study area are single family detached homes, with several apartment complexes within or just outside the area. In general, residential zoning blankets the majority of the parcels in the study area that do not front on major transportation routes. These residential lots range in size from 5,000sf. to 10,000sf. These lot sizes do not meet the minimum required lot area of 40,000 sf. per dwelling unit but were subdivided and developed prior to the A-1 Residence zoning requirements and meet the existing, non-conforming criteria for lot size and setbacks.

Most of the areas faith-based organizations, recreation centers and parks are located in the residential districts. Five churches, the VFW hall, the cemetery, and lands utilized for municipal and utility purposes are generally residentially zoned. The Eastern Suffolk BOCES Brookhaven Technical Center, located at 350 Martha Avenue, is also zoned residentially.



Picture 10: Victory Church of God

¹² *North Bellport Taxpayers Association Report* (Edwin S. Voorhis & Son, Inc., 1964)

Multi-family land uses include 35-acres of Planned Retirement Community (PRC) for residents 55 and older, 10-acres of Planned Retirement Congregate Housing (PRCHC) which is assisted-living, and 50-acres of Nursing Home/Health Facility (NH-H). This type of restricted housing totals 94-acres of multi-family housing units, however no properties are zoned as unrestricted multi-family housing. There is one apartment complex at the western limit of the study area, that occupies 5.8 acres, this property is zoned D-residence.

6.1.2 Commercial

The Town has a total of seven commercial districts excluding the Fire Island districts, J-Business (Transitional Business), J-2 Business (General Retail/Neighborhood Business), J-4 Business (Professional Office), J-5 Business (High Intensity Business-gasoline filling stations & major restaurants), J-6 Business (Main Street Business), J-8 Business (Hotel-Motel), and K Business (Agriculture and Duck farms).

Three business districts cover 131 acres, or 5%, of the study area. A general description of each district and its corresponding acreage is assembled in the chart, Acreage by Zoning District, Table 1. General retail uses were found throughout the study area and consisted of approximately 48 acres of land and accounted for 189 storefronts within 319,000 square feet of retail space.

Most of the commercially-zoned parcels in the study area are located along Montauk Highway, Sunrise Highway, Atlantic Avenue, and on portions of Station Road. The majority of commercial parcels along the Montauk Highway corridor are zoned J2 Business (Neighborhood Business). Two large commercial centers, the north and south Bellport Outlets, are zoned J2 Business and located on Sunrise Highway. There are several parcels zoned J4 Business (Professional Office) along Patchogue-Yaphank Road (County Road 101). Town Code amendments adopted in 2003 rendered many split-zoned (residential and commercial) parcels in the area residentially-zoned (*refer to §85-8.A.7. of Town Code*). Automotive uses on some parcels became non-conforming to their zoning classification, as automotive use is not permitted in the J2 Business District.



Picture 11: Spicy's Restaurant

Restaurants are located throughout the study area and include the 1,000 sf. Spicy's take out, three Spanish restaurants, and a family-style diner on the Sunrise Highway south service road. There are no fast-food or chain restaurants in the study area.

The two large shopping or regional centers, the former Bellport Outlet shopping centers, are located on the north and south sides of Sunrise Highway. The north side center is occupied with shops and stores and anchored by Home Depot. The south side has been improved with a BJ's Wholesale Warehouse which opened on August 2014.



Picture 12: Commercial Blight

As indicated in the [2008 North Bellport Retail Study](#), there is an oversupply of automotive uses in the study area; 30 parcels (about 15% of all parcels in the study area) contained auto repair shops, used car lots, and/or junkyards. Many of these automotive uses are existing, non-conforming, and located in or very near the business districts of the study area. Many of these existing vehicle dismantlers and auto-uses were sited in Bellport prior to zoning regulations. However, as these sites are constrained by any prior approvals, any expansion of the use would not be permitted and these uses will eventually cease.

6.1.3 Industrial

Industrial zoning covers 405-acres of the study area, 16%, a small percentage, but arguably it may have the most impact on the community. The industrial uses are generally situated around Sunrise Highway, Montauk Highway, Arthur Avenue and Beaver Dam Road. A large 90 acre property owned by the LI Auto Group is used to store vehicles for n-line auto auctions. There are large parcels that support concrete and asphalt processing, just east of Arthur Avenue. As noted in the transportation section of this document, much of the Station Road truck traffic originates from this area. However, there are additional large acreage properties that function as vehicle dismantlers on the north side of Montauk Highway, east of the Station Road downtown. Smaller L1 parcels are located in the western portion of the study area, along Montauk Highway. The former PolyMag site supports a 26,550 sf industrial building that appears underutilized on a nine-acre, L-1 industrially zoned property. Eastern Suffolk BOCES holds a 22- acre vacant property located just east of the BOCES Technical Center which is split-



Picture 13: Bellport Industrial Property

zoned A-1 Residence and L-1 Industrial. Steiger Craft is situated upon approximately three-acres and builds and sells boats on the east side of Station Road, south of Beaver Dam Road. The Village of Bellport maintains a two-acre composting facility on the west side of Wards Lane on a residentially zoned property.

Although industrial zoning may contribute to traffic problems, it also provides a substantial revenue stream for the taxing districts. There are three industrial zoning districts in the Town, L-1 minimum of 1-acre, L-2 minimum of 5-acre and L-4 which requires 50-acres. None of the Bellport Study area is located within the town's special groundwater protection area that requires 3-acres for industrial zoning.

6.1.4 Open Space, Vacant Lands, and Parks

Vacant land, consisting of land that is not in use, lacks permanent improvements and includes both private and public property, makes up approximately 577-acres of the study area. Of that total, 465-acres are privately-held and 112-acres are publicly-held. Open space is a broad term, defined as publicly or privately owned land that lies in a predominantly open, undeveloped and natural state. Open space may be used for natural resource based uses, passive or active recreation or may be reserved to protect or buffer natural areas, adding ecological, scenic or recreational value to community.

The Town's Martha Avenue Park is a total of 99.3 acres, of which 50-acres is developed for active recreation, 30-acres are improved ball fields and 20-acres are maintained for the aerodrome. Robert Rowley Park is 4-acres and completely developed with playground equipment, basketball and hand ball courts, picnic benches, and a walking trail. A splash park is planned. There are two small pocket parks located along Station Road, one in excess right of way and established as a memorial and the other is Sunshine Park supported with landscaping and benches.

6.1.5 Non-conforming Uses – Automotive

Non-conforming uses occur when there is occupation and use of properties contrary to the zoning regulations that control these properties. This arises when the non-conforming use predates the zoning law. When zoning is established or amended, the ordinance cannot eliminate structures or uses already in existence.

As long as the property having the non-conforming use status does not change, its status is protected. There are a large number of existing non-conforming uses in the study area in all of the zoning districts. The established residential development pattern of lots on 5,000 square foot (sf) lots is significantly less than the 40,000 sf required. The bulk of the auto uses are only currently permitted in the J-5 zoning district not the J-2 Business district as existing today. Concrete and asphalt processing, as well as vehicle dismantlers, are currently only permitted in the L-2 Industrial zoning district.



Picture 14: Bellport Auto-Use

6.2 Infrastructure

6.2.1 Road Network and Traffic

6.2.1.1 Station Road Overview

The primary connector in the hamlet of North Bellport between Sunrise Highway (State Route 27) and Montauk Highway (County Route 80) is Station Road. After crossing Montauk, Station Road, as it exists within our study area, continues south to Head of the Neck Road and then enters the Village of Bellport. The road is configured as a two lane town connector of variable width with variable right of way. Station Road is under the jurisdiction and control of the Town of Brookhaven.



Picture 15: Station Road Aerial

At the present time, Station Road largely functions to ferry people and trucks through the hamlet of North Bellport from points south, including the Village of Bellport and industrial uses located around Montauk Highway and Beaver Dam Road, to Sunrise Highway.

To the east of Station Road, the nearest road with access to Sunrise Highway is Horseblock Road, approximately 2.75 mile long drive along Montauk Highway. To the west of Station Road, the nearest road with access to Sunrise Highway is County Route 101, located approximately 2.3 miles away. Truck restrictions on Dunton Ave and Gazzola Drive prevent trucks from using these streets to shorten the drive to CR101. Station Rd has become the default north-south connector, particularly for industrial truck traffic.

The area between the two major thruways (CR 80 and Route 27) is primarily residential, consisting largely of single family homes between Sunrise Highway and Atlantic Avenue. A small commercial area exists north of the Bellport LIRR Station between Atlantic Ave. and Montauk Hwy. Within the residential area north of Montauk, there are two schools: Eastern Suffolk BOCES on Martha Avenue w/o Station Road and Frank P. Long Intermediate School on Brookhaven Avenue e/o Station Road. Additionally, HELP Suffolk has a facility that houses homeless families at the end of Brookhaven Avenue e/o Station Road.

The shoulder of Station Road has an inconsistent width, ranging from being wide enough to accommodate a parked truck in front of Polymag to being only wide enough to accommodate one quarter of a car's body width.

Roughly in the center of our study area, Station Road intersects Montauk Highway, the primary east-west route within the hamlet of North Bellport. A traffic signal regulates the junction of the two roads. To the west of Station Road along Montauk Highway, there is a chaotic mixture of commercial uses, including for example Jackson Hewitt Tax Service, a deli, and many auto uses. To the east of Station Road along the north side of Montauk Highway, there are two large industrial uses, an extraction business, and LI Auto, aka CoPart, an auto salvage business. To the immediate south of Montauk Highway, there are the LIRR tracks and the Bellport station of the LIRR. To the south of Montauk Highway and to the north of Head of the Neck Road, at which the Village of Bellport begins on the south side, Station Road passes through a largely residential area after crossing over the tracks of the Montauk Branch of the Long Island Railroad. On these tracks, to the immediate south of Montauk Highway is the Bellport LIRR station. Station Road passes Beaver Dam Road, off of which there are industrial entities such as Long Island Precast, Lydel Asphalt, and Global Land Materials. Off of Beaver Dam Road, there are also two nursing homes: Bellhaven Nursing Home and New Brookhaven Townhouse. A used truck parts business off of Association Road and Steiger Craft on Bellport Avenue also exist within the environs of Station Road south of Montauk Highway.



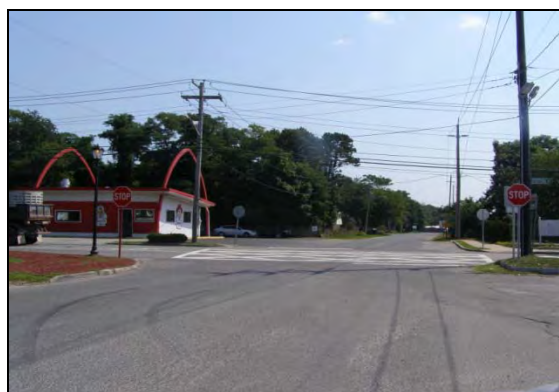
Picture 16: Excess Right of Way Station Rd

6.2.1.2 Traffic Signaling and Markings

Between Sunrise Highway and Montauk Highway, there is a single signal on Station Road at Brookhaven Avenue, on which the Frank P. Long School and Suffolk HELP are located. Aside from this signal, the intersections of Station Road in the area are configured with stop signs on the minor residential roads (4 way intersections with 2 stop signs), allowing largely continuous traffic flow along Station Road. At the intersection of Montauk Highway and Station Road just north of the train



Picture 17: Station Road and Brookhaven Avenue Intersection with a variable width right of way



Picture 18: Station Road & Atlantic Avenue Intersection

tracks, there is a traffic signal.

Between Montauk Highway and Head of the Neck Road, there is a single signal at the intersection of Station Road and Beaver Dam Road. The intersections south of Montauk, aside from the aforementioned signal, use the two stop sign pattern, which is consistent with the intersections north of Montauk.

At the intersection of Station Road and Atlantic Avenue, there have been recent improvements to the street markings. On Station Road, the turn lanes and thru-lanes have been painted to better indicate to drivers where to position themselves when navigating this crossroad. Additionally, in order to avoid traffic backing up into the Station Road/ Atlantic Avenue intersection when a train is passing on the Montauk Branch of the Long Island Railroad (LIRR), cross hatching was added indicating to drivers to stop before the middle of the intersection. Cross hatching was necessary because Station Road has continuous traffic flow at Atlantic Avenue with no signal, but rather stop signs on the more minor Atlantic Avenue. The approaches to Station Road from Atlantic Avenue have recently been improved to double stop signs with red reflectors on the sign post.

Recently, requests have been made to the Town of Brookhaven Traffic Safety Division for a signal at Martha Ave. Driver feedback has indicated that it is difficult for the buses leaving BOCES to make the left onto Station Rd with the traffic coming off of Sunrise Highway. The Town is currently assessing whether to place a traffic signal at the intersection of Martha Avenue and Station Road. As a more immediate measure, traffic patterns have been altered at the intersection of the south service road of Sunrise Hwy and Station Rd; at the signal, right turns on red have been disallowed in order to give the bus drivers leaving Martha Ave a larger gap between groups of cars that travel through the light. Additionally, Traffic Safety has changed the timing of the signal at the south service road and Station Road in order to lengthen the previously mentioned gaps, on which the bus drivers rely in order to be able to leave Martha Ave. Traffic Safety evaluated the intersection of Station Road and Martha Avenue 3 years ago for the possibility of an all-way stop. The division determined that the intersection did not meet the traffic volume warrants for an all-way stop. The traffic volume was too low on Martha Ave; therefore, the intersection was maintained with a two-way stop.

6.2.1.3 Traffic Data

Date of Count	Counter Location	ADT (Northbound)	ADT (Southbound)	ADT Total	85% Speed	% Trucks
6/9/2009	Just North of Tarpon Avenue	3872	4098	7970	46 mph	2.2
6/9/2009	Just South of Tarpon Avenue	3931	4134	8065	50 mph	2
11/11/2011	Between Brookhaven and Patchogue Avenue	6025	5533	11558	45 mph	3.5
3/12/2012	Just North of Martha Avenue	7427	6649	14076	43 mph	3.4
3/12/2012	Just South of Martha Avenue	7364	7191	14555	45 mph	2.3
3/12/2012	Just North of Hampton Avenue	7202	7067	14269	45 mph	3
3/12/2012	Just South of Hampton Avenue	7311	7282	14593	44 mph	3.75

7/25/2013 – 8/1/2013	Between Atlantic and Patchogue	6,327	4,653	10,980	46.7 mph	NB: 3.5% SB: 4.4%
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The counts for Station Road at Tarpon Avenue north of Sunrise Highway, when compared with the other counts listed above, which all took place along Station Road south of Sunrise Highway; indicate a 1% to 1.5% differential in truck volume between Station Road north of Sunrise and Station Road south of Sunrise. Such a drop seems to indicate that trucks are using Station Road as a connector between the industrial uses in Bellport and Sunrise Highway to the north. It is important to note that the Division of Traffic Safety uses a threshold of 3% truck traffic as the minimum warrant for consideration of truck exclusion; therefore, the parts of Station north of Sunrise fall into a different category than the parts south of Sunrise.

Table 3 -- Peak AM Traffic Counts (Station Rd. and Montauk Highway)				
August 19, 2009 - 7:00 AM to 8:45 AM				
	Right	Through	Left	Total
Station Road from the North	46	211	32	289
Station Road from the South	29	305	69	403
Montauk Highway from East	76	230	22	328
Montauk Highway from West	49	146	31	226

Total Number of Vehicles	1246
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Table 4 -- Peak PM Traffic Counts (Station Rd. and Montauk Highway)				
August 19, 2009 - 4:00 PM to 5:45 PM				
	Right	Through	Left	Total
Station Road from the North	33	370	44	447
Station Road from the South	39	353	71	463
Montauk Highway from East	78	238	45	361
Montauk Highway from West	89	416	64	569

Total Number of Vehicles	1840
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Data Compiled for the Town of Brookhaven by TRIP Consultants Corp

6.2.1.4 Accident Data

From January 1, 2009 through December 31, 2011, the intersections of Station Road between Sunrise Highway and Montauk Highway experienced variable numbers of accidents. The intersections of Station Rd. with Martha Avenue and Louise Avenue experienced 6 accidents each in the studied period. The intersection of Station Rd. with Patchogue Avenue experienced 11 accidents, and the intersection of Station Rd. with Hampton Avenue experienced 13 accidents. The two intersections with the most accidents were those of Station Rd. with Brookhaven Avenue and Station Rd. with Atlantic Avenue. There were 20 accidents (rear end accident being most common) at the Brookhaven Avenue intersection and there were 26 accidents (right angle accident being the

most common) at the Atlantic Avenue intersection. No fatal accidents occurred at the studied intersections from January 1, 2009 through December 31, 2011. Between January 1, 2008 and August 27, 2010, there were 30 accidents at the intersection of Montauk Highway and Station Road with right angle accidents being most common. No fatal accidents occurred at the intersection during the studied time period. However, after recently reviewing the accident data for the years 2007 and 2011, the Town of Brookhaven Division of Traffic Safety has opened a case to study the intersection of Station Road and Atlantic Avenue for possible improvements to alleviate the number of right angle accidents.

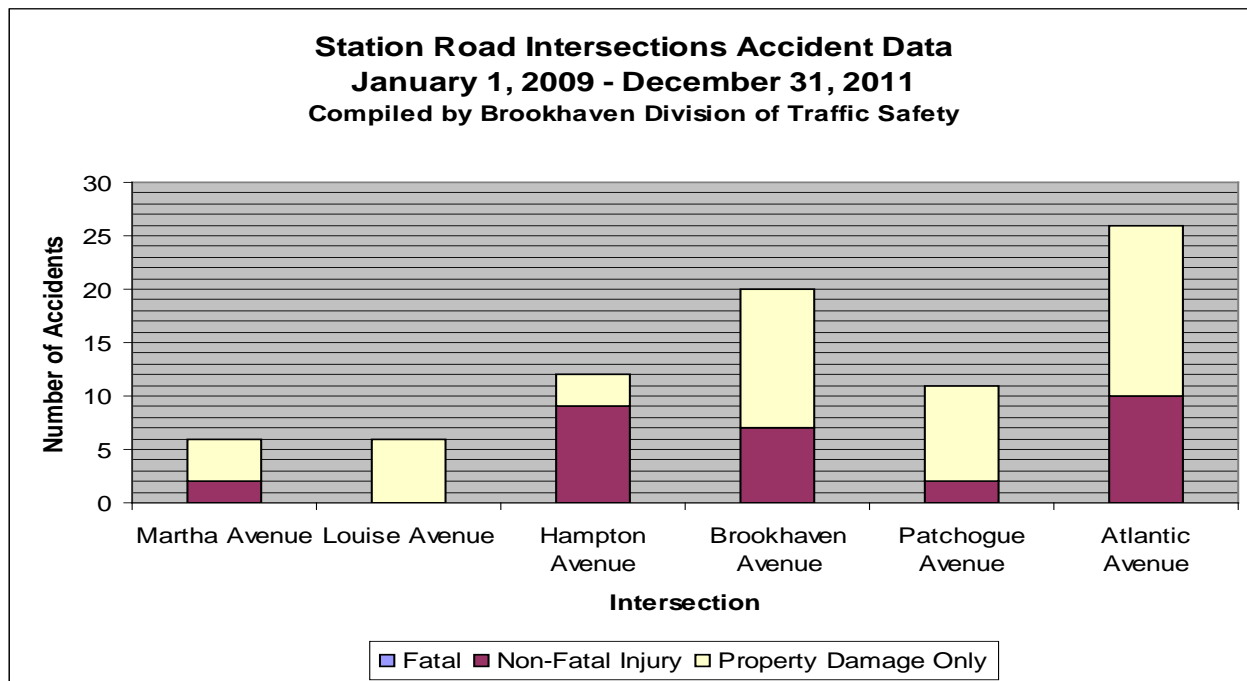


Figure 9 – Station Road Intersections Accident Data

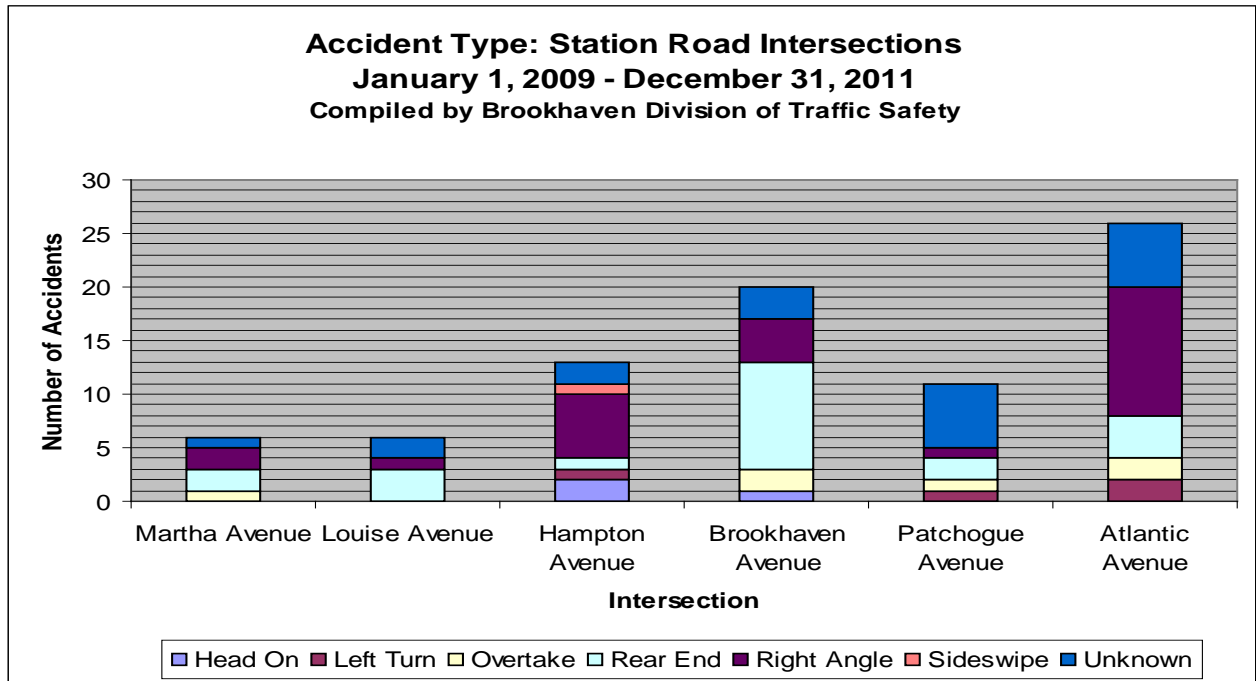


Figure 10—Accident Type: Station Road Intersections

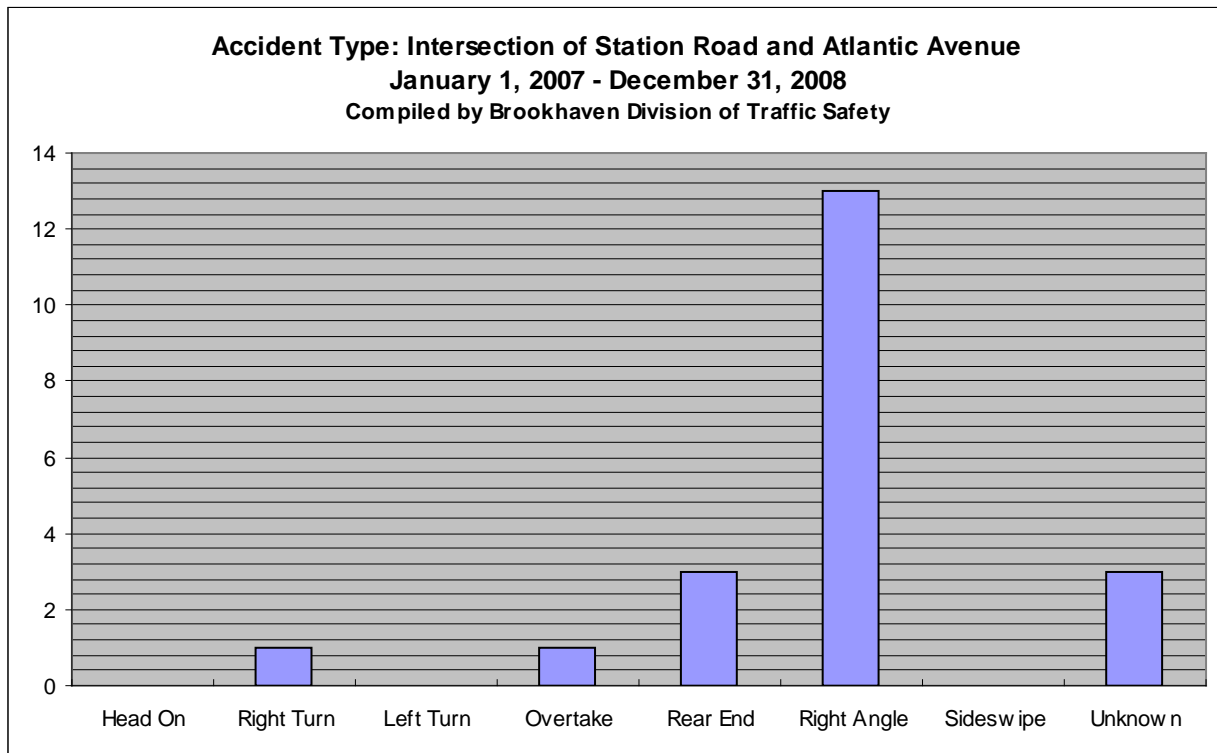


Figure 11: Accident Type: Intersection of Station Road and Atlantic Avenue

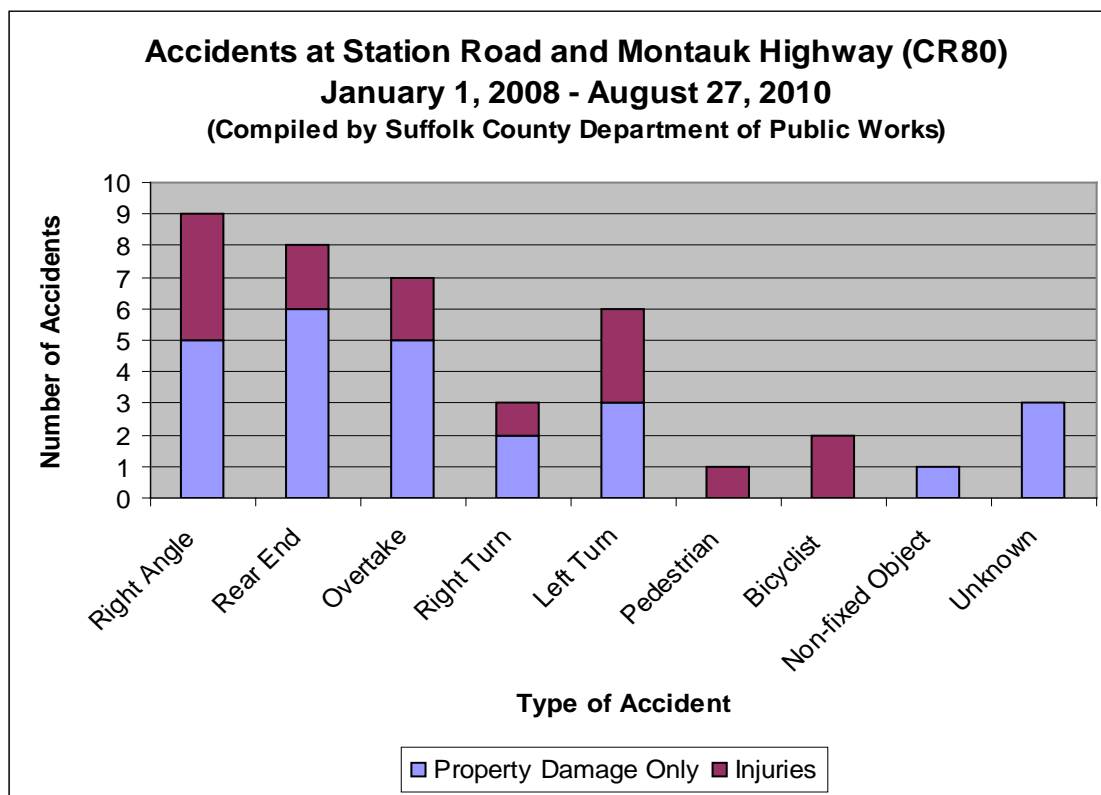


Figure 12: Accidents at Station Road and Montauk Highway (CR80)

6.2.1.5 Truck Exclusions and Truck Traffic

Atlantic Avenue e/o Station Road has a truck exclusion for all trucks that are not completing local deliveries. Hoffman Avenue between Montauk Highway and Atlantic Avenue also carries a truck exclusion. There are also truck exclusions on North Dunton Avenue and Gazzola Drive.

Recent reports have indicated that car carrier trucks are parking along Atlantic Avenue overnight, using the area for staging as they wait for Long Island Auto Auction to open in the morning. Such industrial use parking is inconsistent with the functions of Atlantic Avenue, which has truck exclusion. The town is actively working on eliminating these infractions.

The Town Division of Traffic Safety has received complaints regarding heavy truck traffic from residents in the area of Station Road, Beaver Dam Road and Arthur Avenue.

6.2.1.6 Overall Street Network

North Bellport is configured with a grid street pattern with right angle intersections; however, like Broadway crosses the grid in Manhattan, Station Road in North Bellport crosses the grid, creating non-right angle intersections. Unlike many grid systems, the North Bellport grid is not fully functional because it is incomplete. For example, Martha Avenue and Hampton Avenue are discontinuous, being divided into four separate sections each. North of Atlantic Avenue, there is no street which is continuous between Station Road and Dunton Avenue. This inconsistent grid has created an area with many dead ends.

6.2.1.7 Major Intersections

- Station Road and the Sunrise Highway South Service Road
- Station Road and Martha Avenue
- Station Road and Brookhaven Avenue
- Station Road and Atlantic Avenue
- Station Road and Montauk Highway
- Station Road and Beaver Dam Road
- Station Road and Association Road
- Arthur Avenue and Montauk Highway
- Station Road and Head of the Neck Road
- Montauk Highway and Dunton Avenue
- Montauk Highway and Gazzola Avenue
- Montauk Highway and County Route 101



Figure 13: Intersection of Station Road with Montauk Highway and Atlantic Avenue



Figure 14: *Intersection of Station Road and Brookhaven Avenue*



Figure 15: *Intersection of Station Road and Beaver Dam Road*

6.2.2 Public Transportation

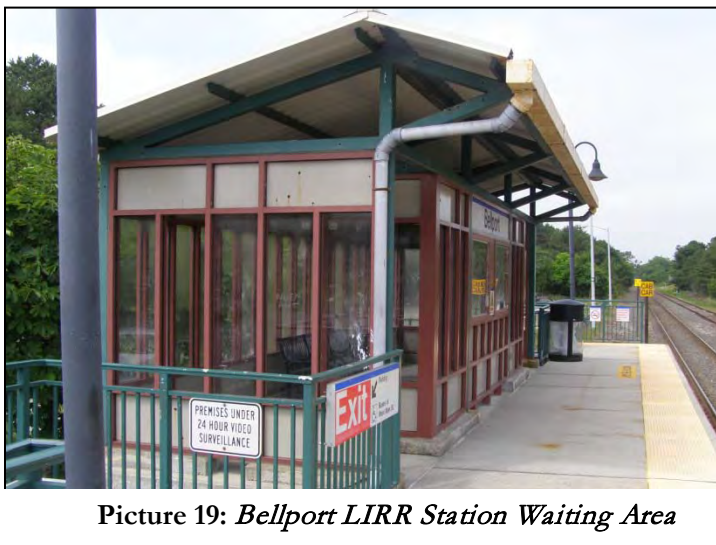
6.2.2.1 Long Island Rail Road

Train Station Description

Built in 1882, Bellport Train Station lies between Patchogue Station to the west and Mastic-Shirley Station to the east on the Montauk Branch of the LIRR.¹³ The station has a single platform on the south side with a semi-enclosed shelter. The platform is only long enough to accommodate 1 train

car.¹⁴ There is no staffed ticket office at the station,¹⁵ and as of 03/01/2013, there is no automated ticket machine at the station either.¹⁶ Since there is no ticket machine, there is no penalty for purchasing a ticket on-board at Bellport. The station has a small

parking lot with 31 regular parking spaces and 2 handicapped spaces. In 2014 the Town of Brookhaven transferred the responsibility for parking lot snow removal and maintenance as well as all other parking issues to the LIRR; the LIRR has historically been responsible for snow removal, cleanliness and maintenance of the station, platforms, and tracks. The station alternates from a state of disrepair with faded signage, damaged Plexiglas, chipping paint, overgrown foliage, rusting gutters, etc. to neat and tidy. The station dumpster is not shielded from view, and the parking lot striping is either missing or in need of repainting. Additionally, the station is equipped with a video surveillance system that works intermittently.



Picture 19: Bellport LIRR Station Waiting Area

Train Schedule

The LIRR train schedule (effective March 4 till May 19, 2013) provides for 11 westbound trains from Bellport Station on weekdays.¹⁷ Of these 11 trains, 6 are during peak ridership hours.¹⁸ Heading east, there are 10 daily weekday trains from Penn Station to Bellport.¹⁹ Of these 10 trains, 4 are during peak travel hours²⁰

¹³ <http://www.stationreporter.net/montauk.htm>, originally by David Paul Gerber, with many parts written by Chris Sattler.

¹⁴ Sustainable Long Island. *Greater Bellport Sustainable Community Plan*. 2009

¹⁵ MTA LIRR, Stations - Bellport, <http://lirr42.mta.info/stationInfo.php?id=126>

¹⁶ Long Island Rail Road, "LIRR Stations and Fare Zones / Direct Fares Only / Effective Date: March 1, 2013," retrieved from MTA website

¹⁷ Long Island Rail Road, "Montauk – Amagansett – East Hampton – Bridgehampton – Southampton – Hampton Bays – Westhampton – Speonk – Mastic-Shirley – Bellport Schedule (Effective March 4 – May 19, 2013)," retrieved from Metropolitan Transit Authority Website

¹⁸ Ibid.

¹⁹ Ibid.

²⁰ Ibid.

For weekend and holiday service, the LIRR train schedule (effective March 4 till May 19, 2013) provides for 6 daily westbound trains from Bellport Station.²¹ Heading east, there are 5 daily trains from Penn Station to Bellport.²² Weekend and holiday trains are always coded as Off-Peak.

Compared with the LIRR station to the west of Bellport, Patchogue Station, service from Bellport is relatively infrequent. The LIRR train schedule (effective March 4 till May 19, 2013) provides for 24 westbound trains from Patchogue Station on weekdays.²³ Of these 24 trains, 8 are during peak hours.²⁴ Heading east, there are 23 trains from Penn Station to Patchogue.²⁵ Of these 23 trains, 7 are during peak hours.²⁶ On weekends & holidays, the LIRR schedule (effective March 4 till May 19, 2013) provides for 17 daily westbound trains to Penn Station and 16 daily eastbound trains from Penn Station to Patchogue Station.²⁷



Picture 20: LIRR Bellport Station Plant Overgrown Train Station

Furthermore, Bellport has less train service than the next two stations to the east of it along the Montauk Branch, namely Mastic-Shirley and Speonk. On weekdays, according to the current schedule, there are 3 more westbound trains from Mastic-Shirley and Speonk and 3 more eastbound trains to the aforementioned stations than there are to and from Bellport.²⁸ On weekends, according to the current schedule, there are 5 more westbound trains from Mastic-Shirley and Speonk and 3 more eastbound trains to the aforementioned stations than there are to and from Bellport.²⁹

The problem of low train volume at Bellport Station is compounded by the infrequency of the trains, particularly the large time gaps between trains. For example, traveling westbound on weekdays, there is a 5-hour gap between the last peak train to New York and the first off-peak train.³⁰ Travelling westbound in the early evening from Bellport is difficult since there is a 5-hour gap between the last train in the afternoon and the first at night.³¹ Eastbound from Penn Station to Bellport, there is once again a 5 hour gap between the last train in the morning and the first train in the afternoon.³²

²¹ Ibid.

²² Ibid.

²³ Long Island Rail Road, "Patchogue - Sayville Schedule (Effective March 4 – May 19, 2013)," retrieved from MTA Website

²⁴ Ibid.

²⁵ Ibid.

²⁶ Ibid.

²⁷ Ibid.

²⁸ Long Island Rail Road, "Montauk – Amagansett ... (Effective March 4 – May 19, 2013)," retrieved from Metropolitan Transit Authority Website

²⁹ Ibid.

³⁰ Ibid.

³¹ Ibid.

³² Ibid.

Train Fare

Bellport Train Station (along with Mastic-Shirley and Speonk stations) resides in LIRR Fare Zone 12 whereas Patchogue Train Station resides in Fare Zone 10.³³ Penn Station in Manhattan is in Zone 1.³⁴ Although the zone numbers would appear on the surface to provide for a standardized fare increase per zone, in actuality, the zone numbers are simply designations. For example, the increase in price of a peak one-way ticket from zone 7 to zone 9 is \$2.25 under the current fare structure; the increase in price of a peak one way-ticket from zone 10, where Patchogue Station is located, and zone 12, where Bellport Station is located, is \$3.25.³⁵ Therefore, although there is only a 4 mile differential in distance (Patchogue 55.7 miles)³⁶ (Bellport 59.6 miles)³⁷ to Manhattan from the two stations, it costs \$6.50 more to travel round-trip peak from Bellport than from Patchogue during peak hours. Although such an increase in fare is cost-prohibitive, it is not unusual for the LIRR; for example Deer Park and Brentwood stations have a distance differential of about 3 miles from Manhattan (Deer Park – 40.2 miles)³⁸ (Brentwood – 42.9 miles)³⁹ with Deer Park in Fare Zone 9 and Brentwood in Fare Zone 10.⁴⁰ The difference in price of a roundtrip peak ticket despite the short distance difference is \$5.50.⁴¹

Ridership

Compared to its peer stations along the Montauk Branch of the LIRR, ridership to and from Bellport Station is quite low. The weekday total of riders boarding at Bellport travelling to points west is 29 while in Patchogue, the weekday total of riders travelling to points west is 920.⁴² Bellport thus despite being only a few miles away from Patchogue has only approximately 3% of the ridership. Further east in Mastic-Shirley, the number of weekday westbound riders is 223 and even further east in Speonk, 156 people board weekdays towards points west.⁴³ Coming from the east on weekdays, 17 people disembark in Bellport while 1,203 people get off in Patchogue.⁴⁴ Further east, 195 people in Mastic-Shirley and 77 people in Speonk get off of the train each weekday.⁴⁵

³³ Long Island Rail Road, “LIRR Stations and Fare Zones / Direct Fares Only / Effective Date: March 1, 2013,” retrieved from MTA website

³⁴ Ibid.

³⁵ Ibid.

³⁶ MTA LIRR, Stations - Patchogue, <http://lirr42.mta.info/stationInfo.php?id=124>

³⁷ MTA LIRR, Stations - Bellport, <http://lirr42.mta.info/stationInfo.php?id=126>

³⁸ MTA LIRR, Stations – Deer Park, <http://lirr42.mta.info/stationInfo.php?id=72>

³⁹ MTA LIRR, Stations – Brentwood, <http://lirr42.mta.info/stationInfo.php?id=73>

⁴⁰ Long Island Rail Road, “LIRR Stations and Fare Zones / Direct Fares Only / Effective Date: March 1, 2013,” retrieved from MTA website

⁴¹ Ibid.

⁴² Metropolitan Transit Authority, “2006 Origin and Destination Survey”

⁴³ Ibid.

⁴⁴ Ibid.

⁴⁵ Ibid.

TABLE 5 – LIRR RIDERSHIP

WESTBOUND ⁴⁶												
	AM Peak		Midday Off Peak		PM Reverse Peak		Weekday Total		Saturday		Sunday	
	On	Off	On	Off	On	Off	On	Off	On	Off	On	Off
Speonk	120	2	25	6	11	9	156	17	63	4	112	0
Mastic-Shirley	201	6	16	2	6	5	223	13	111	14	116	4
Bellport	24	0	5	0	0	0	29	0	13	0	16	0
Patchogue	472	10	348	26	100	1	920	37	193	46	450	98

EASTBOUND ⁴⁷												
	AM Reverse Peak		Midday Off Peak		PM Peak		Weekday Total		Saturday		Sunday	
	On	Off	On	Off	On	Off	On	Off	On	Off	On	Off
Speonk	20	9	10	9	3	59	33	77	24	41	20	24
Mastic-Shirley	2	9	1	8	6	178	9	195	2	80	29	44
Bellport	0	0	0	3	1	14	1	17	0	5	0	8
Patchogue	27	211	30	578	110	414	167	1,203	112	377	366	268

These counts seem to indicate that Bellport Station is an anomaly in an area with more highly used stations. It might have been possible to attribute the drop in ridership to the eastern location of Bellport; however, since Mastic-Shirley and Speonk Stations have higher ridership, this conclusion is invalid. In fact, the drop-off in ridership accompanied with the less populous eastern towns occurs first at Westhampton Station.⁴⁸ The problems of Bellport Station, thus, seem, to be uniquely a Bellport problem. Although a definitive conclusion cannot be reached, a combination of the following factors could be the root of Bellport’s low ridership.

1. Less daily train service than Patchogue, Mastic-Shirley, and Speonk.
2. Lower ticket price from Patchogue.
3. Perceived lack of safety, particularly for cars, at Bellport Station.

Railway Crossing

Railroad crossings are hazardous for pedestrians, bicyclists and all who depend on wheeled devices for mobility. Wheelchairs,



Picture 21: LIRR Crossing

⁴⁶ Ibid.

⁴⁷ Ibid.

⁴⁸ Ibid.

strollers, scooter casters, and bike wheels can easily get caught

in the flangeway gap. Rails or ties that are not embedded in the travel surface create a tripping hazard. Pedestrian safety and accessibility at railroad crossing can be enhanced by raising the approaches to the track and the area between the tracks to the level of the top rail creating a flat level area to cross, while providing crossing information in many formats.

6.2.2.2 Suffolk County Buses

Suffolk County Transit operates three bus routes (7B, S66, S68) in the hamlet of North Bellport. Connecting Bellport to Patchogue and Medford, the 7B has three bus stops in the hamlet with 4 daily northbound and 4 daily southbound buses from each stop. 7 of these buses serve the HELP Suffolk Facility on Brookhaven Avenue.⁴⁹ Connecting North Bellport to Bellport Village, Hagerman, Yaphank, Shirley, Center Moriches, and Patchogue, the S68 has a single stop in the hamlet with 10 daily westbound and 10 daily eastbound buses.⁵⁰ Connecting North Bellport with among other places Patchogue, Bellport Village, Mastic, Center Moriches, and Riverhead, the S66 has 5 daily eastbound and 5 daily westbound buses.⁵¹ Judging by this schedule, bus service in North Bellport works best to bring people to Patchogue and Bellport Village. Connections in Patchogue allow residents of Bellport to take buses to both the Smithhaven Mall in Lake Grove and the Suffolk County Offices in Hauppauge.⁵² Brookhaven Hospital is accessible from North Bellport via the 7B bus; with 4 daily buses to and from the medical facility, service is adequate to get residents to and from appointments.⁵³

The S68 route provides for 3 early morning buses from Bellport to Patchogue with two arriving before 8:00 am.⁵⁴ With Patchogue Train Station only a few blocks away from the bus stop, this could be a feasible option for morning commuters not wishing to use Bellport Station. The 7B provides for a single morning bus at 8:20 that drops off next to Patchogue Station at 8:55; however, this bus may be too late for commuters to use to get to work.⁵⁵ Using SC Transit to connect to the LIRR in Patchogue is thus manageable, but not ideal for workers. The only morning bus that drops off at the station is too late and the two that arrive in a timely manner require a walk of several blocks.



Picture 22: Bellport Bus Stop on CR80

⁴⁹ Suffolk Transit, 7A/7B Schedule, <http://www.sct-bus.org/schedules/7b.pdf>

⁵⁰ Suffolk Transit, S66/S68 Schedule, <http://www.sct-bus.org/schedules/s66.pdf>

⁵¹ Ibid.

⁵² Suffolk County Transit System Map, http://www.sct-bus.org/assets/sct_systemmap.pdf

⁵³ Suffolk Transit, 7A/7B Schedule, <http://www.sct-bus.org/schedules/7b.pdf>

⁵⁴ Suffolk Transit, S66/S68 Schedule, <http://www.sct-bus.org/schedules/s66.pdf>

⁵⁵ Suffolk Transit, 7A/7B Schedule, <http://www.sct-bus.org/schedules/7b.pdf>

As the Bellport vision plan clearly stated, a prominent issue with SC Transit buses is that service ends too early in the evening (generally between 6:00 pm and 7:30 pm depending on the line), thus lowering the effectiveness of the service as it is unable to provide busing home for many workers who stay later than 5:00 pm.⁵⁶ In addition, there is no Sunday Suffolk Transit Bus Service.⁵⁷ On a positive note, SC Transit does provide service to the HELP Suffolk Facility, providing an important service for these homeless families. More frequent service to the facility would be welcome. Furthermore, the routes servicing North Bellport have the issue of providing largely east-west travel, servicing primarily South Shore communities. Buses do exist to get to Riverhead, but access to north shore communities, such as Port Jefferson and Stony Brook, home of the County's only tertiary care facility require connections.

Within Greater Bellport, bus shelters at bus stops are inconsistent. At Station Road and Brookhaven Avenue, there is a bus shelter for the northbound routes but no shelter for the southbound routes. At Martha Avenue and Station Road, there is no bus shelter at the stop for the S68 Peak and the 7B. Along Station Road at Beaver Dam Road, there is a bus shelter for the northbound bus routes but not for the southbound routes. On the south side of Montauk Highway, there is no bus shelter for the Riverhead S66 bus, but rather only a single metal bench.

6.2.3 Mobility and Walkability

6.2.3.1 Sidewalks

Within Greater Bellport, there is an inconsistent presence of sidewalks, and those sidewalks are present are in various states of repair. The sidewalks on the east side of Station Road are fairly well-maintained and are continuous from the south service road to Montauk Highway. Along the south side of Brookhaven Avenue w/o Station Road, there are sidewalks from Station Road to Scherger Avenue. Along the north side of Brookhaven Avenue e/o Station Road, there are sidewalks that continue to Frank P. Long Intermediate School. Sidewalks do not continue to HELP Suffolk at the end of the road. On Brookhaven e/o of Station Road, the sidewalks are at certain points missing apron treatments and handicap ramps at crossings (Agamemnon Ave and Bellport Ave). There is a sidewalk on the south side of Brookhaven Ave. e/o Station for the length of the Polymag facility. Sidewalks exist on Martha Avenue w/o Station Road to the BOCES facility; plants along this sidewalk are overgrown and encroaching upon the walking surface. Sidewalks also exist along Patchogue Avenue w/o Station Road to Robert Rowley Park; however, plants along the sidewalk are overgrown and encroaching upon the walking surface. There is no sidewalk along the north side of Atlantic Avenue w/o Station Road to the new Boys and Girls Club. New curbing and sidewalks have recently been installed on the southeast corner of Station Road and Atlantic Avenue at the insurance business building. Sidewalks have also been recently installed on the west side of Station Road from Association to Head of the Neck Road.

The 15-Minute Walk

The 15-minute walk map is often used to prioritize the installation of sidewalks and other infrastructure radiating from the hamlet center.

⁵⁶ Sustainable Long Island. *Greater Bellport Sustainable Community Plan*. 2009. Page 29.

⁵⁷ Suffolk Transit, General Info, <http://www.sct-bus.org/general.html>

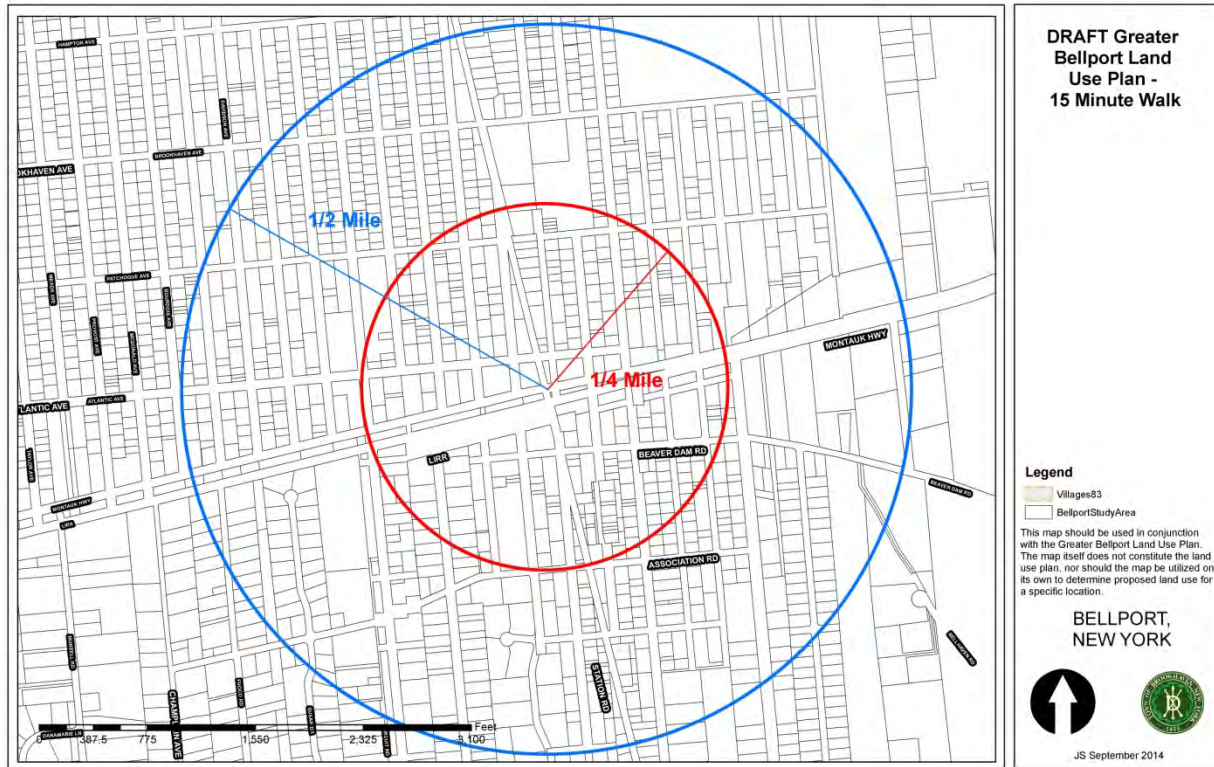


Figure 15a: Greater Bellport Land Use Plan 15-Minute Walk

6.2.3.2 Curbing

Around the intersection of Atlantic Avenue and Station Road, there is a significant lack of curbing, leading to a chaotic continuity between parking lots and the roads. For example, both of Spicy’s parking lots (one of which links to Station and one of which links to Atlantic) connect directly to the road without curbing to delineate entrances and exits. The use on the south-eastern corner of the intersection of Station and Atlantic has new curbing.

6.2.3.3 Bicycle Lanes

Within Greater Bellport at the current time, there are no signed bike routes. According to the New York State Department of Transportation, there is a single connecting route proceeding north from Montauk Highway along Station Road across Sunrise Highway and Long Island Avenue before terminating at Mill Road. Long Island Avenue and Mill Road have existing signed bike routes. Signed bike routes to the east



Figure 16: Existing Bike Lanes (from Long Island Bikeways and Trailways - NYSDOT)

terminate at the intersection of Montauk Highway and Yaphank Avenue in Brookhaven hamlet. A connector route exists along South Country Road and Montauk Highway which connects Patchogue, Bellport Village, and Brookhaven hamlet.

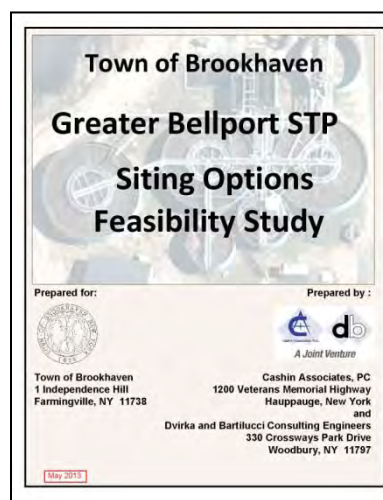
6.2.4 Street Lighting

Along Montauk Highway east of Station Road, streetlights are present along the north side of the road until the intersection with Doane Avenue. West of Station Road, the streetlights are located along Montauk Highway till Agamemnon Avenue. Along Station Rd., north of Montauk Highway, there are streetlights until the Patchogue Ave. intersection. South of Montauk Highway along Station Road, there are streetlights till Beaver Dam Road.

6.2.5 Sewers

In order to inform the land use planning contained herein, a sanitary infrastructure study was funded through a grant obtained from the Tri-State Transportation Campaign and the One Region Funders' Group. This study provided the engineering, cost assessment, land-use planning, and environmental expertise needed to evaluate five locations identified for possible sanitary infrastructure to serve the Greater Bellport area.

The objective of the study was to identify cost effective options for providing sewage treatment for both a projected 110,000 gpd and 135,000 gpd of sanitary flow to support new development in the greater Bellport area, including 60,000 gpd from the Incorporated Village of Bellport which was required by the SCDPW. Emphasis was placed on siting a future sewage treatment plant (STP) that could serve the transit-oriented development and main street areas envisioned by the community in the *Greater Bellport Sustainable Community Plan*.



Picture 23: STP Siting Study

The five potential STP sites examined in the feasibility study included three locations identified by the *Town-wide Sewer Study* and two additional locations, which included the existing SCDPW Harrison Avenue STP. The sites examined were:

- Site 1: Bellhaven Nursing Home facility STP;
- Site 2: Vacant land n/o Atlantic Avenue, w/o Michigan Avenue;
- Site 3: Vacant land w/o Clinton Avenue, s/o Association Road including Lots 39.4, 39.5, 39.6, 39.10, 39.1 and the partial abandonment of Clinton Ave.;
- Site 4: Vacant land w/o the northern terminus of Doane Avenue and s/o Long Island Railroad; and
- Site 5: SCDPW Woodside/Farber/Harrison Ave. STP.

The study reviewed existing town land use plans, an existing land use inventory, and all available site plans. Field investigations were conducted to better understand land use and development patterns,

geographic considerations, and environmental conditions. Available information from the SCDPW and the SCDHS relating to the Bellhaven and Woodside/Farber/Harrison Avenue STP's, including their existing flows and capacities, expansion possibilities, general conditions, STP violations and shortcomings, issues surrounding the expansion of the Woodside/Farber/Harrison Avenue facility, and the potential for converting the Bellhaven STP into a pump station, was collected and reviewed.

The feasibility study expanded upon the topics of site evaluations, STP development considerations, collection system alignments, and preliminary cost projections. With regards to site evaluations, the study looked at site locations (including maps and physical descriptions), site ownership, site accessibility, spatial limitations, social considerations (including presence of nearby residences/sensitive receptors), environmental factors (including groundwater, air quality, and aesthetics), and regulatory restrictions (including those relating to property acquisition, district formation, and land use/zoning).

With regards to STP development considerations, the study looked at projected capacity, positioning on each site, feasible treatment processes, future expansion considerations, and any alternative waste disposal solutions.

With regards to collection system alignments, the study identified preliminary interceptor system routes/alignments and collection and transmission options such as low pressure sewers, gravity sewers, etc. for the feasible site(s). Additionally, it developed a topographic map from available USGS/Town GIS contour data to make general assessments of possible sewer infrastructure issues associated with topography and area depth to groundwater.

With regards to preliminary costs projections, the study examined the costs associated with land acquisition, facility construction, engineering, permits/county fees, annual operations, and collection system construction. The projected cost per gallon by site was also calculated.

The findings of the feasibility study along with necessary figures, tables, and site maps were compiled into a report included herein as Appendix E. The study revealed expansion of the existing SCDPW Woodside/Farber/Harrison Avenue STP was the most environmentally sound, socially-just, and economically viable alternative for sanitary treatment serving new development in the Greater Bellport area. Estimates show that the facility could have a capacity of 75,000 gpd for North Bellport and a later available capacity of 60,000 gpd for the Village of Bellport. The study proposes a gravity sewer system for the North Bellport Hamlet Center, a pumping station located on Montauk Highway just west of Station Road along with a forced main system that would transport the waste from North Bellport to the Woodside STP. For Bellport Village, a low pressure system is proposed by the study.

6.3 Demographics and Equity

6.3.1 Population and Household Characteristics

The Greater Bellport Study Area includes parts of six U.S. Census Tracts in the hamlets of North Bellport and East Patchogue—1591.02, 1592.01 and 1592.03 in East Patchogue, and 1591.03, 1591.06, and 1592.04 in North Bellport. Census tract boundaries do not correlate exactly with the study area boundaries in this Plan, demographic and economic data are analyzed for North Bellport

Census Designated Place (CDP), surrounding CDPs, and individual Census Tracts that are located within the study area.⁵⁸ Data for Suffolk County and the Town of Brookhaven are also discussed for comparison.

TABLE 6 - DEMOGRAPHIC PROFILE					
	Census Tract 1591.03 (North Bellport)	Census Tract 1591.02 (East Patchogue)	North Bellport CDP	Town of Brookhaven	Suffolk County
TOTAL POPULATION	6,037	6,803	11,545	486,040	1,493,350
Race/Ethnicity					
White	22.2%	67.5%	38.4%	76.9%	71.6%
Black/African-American	35.7%	5.6%	24.8%	5.0%	6.8%
Hispanic/Latino	35.1%	22.1%	29.3%	12.4%	16.5%
Educational Attainment (for population aged 25 and over)					
Less than high school diploma	22.4%	19.4%	14.7%	9.2%	10.5%
High school diploma or equivalency	43.2%	42.2%	39.4%	32.7%	30.3%
Bachelor's degree or higher	10.4%	14.4%	16.6%	29.5%	32.4%
Economic Indicators					
Unemployment (for individuals 16 years and older)	7.6%	7.2%	4.3%	5.9%	6.4%
Unemployment (for individuals 25-44 years)	11.6%	4.7%	5.0%	4.7%	6.5%
Median household income (2011 inflation-adjusted)	\$54,536	\$50,486	\$74,641	\$85,162	\$87,187
Households receiving public assistance in past 12 months	12.9%	15.5%	6.5%	4.9%	4.9%
% total population below poverty level	27.6%	27.1%	14.1%	6.6%	5.7%
% children below poverty level	35.5%	41.4%	20.2%	8.0%	6.7%

Source: 2010 U.S. Census and 2011 & 2012 American Community Survey 5-year estimates

Census Tract 1591.03 accounts for most of the study area. This tract has been ranked by the Suffolk County Planning Department as one of the most economically distressed Census Tracts in the County, based on 2000 U.S. Census data. By comparison, according to the 2000 Census, Tract 1591.03 was characterized by high rates of unemployment and child poverty: 16% of the population was unemployed and 40% of children were living in poverty, the highest rate in the county. Median household income was \$39,348 and 155 households received public assistance. These statistics

⁵⁸ Statistics for entire tracts are presented and discussed here, even though only part of each tract is actually located within the Greater Bellport Study Area.

reflect the significant disparity between this area of Bellport and surrounding areas, including other Census Tracts in the Greater Bellport study area and the hamlets of East Patchogue and Medford.

An analysis of five-year (2007-2011) ACS estimates⁵⁹ reveals that socio-economic conditions in Census Tract 1591.03 have not improved considerably over the course of a decade. About 22% of the population aged 25 and over has no high school diploma or equivalent; this is significantly higher than in Brookhaven Town (9.2%) and Suffolk County (10.5%). Median household income (in 2011 inflation-adjusted dollars) for Tract 1591.03 was \$54,536, significantly lower than income levels in Brookhaven, Suffolk County and surrounding areas. Approximately 36% of children and 28% of the overall population in this tract are estimated to be living below the poverty level, and an estimated 13% of households received public assistance income or Food Stamps in the past 12 months.

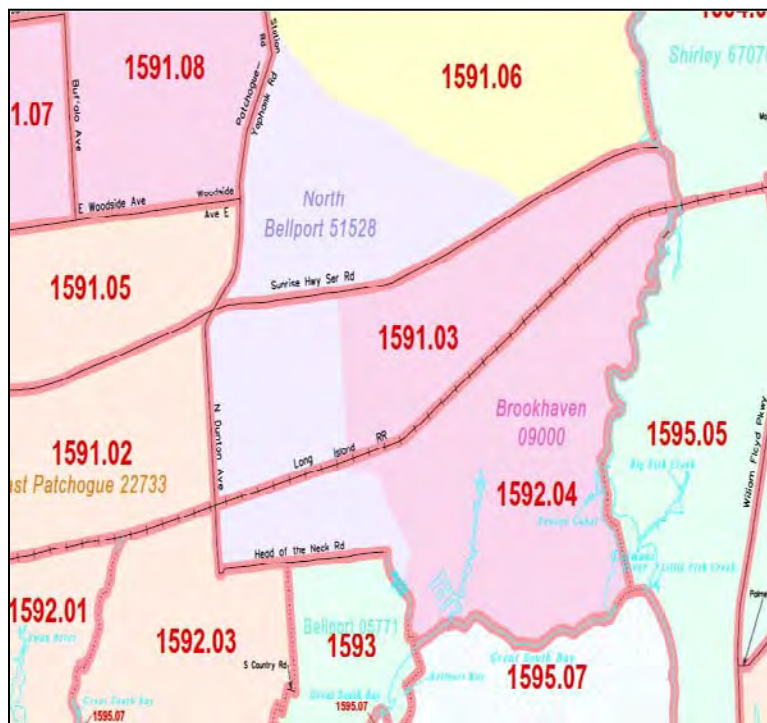


Figure 17: Census Tracts

Almost 29% of all households in Census Tract 1591.03 are headed by a single parent with a dependent child or children. The population of Tract 1591.03 and the North Bellport CDP continues to be diverse: almost 36% and approximately 25% of the population in Tract 1591.03 and North Bellport CDP, respectively, is Black/African-American; Hispanics/Latinos account for approximately 35% and 29% of the populations of Tract 1591.03 and North Bellport CDP, respectively.

As shown in Table 6, Census Tract 1591.03 in North Bellport and Tract 1591.02 in East Patchogue share some similarities in their demographic and socio-economic profiles, with regard to education levels, rates of households receiving public assistance, the percentage of the population living below poverty level, and median household income. Two census tracts in the study area—1592.03 and 1592.04—exceed the county, Town of Brookhaven, and surrounding areas on levels of household income, education, unemployment, and poverty indicators. (See Appendix F for a complete table of Demographic, Economic, and Housing data for multiple Census Tracts and CDPs.)

As stated in the 2009 *Greater Bellport Sustainable Community Plan*: “[T]he slightly enhanced statistics of surrounding Greater Bellport Census Tracts illustrate potential for increased success in the area through the implementation of appropriate measures to attract the same resources and assets to

⁵⁹ The 2010 Census did not ask the same questions as the 2000 Census with regard to socio-economic indicators; therefore, most socio-economic data discussed here was derived from five year 2007-2011 American Community Survey (ACS) estimates, which are not reliably comparable to 2000 Census data. Race/ethnicity statistics are from the 2010 Census.

North Bellport.”⁶⁰ Almost five years later, both the need and potential for change in Greater Bellport are underscored by the recent census statistics discussed above.

6.3.2 Crime and Public Safety

Comparing the years 2011 and 2012, there was an 8.67% decrease in the number of reported crimes countywide. Breaking this down, there was an 8.34% decrease in property based crime and a 3.97% decrease in violent crime in Suffolk County. Comparing the years 2011 and 2012 in North Bellport, there was a 30.69% increase in the number of reported crimes. This entails a 17.2% decrease in the number of reported violent crimes and a 36.29% increase in the number of property based crimes. It is important to note that these changes could be due to changes in the number of crimes or changes in the willingness of people to report crimes. Based upon these numbers, it appears that while the crime rate is improving countywide, the crime rate is worsening in North Bellport.

From examinations of publicly obtainable reports from the Suffolk County Police Department (SCPD) of crime in North Bellport, the reported incidences of crime in the area seem to be of certain types, namely criminal mischief, petit larceny, burglary, and criminal possession of a controlled substance. Using these same reports of incidents, when comparing North Bellport to its neighbor East Patchogue, the numbers of reported crimes in these two hamlets appear to be largely similar; however, it is important to note that East Patchogue has a population of 22,469⁶¹ while North Bellport only has a population of 11,545⁶² per the 2010 US Census. North Bellport appears then to have a higher number of reported crimes per capita.

Since the Bellport vision was accepted in 2009, according to the New York State Sex Offender Registry, the number of registered sex offenders within the Bellport zip code, which encompasses North Bellport and Bellport Village, has increased from 6 to 9.⁶³ Of these 9, there are 4 who are classified as level 3 or high-risk.⁶⁴ For comparison, there are 12 registered sex offenders in the neighboring Patchogue zip code⁶⁵ and 14 in the neighboring Shirley zip code.⁶⁶

Robert Rowley Park has been improved with security cameras in the hopes of improving safety at the newly refurbished park. The Suffolk County Police Department has initiated a three year lease on a shot spotter system from a company in California in order to identify and quickly respond to

⁶⁰ Sustainable Long Island. *Greater Bellport Sustainable Community Plan*. 2009. Page 24.

⁶¹ East Patchogue CDP, New York, American Fact Finder, US Census Bureau, http://factfinder2.census.gov/faces/nav/jsf/pages/community_facts.xhtml#none

⁶² North Bellport CDP, New York, American Fact Finder, US Census Bureau, http://factfinder2.census.gov/faces/nav/jsf/pages/community_facts.xhtml#none

⁶³http://www.criminaljustice.ny.gov/SomsSUBDirectory/search_index.jsp?offenderSubmit=true&LastName=&County=&Zip=11713&Submit=Search

⁶⁴http://www.criminaljustice.ny.gov/SomsSUBDirectory/search_index.jsp?offenderSubmit=true&LastName=&County=&Zip=11713&Submit=Search

⁶⁵http://www.criminaljustice.ny.gov/SomsSUBDirectory/search_index.jsp?offenderSubmit=true&LastName=&County=&Zip=11772&Submit=Search

⁶⁶http://www.criminaljustice.ny.gov/SomsSUBDirectory/search_index.jsp?offenderSubmit=true&LastName=&County=&Zip=11967&Submit=Search

gunshots in the North Bellport community.⁶⁷ The system was installed at the Bellport LIRR station in 2001.⁶⁸ Additionally, the Bellport LIRR Station has a video surveillance system.

The effect of crime in North Bellport rests not only with the actual crime rate but also with the perception of crime in the community. The Bellport Vision offered the following characterization:

*“The stigma of a high crime rate has attached to Greater Bellport. Even with the high crime rate noted above, the community is generally safe, especially by day and on its major corridors. However, aided by media reports, the perception of constant crime contributes to fear, unnecessarily discouraging new residents and commercial activity from locating here”.*⁶⁹

6.3.3 Environmental Justice

According to the United States Environmental Protection Agency (EPA), Environmental Justice “is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies.”⁷⁰ Environmental Justice was instituted by executive order of President Clinton in 1994 with the intent of “focus[ing] federal attention on the environmental and human health conditions of minority and low-income populations with the goal of achieving environmental protection for all communities,”⁷¹ so that such populations are not disproportionately impacted by adverse environmental and health effects. Environmental Justice standards also seek to promote nondiscrimination in federal programs affecting health and the environment and to provide minority and low-income communities the opportunity to access public information and participate in decision-making activities that may affect their health and environment.

New York State Department of Environmental Conservation (DEC) Commissioner Policy 29 (CP-29) outlines the means for incorporating environmental justice issues into the DEC’s environmental permit review process, enforcement program, grants program, public participation process, and DEC application of the State Environmental Quality Review Act (SEQRA).⁷² Environmental Justice policy applies to permits administered under Article 70 of the Environmental Conservation Law and Title 6 of New York Code of Rules and Regulations (NYCRR) Part 621.⁷³ CP-29 also defines Potential Environmental Justice Areas to include 2000 U.S. Census block groups that, in the 2000 Census, had populations that met or exceeded at least one of the following statistical thresholds:

- At least 51.1% of the population in an urban area or 33.8% of the population in a rural area reported themselves to be members of minority groups, or
- At least 23.59% of the population in an urban or rural area had household incomes below the federal poverty level.

⁶⁷ Patrick Whittle, ShotSpotter unveiled in North Bellport, *Newsday*, Accessed on Shotspotter Website, <http://www.shotspotter.com/news-and-events/news/shotspotter-unveiled-north-bellport>

⁶⁸ Patrick Whittle, ShotSpotter unveiled in North Bellport, *Newsday*, Accessed on Shotspotter Website, <http://www.shotspotter.com/news-and-events/news/shotspotter-unveiled-north-bellport>

⁶⁹ *Greater Bellport Sustainable Community Plan*, page 34.

⁷⁰ <http://www.epa.gov/environmentaljustice/basics/ejbackground.html>

⁷¹ *Ibid.*

⁷² The complete text of Commissioner Policy 29 is available at <http://www.dec.ny.gov/regulations/36951.html>

⁷³ www.dec.ny.gov/public/36929.html

Census Tract 1591.03, which lies within the Greater Bellport Study Area, has been identified by the DEC as a potential Environmental Justice area.

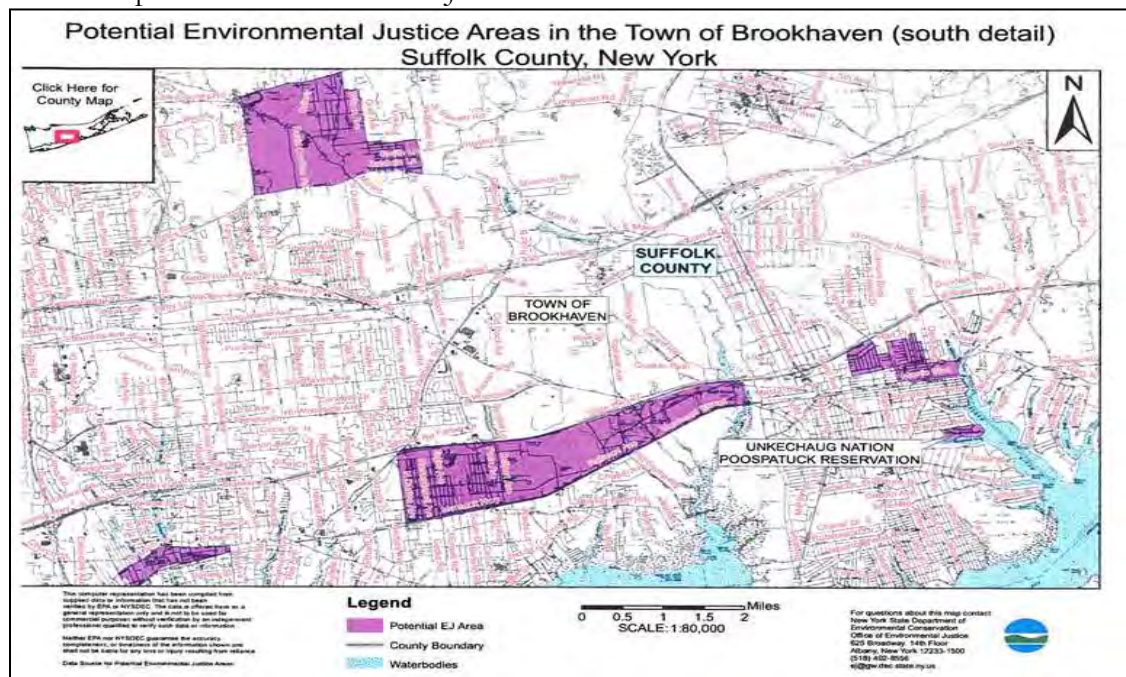


Figure 18 – Bellport Environmental Justice Area

6.4 Economic Trends

According to 2011 U.S. Census Zip Code Business Patterns,⁷⁴ there are 244 business establishments in Bellport zip code 11713, employing 2,954 people with an annual payroll of \$103,761,000. According to the 2007 Economic Census⁷⁵ for the zip code 11713, there were 50 retail trade establishments in the area; this accounts for approximately 35% of all business establishments in Bellport. Table 7 details the inventory of business establishments from the 2007 Economic Census. As per the Suffolk County Department of Planning⁷⁶, there is one major shopping center (Lowe's, former Caldor site) in East Patchogue on the North Side of Montauk Highway and east side of County Road 101. There are several smaller shopping centers located outside the study area in East Patchogue. The Bellport Outlet Center was located on Sunrise Highway and Station Road and Miracle Plaza is located on the north side of Montauk Highway and Station Road. Sunshine Square, a major shopping center for the area, is located at the intersection of Station Road and County Road 101. The only office buildings in the study area are medical-related facilities located on County Road 101, including Hospital Road Professional Center and Patchogue Sills Medical Center.

Based on five-year (2007-2011) American Community Survey estimates for North Bellport Census Designated Place, most employed residents aged 16 years and over, work in educational services,

⁷⁴ http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?_afpt=table

⁷⁵ 2012 Economic Census data will be available from the U.S. Census via American Fact Finder beginning in December 2013.
<http://factfinder2.census.gov/faces/nav/jsf/pages/searchresults.xhtml?refresh=t>

⁷⁶ <http://www.suffolkcountyny.gov/Departments/Planning/Divisions/PlanningResearch.aspx>

health care and social assistance (24.3%); 11.2% work in professional, scientific, management, and administrative and waste management services; and 9.6% work in retail trade.

In 2008, Saratoga Associates and Sustainable Long Island prepared the *North Bellport Retail Study*, (Appendix B) which inventoried existing land use and businesses in Bellport, analyzed market potential, identified spending trends, and made recommendations for appropriate types of and locations for commercial development. The study focused on two main areas: along Station Road, between Sunrise Highway south to Montauk Highway, and along Montauk Highway between Lowes east to Station Road. At the time of the study, there were a total of 43 shopping centers occupying almost 5.9 million square feet of retail space within an 8-mile radius of the intersection of Montauk Highway and Station Road; there were a total of 50 shopping centers occupying almost 6.9 million square feet of retail space within an 8-mile radius of the intersection of Sunrise Highway and Station Road. According to the study, most commercial businesses along Montauk Highway were service-oriented, including gas stations, convenience stores, and hair salons/barber shops. Approximately 30 parcels (15% of all parcels in the study area) contained automotive-related uses, such as repair shops, used car dealerships, or junkyards.⁷⁷ The majority of parcels in the study area were vacant at the time of the study the authors noted that this presented “a major opportunity for catalytic development along the major corridors that traverse the hamlet of North Bellport.”⁷⁸ The study noted that “considerable opportunity” existed for additional retail establishments in the area, particularly businesses that will serve the basic, everyday needs of Bellport residents who typically must travel out of the area for such services. As there were only five restaurants in the area as of 2008, the study also concluded that there were opportunities for additional eating establishments with expanded variety. The analysis revealed an oversupply of motor vehicle and parts dealers within a 5-mile radius of Montauk Highway and Station Road but opportunities for several types of retailers, including nursery and garden, home furnishings, electronics, clothing, sporting goods, books and music, department and general merchandise, and office supply stores. Opportunities also existed for small specialty food stores, health and personal service shops (nail and hair salons, barber shops, dry cleaners) as well as all types of food service. The study acknowledged an opportunity for warehouse clubs and super stores, but stated that such establishments are “not compatible with desired community character” and “would drive smaller retailers out of business.”⁷⁹

⁷⁷ Saratoga Associates & Sustainable Long Island, *North Bellport Retail Study*. October 22, 2008. Page 4.1.

⁷⁸ *Ibid.* Page 4.1.

⁷⁹ *Ibid.* Page 5.4.

Analysis of the Sunrise Highway/Station Road intersection area determined a retail opportunity gap of almost \$422 million within a 5-8 mile radius of the intersection (residents spent approximately \$3.26 billion while retailers in the area sold a total of \$2.84 billion).

Within a 3-mile radius, there was an opportunity for electronics, nursery & garden, beauty supply and health and personal care, clothing, sporting goods, and department/general merchandise stores. The immediate area within the 3-mile radius has a need for all types of food services. The study determined that there is a surplus of furniture stores and convenience stores within a 3-mile radius. The authors state that an office supply store would “thrive” in this location,⁸⁰ as would a neighborhood center, which is typically an open air center comprised of 3-15 stores anchored by a supermarket, housed in 30,000-150,000 square foot GLA. There is also an opportunity gap for warehouse clubs and super stores and the study states that “[s]hould the community decide to welcome such retailers, the intersection of Sunrise Highway and Station Road would be ideal.”⁸¹

Table 7 – 2007 Economic Census for Zip Code 11713 (Bellport) by North American Industry Classification System (NAICS) Code

NAICS code	Category	Total	%
44-45	RETAIL TRADE	50	35.2%
441	Motor vehicle and parts dealers	1	2.0%
442	Furniture and home furnishings stores	4	8.0%
444	Building material and garden equipment and supplies dealers	3	6.0%
445	Food and beverage stores	9	18.0%
446	Health and personal care stores	2	4.0%
447	Gasoline stations	2	4.0%
448	Clothing and clothing accessories stores	19	38.0%
451	Sporting goods, hobby, musical instrument and book stores	1	2.0%
452	General merchandise stores	2	4.0%
453	Miscellaneous store retailers	3	6.0%
454	Nonstore retailers	4	8.0%
54	PROFESSIONAL, SCIENTIFIC & TECHNICAL SERVICES	18	12.7%
56	ADMINISTRATIVE SUPPORT /WASTE MANAGEMENT AND REMEDIATION SERVICES	13	9.2%
61	EDUCATIONAL SERVICES	5	3.5%
62	HEALTH CARE AND SOCIAL ASSISTANCE	17	11.9%
621	Ambulatory health care services	11	64.7%
623	Nursing and residential care facilities	1	5.9%
624	Social assistance	5	29.4%
71	ARTS, ENTERTAINMENT AND RECREATION	9	6.3%
711	Performing arts, spectator sports, and related industries	6	66.7%
713	Amusement, gambling and recreational industries	3	33.3%
72	ACCOMODATION AND FOOD SERVICES	12	8.5%
722	Food services and drinking places	12	100%
81	OTHER SERVICES (EXCEPT PUBLIC ADMINISTRATION)	18	12.7%
811	Repair and maintenance	10	55.6%
812	Personal and laundry services	7	38.9%
813	Religious, grantmaking, civic, professional and similar organizations	1	5.6%

⁸⁰ Ibid. Page 5.15.

⁸¹ Ibid. Page 5.15.

Type of Retail Business	Median Sales per Square Foot (\$)	Drawing Radius of Retail Business	Opportunity Gap (\$)	Projected Capture Rate New Establishments	Total Supportable Retail Space	Median Size Retail Store: (GLA in SF)	Total Potential # of Stores
FURNITURE & FURNISHING STORES							
Home Furnishing Stores	\$330.14	4 - 8 miles	\$6,884,970	29.4%	6,131	6,740	1
ELECTRONICS & APPLIANCE STORES							
Radio, Television, Electronics Stores	\$294.15	5 - 10 miles	\$4,395,467	16.6%	2,481	2,526	1
Computer & Software Stores	\$580.20	5 - 10 miles	\$7,165,784	76.1%	9,399	3,388	3
Camera and Photographic Equipment	\$269.29	5 miles	\$1,372,808	71.6%	3,650	2,200	2
BUILDING MATERIAL, GARDEN EQUIPMENT STORES							
Nursery and Garden Centers	\$187.43	3 miles	\$4,022,939	67.0%	14,381	8,981	1
HEALTH & PERSONAL CARE STORES							
Optical Goods Stores	\$394.48	5 miles	\$1,191,136	32.9%	993	1,561	1
Other Health & Personal Care Stores	\$190.64	3 miles	\$1,048,707	25.8%	1,419	1,400	1
CLOTHING & CLOTHING ACCESSORIES STORES							
Women's Clothing Stores	\$176.25	3 miles	\$2,436,855	36.7%	5,074	4,200	1
Family Clothing Stores	\$255.79	5 - 10 miles	\$8,362,061	21.5%	7,029	12,000	1

Table 8: Retail Business Potential Part 1

Type of Retail Business	Median Sales per Square Foot (\$)	Drawing Radius of Retail Business	Opportunity Gap (\$)	Projected Capture Rate New Establishments	Total Supportable Retail Space	Median Size Retail Store: (GLA in SF)	Total Potential # of Stores
Clothing Accessories Stores	\$284.81	5 miles	\$1,028,063	63.4%	2,289	1,391	2
Other Clothing Stores	\$268.64	5 miles	\$3,299,220	35.2%	4,323	5,000	1
Jewelry Stores	\$322.26	5 miles	\$9,421,767	37.4%	10,934	1,450	8
Luggage & Leather Goods Stores	\$198.70	5miles	\$1,162,745	5.8%	339	2,300	0
SPORTING GOODS, HOBBY, BOOKS, MUSIC STORES							
Sporting Goods Stores	\$200.43	7 - 8 miles	\$5,188,397	40.1%	10,380	7,500	1
Sew/Needlework/Piece Goods Stores (Crafts)	\$216.72	5 miles	\$415,870	24.4%	468	7,424	0
Book Stores	\$131.75	5 miles	\$2,558,545	42.7%	8,292	9,970	1
Prerecorded Tapes, CDs, Record Stores	\$226.30	2 - 4 miles	\$1,039,572	43.2%	1,985	3,426	1
GENERAL MERCHANDISE STORES							
Department Stores	\$156.68	5 miles	\$48,173,397	39.1%	120,218	32,154	4
All Other General Merchandise Stores	\$235.73	5 miles	\$58,689,250	44.7%	111,289	18,812	6
MISCELLANEOUS STORE RETAILERS							
Florists	\$187.43	3 miles	\$1,329,192	89.2%	6,326	1,600	4
Office Supplies & Stationery Stores	\$215.52	5miles	\$2,678,935	11.1%	1,380	21,400	0
Gift, Novelty and Souvenir Stores	\$183.44	5 miles	\$1,348,403	14.6%	1,073	1,437	1
FOODSERVICE & DRINKING PLACES							
Full-Service Restaurants	\$355.39	2 - 5 miles	\$32,768,081	38.3%	35,314	4,500	8
Limited-Service Eating Places	\$232.83	2- 5 miles	\$21,352,130	28.2%	25,861	3,861	7
Special Foodservices	\$191.79	2-5 miles	\$7,838,714	50.4%	20,599	2,291	9
Drinking Places – Alcoholic Beverages	\$355.39	2- 5 miles	\$2,230,951	69.3%	4,350	3,861	1

Table 9: Retail Business Potential Part 2

A capture rate analysis, which compared actual sales with the trade area's spending ability, showed that retailers captured sales from consumers outside the studied areas. There was a total estimated capture rate of 143.6% within the 3-mile radius from the intersection of Montauk Highway and Station Road (spending power of approximately \$677 million in the study area), an estimated capture rate of 152.2% within the 5-mile radius (spending power of \$1.91 billion, with total sales of \$2.91 billion), and an estimated capture rate of 96.3% within an 8-mile radius (spending power of \$4.76 billion, with \$4.6 billion in actual sales).

Based on results of the leakage and capture rate analyses, the study provided recommendations to “position North Bellport as a shopping district,”⁸² including constructing a mixed-use shopping district with a Neighborhood Center or a warehouse/wholesale club at the intersection of Sunrise Highway and Station Road. The study also recommends attracting customers to Main Street shopping by extending retail to Station Road from the intersection of Montauk Highway and Station Road by providing a gateway at the Sunrise Highway/Station Road intersection, welcoming people to North Bellport; extending streetscape enhancements to Station Road to provide a sense of continuity between the two shopping nodes; and extending retail, dining, entertainment and services several blocks from both sides of Montauk Highway and Station Road, with a focal point at the Town Center, to create a more pedestrian friendly environment. Other recommendations included developing a farmer’s market along Montauk Highway to draw people from other communities and to be a destination spot for residents, and incorporating large national chains with independent retailers, which would serve as anchors to draw shoppers to the community.

As there is a large need for dining establishments in the area, the study concludes that the “community could be touted as a dining mecca and help distinguish North Bellport from other shopping districts, thereby drawing customers to local shops.”⁸³ Emphasizing ethnic restaurants would highlight the area’s racial and ethnic diversity and further distinguish it as a destination. The study determined that residents within the 5-mile radius from the Montauk Highway/Station Road intersection have the potential to spend over \$88.17 million on entertainment, making the area appropriate for development of music and art venues. Based on the leakage analyses, an “obvious cluster” of businesses would be an ethnic restaurant/dining cluster complemented by entertainment and specialty retail shopping.⁸⁴

The *Greater Bellport Community Niche Market and Branding Plan* (2011) references the findings of the *North Bellport Study Market Study* in developing recommendations for a market niche in the Bellport area. The Plan identified Greater Bellport’s key assets as its cultural and ethnic diversity, train station, prominent churches, and community-based organizations, and recommended that the niche market be centered on Greater Bellport’s cultural and ethnic diversity with “elements of food and cuisine, music and the arts...woven into this diversity, serving as the niche’s predominant and featured attributes.”⁸⁵ Successful implementation of a market branding plan, with the support of the area’s religious and community-based organizations, can capitalize on Greater Bellport’s unique features and reposition it as a destination for residents and nonresidents alike.

6.5 Housing

As stated in the *Bellport Sustainable Community Plan*, “housing is a significant issue in Greater Bellport, from a supply, affordability, and type standpoint.”⁸⁶ According to the Suffolk County Planning Department, there is one apartment complex in North Bellport, “Atlantic Point,” located on Orchid Circle and Woodside Avenue just outside of this Plan’s study area. There is one apartment complex, “East Winds Apartments,” located on Montauk Highway in East Patchogue within the study area; two other complexes, “Greenbrier” and “Lakeside Village” are also located in East Patchogue just

⁸² Ibid. Page 7.1.

⁸³ Ibid. Page 7.3.

⁸⁴ Ibid. Page 7.5.

⁸⁵ Nelson, Pope & Voorhis. *Greater Bellport Niche Market and Branding Plan*. March 2011. Page 40.

⁸⁶ Sustainable Long Island. *Greater Bellport Sustainable Community Plan*. January 2009. Page 38.

outside of the study area to the west. There are a few senior citizen multi-unit housing complexes in East Patchogue outside of the study area and no co-operative or homeowner’s associations.



Picture 24: Boarded house

As shown in Table 10 below, there are over 3,600 housing units in North Bellport Census Designated Place (CDP); almost 1,700 of those are located within Census Tract 1591.03. North Bellport CDP and Tract 1591.03 have lower owner-occupancy rates and higher renter-occupancy rates than Brookhaven Town and Suffolk County. In Census Tract 1591.03, rent expenditures are equal to 50% or more of household income, with a median gross rent of \$1,525 per month. In North Bellport CDP, rent can cost

\$2,000 per month or more, but it is a lower percentage of household income (approximately 34%). According to the 2011 Census American Community Survey (5-year estimates), median selected monthly owner costs for households with a mortgage is \$2,455 per month in North Bellport CDP and \$2,131 per month in Census Tract 1591.03; these figures amount to 36.7% of household income in North Bellport and 39.1% of household income in Tract 1591.03. From the Census Tract to County levels, housing costs exceed the Federal Housing Administration’s recommendation that housing costs not exceed 30% of household income.

TABLE 10 – Housing Characteristics

	Census Tract 1591.03	North Bellport CDP	Town of Brookhaven	Suffolk County
Total housing units	1,678	3,652	175,026	569,985
Occupied	90.6%	92.1%	93.1%	87.7%
Owner-occupied	62.7%	59.7%	78.8%	78.7%
Renter-occupied	37.3%	40.3%	21.2%	21.3%
Vacant	9.4%	7.9%	6.9%	12.3%
Median gross rent	\$1,525	\$2,000+	\$1,503	\$1,461
As % of household income	50%+	33.8%	35.9%	34.7%
Median selected monthly owner costs for households with a mortgage	\$2,131	\$2,455	\$2,635	\$2,799
As % of household income	39.1%	36.7%	30.6%	30.8%

Source: 2010 U.S. Census and 2011 American Community Survey 5-year estimates

Most housing (approximately 58%) in North Bellport CDP was built prior to 1980; in Census Tract 1591.03, almost 70% of the housing was built prior to 1980.⁸⁷ According to the Multiple Listing Service of Long Island, median home value over the past 12 months in zip code 11713 (Bellport) was \$185,500, a decrease in value of 2.3% over the last year.⁸⁸ A year later, a review of the Multiple Listing Service of Long Island, revealed houses in the specific area of the 15903.00 census tract, north of Montauk Highway and south of Sunrise Highway, are all sale priced under \$200,000, with most under \$100,000.⁸⁹ Discussions with local not-for-profit housing agencies, (Habitat, LIHP, CDC) confirm the current sale prices in the target area.⁹⁰

Several organizations provide homeownership education and opportunities in this community, including Bellport Hagerman East Patchogue Alliance (BHEP), Victory Housing Development, South Country Community Land Trust (SCCLT), Suffolk County United Veterans, Economic Opportunity Council of Suffolk, Long Island Housing Partnership, Community Development Corporation of Long Island (CDCLI), and Habitat for Humanity. Most organizations focus on offering single-family, detached housing; the exception is BHEP, which owns approximately 50 homes offered as affordable single-family rental units.⁹¹ These groups are able to develop affordable homes on properties acquired through a Suffolk County transfer program under New York State General Municipal Law §72, by which the County transfers properties that are acquired through tax defaults to the Town of Brookhaven, who in turn transfers them to the housing organizations for \$1 each. Individuals earning no more than 80% of HUD-established median income limits based on family size for the Nassau-Suffolk Primary Metropolitan Statistical Area (PMSA) are eligible to purchase these properties for homeownership purposes.

6.5.1. Section 8 Housing Choice Voucher Program

The New York State Homes and Community Renewal (HCR) Section 8 Housing Choice Voucher (HCV) Program provides rental assistance and home ownership option to extremely low, very low and low income households in New York State. The program also provides assistance to senior citizens and disabled persons on fixed incomes, displaced families, and homeless individuals with disabilities. One goal of the HCV Program is to enable eligible households to rent or purchase decent, safe and sanitary housing in the private housing market. After a voucher is issued, it remains with the family or individual as long as they remain eligible, even if they change residence. The dollar amount of HCV Program Housing Assistance Payments will vary depending on the income of the family or individual and the approved rent/mortgage for the unit.

Another facet of the HCV Program is the home ownership option available to current participating families. The voucher assistance is available and being used by current participants, who meet the home ownership eligibility requirements, toward mortgage payments to purchase a home. The HCR local administrators have programs to empower interested families with readiness for and assistance with home ownership.

⁸⁷ 2011 American Community Survey 5-year estimates

⁸⁸ <http://www.mlsli.com/pages/community-info>, retrieved July 24, 2013

⁸⁹ <http://www.mlsli.com/pages/community-info>, retrieved September 15, 2014

⁹⁰ Personal communication commissioner of Housing & Community Development Diana Weir

⁹¹ Sustainable Long Island. *Greater Bellport Sustainable Community Plan*. Page 38.

There is a significant Section 8 voucher presence in the study area. In zip code 11713, the Community Development Corporation (CDC) administers 140 Section 8 vouchers. In zip code 11772, CDC administers 628 vouchers. In zip code 11719, CDC administers only 13 vouchers. The Town of Brookhaven also administers 102 Section 8 vouchers in 11772 and 51 vouchers in 11713, these numbers reflect 21% of the total vouchers issued town-wide.

In July of 2009, community leaders counted 70 boarded-up houses. Another inventory completed in 2010, counted 70 boarded-up homes. In July 2013, 80 boarded-up homes were counted in the study area.⁹²

6.6 Community Facilities, Services, and Assets

6.6.1 Parks and Recreation

Within Greater Bellport, there are three parks and ball fields located at Frank P. Long Intermediate School. Martha Avenue Park is a Town of Brookhaven regional recreation facility. The recently refurbished Robert Rowley Park is a community oriented facility. Sunshine Park is a pocket park.

Martha Avenue Park

Martha Avenue Park is a regional park located within North Bellport just south of Sunrise Highway and north of Frank P. Long Intermediate School. The park is approximately 99.3 acres in size with approximately 50 acres of the park currently used.⁹³ The park is accessed from the street from which it acquired its name. The park's facilities include four softball fields, three football fields, one practice football field, one open field, lavatories, and a recreation center.⁹⁴ Additionally, an aerodrome for model airplanes is located within the confines of the park. Parking is provided at the facility. Three of the fields at the park have lighting; however, the equipment is not sufficient to allow the lighting of more than one field at once.

Recent improvements to the park include new sod for the football fields. The baseball/softball fields were also updated with new sod, fencing, irrigation systems, and infield.⁹⁵ A handicap accessible playground has been installed. For security reason, some fencing has been installed at Martha Avenue Park. Planned improvements to the park encompass the refurbishment of the multipurpose field and the construction of a BMX park.⁹⁶

Robert Rowley Park

Robert Rowley Park is located at the corner of Patchogue and Hoffman avenues in North Bellport. The park is four acres in size and all of its land is currently developed and in use as a park.⁹⁷ Facilities include two handball courts, three playground areas, 4 basketball courts, a gazebo, walking paths, and open fields. Approximately 44 parking spaces are provided at the facility. Electronic amenities include security cameras and Wi-Fi.⁹⁸ Planned improvements to the park include a path to the new Boys and Girls Club, which backs up to Robert Rowley Park, a spray park, and increased

⁹² John Rogers. GBC Chairman. Personal communication July 2013

⁹³ Athletic Field, Nelson Pope, pg 49

⁹⁴ Athletic Field, Nelson Pope, pg 27

⁹⁵ Council District Update Spring 2013, Connie Kepert

⁹⁶ Council District Update Spring 2013, Connie Kepert

⁹⁷ Athletic Field, Nelson Pope, pg 50

⁹⁸ Council District Update Spring 2013, Connie Kepert

lighting.

Frank P. Long Intermediate School

The South Country School District has general purpose fields at Frank P. Long Intermediate School and has recently constructed three softball/baseball little league fields.⁹⁹

Sunshine Park

Located on the corner of Brookhaven Avenue and Station Road, Sunshine is a pocket park with facilities that include a bus stop and a gazebo.¹⁰⁰ The community has stated that the park is not really well used.¹⁰¹

6.6.2 Community Assets, Facilities, and Services

Greater Bellport is home to several prominent local civic and religious organizations, which provide a strong base for community activities and events; these include the Greater Bellport Coalition, Community Land Trust, Central Bellport Civic Association, housing groups referenced in the Housing section above, and several houses of worship (five within the study area and several more nearby), including the religious school at Victory Church of God. The Boys and Girls Club of Bellport provides counseling, computer classes and other activities. The Caithness Host Community Benefit Agreement, which was created upon approval of the new Caithness power plant, provided \$1 million to the Boys and Girls Club of Bellport to construct a new building, which includes an indoor basketball court, classrooms for tutoring, a computer center, conference room, play area, and indoor and outdoor theaters.¹⁰² The building will have pedestrian connections to the adjacent Robert Rowley Park.

The study area is served by the Hagerman, Brookhaven, and Patchogue Fire/EMS Districts. Brookhaven Memorial Hospital and a medical office complex on County Road 101 are located just adjacent to the study area. There are other medical offices located outside the study area that are not easily accessible by individuals who do not own a car. Brookhaven Hospital has recently constructed a new family medical center at the corner of Atlantic Avenue and Bellport Avenue. Both the Bellport post office and South Country Library are located on Station Road in Bellport Village.

The study area is completely within the boundaries of the South Country School District, which operates Bellport High School, Bellport Middle School, Frank P. Long Intermediate School, and three elementary schools—Brookhaven, Kreamer Street and Vern W. Critz. Total enrollment in the district in the 2011-2012 school year was 4,438. Of 268 graduates in 2012, 91% received a Regent's diploma and the dropout rate for 2011-2012 was 3%; these figures are on par with overall New York State rates (91% and 3.5%, respectively).¹⁰³ In 2010-2011, the district had a general education instructional budget of \$48,987,611 and total expenditures per student was \$23,335 (instructional expenditures per pupil was \$11,098).¹⁰⁴ Eastern Suffolk BOCES operates the Bellport Academic Center at a facility on Martha Avenue; the center offers a departmentalized academic program in partnership with local school districts to students aged 14-21 years old with learning disabilities,

⁹⁹ Athletic Field, Nelson Pope, pg 64

¹⁰⁰ Sustainable Long Island. "Greater Bellport Sustainable Community Plan," 2009, pg 36.

¹⁰¹ Ibid.

¹⁰² Ibid. Page 37.

¹⁰³ New York State Education Department. <https://reportcards.nysed.gov/files/2011-12/RC-2012-580235060000.pdf>

¹⁰⁴ New York State Education Department. <https://reportcards.nysed.gov/files/2011-12/FIS-2012-580235060000.pdf>

counseling concerns and/or psychiatric needs.¹⁰⁵ The closest college, St. Joseph’s in Patchogue, is located approximately 4 miles away to the west of the study area. Briarcliffe College is also located nearby, on West Main Street in Patchogue.

According to the New York State Office of Child and Family Services, there are eight licensed child care centers in zip code 11713 (family, school age child, and group family day care).¹⁰⁶

6.6.3 Historic and Cultural Resources

A small portion of the extreme southeastern section of the Greater Bellport Study Area lies within the Fireplace (Brookhaven Hamlet) Historic District Transition Area; land use, Board of Zoning Appeals, and building permit applications properties in this zone require review by the Town of Brookhaven Historic District Advisory Committee. There are no formally designated properties in the study area (i.e. Town-designated landmarks or State or National Register of Historic Places listings), though some have been documented on Historic Building-Structure Inventory Forms by the Society for the Preservation of Long Island Antiquities (SPLIA); these properties are listed in Table 11 below. There is one property, the “Smith Rourke House,” which is located just outside the study area on the south side of South Country Road in East Patchogue (SCTM 0200-97950-03.00-030.000). The locations of SPLIA-inventoried historic structures in the Greater Bellport area are shown in Figure 19 and Table 11.



Figure 19: Greater Bellport Historical Resources

¹⁰⁵ http://www.esBOCES.org/Special_Education/bellport/mission.aspx?subsubSection_ID=17

¹⁰⁶ http://ocfs.ny.gov/main/childcare/ccfs_template.asp

Building Name	Address	Hamlet	SCTM #
Avery-Demarre House	44 Strong's Lane	East Patchogue	0200-97960-01.00-001.000
Residence	411 South Country Road	East Patchogue	0200-97960-01.00-004.002
Residence	N/S South Country Road	East Patchogue	0200-97950-01.00-009.000
Orchard Road District	Orchard Road	East Patchogue	Area near 0200-97780-03.00-007.000
Hagerman Fire Department	N/E/C Dunton Avenue & Montauk Highway	East Patchogue	0200-97580-02.00-010.000
St. Joseph's Church	N/E/C Amsterdam Avenue & Montauk Highway	East Patchogue	0200-97580-03.00-014.000
Former Church of God	S/S Montauk Highway	East Patchogue	0200-97580-02.00-040.002
First Chapel and Hagerman Hall	S/S Oakdale Avenue	East Patchogue	0200-97580-03.00-040.001
Residence	232 South Country Road	East Patchogue	0200-97950-04.00-013.000 (Just outside Study Area)

There are a number of cemeteries in the study area, most of which are private and located on former estates. Woodland Cemetery, located on the west side of Station Road by Head of the Neck Road at the southern boundary of the study area, dates its first burial to 1869 and has a Civil War monument in the center of the cemetery. Oaklawn Cemetery, located on Arthur Avenue north of Montauk Highway in Brookhaven hamlet, has many old headstones relocated from Methodist Episcopal Cemetery and family graveyards. The Colonel William Howell Cemetery, located on the west side of North Howell's Point Road in Bellport, is on private property and is maintained by the owner.

The Shinnecock-Sewanaka Society is developing a museum and cultural center on Station Road. According to the Society's website, the Caithness Community Fund has contributed over \$138,000 toward the construction of the museum and purchase of an adjacent parcel. Fundraising is ongoing to cover costs associated with site plan application fees and zoning compliance, as well as completion of the facility.¹⁰⁷

6.7 Environment

6.7.1 Soils and Environmentally Sensitive Areas

The soils in the study area are predominantly Riverhead sandy loam (34.5%), Riverhead and Haven soils (20.9%), and Plymouth loamy sand (14.6%) as indicated on Figure 19, Map of Soil Types.

Riverhead sandy loam characteristically exhibits slopes of 0-3% and is well drained. The potential for surface runoff is low to medium. Most of these soils have been cleared and are in suburban development. There are approximately 866-acres of this soil type in the study area.

Riverhead and Haven soils are deep, well-drained, medium-coarse textured soils that are nearly level to gently sloping on outwash plains. The slopes range between 0-8% and there are approximately 525-acres of this soil type in the study area.

¹⁰⁷ <http://shinnecocksewanakasociety.org>

Plymouth loamy sands are very deep and nearly level with slopes of 0-3%. They are excessively drained soils found on outwash plains. This soil is poorly suited to crops because of the low available water capacity. Irrigation is needed for most cultivated crops. This soil is suitable as a site for buildings with or without basements. The droughtiness is a limitation affecting lawns and shallow-rooted trees and shrubs. Adding a layer of topsoil and frequently watering during dry periods will help to overcome this limitation. This soil readily absorbs, but may not adequately filter, the effluent in septic tank absorption fields. The poor filtering capacity may result in the pollution of ground water. The hazard of pollution increases with the density of housing. Precautionary measures may be necessary in some areas.¹⁰⁸ There are approximately 365-acres of this soil type in the study area.

Greater Bellport supports a number of environmentally sensitive areas that play a key role in protecting the quality of Long Island's drinking water, as well as various animal and plant habitats. Most of these acres have been protected by the state, county, or town through acquisition. These protected acres are indicated on the Existing Land Use Map, Figure 7. The native vegetation is pitch pine, eastern white pine, scarlet, white and red oaks with a heath understory.

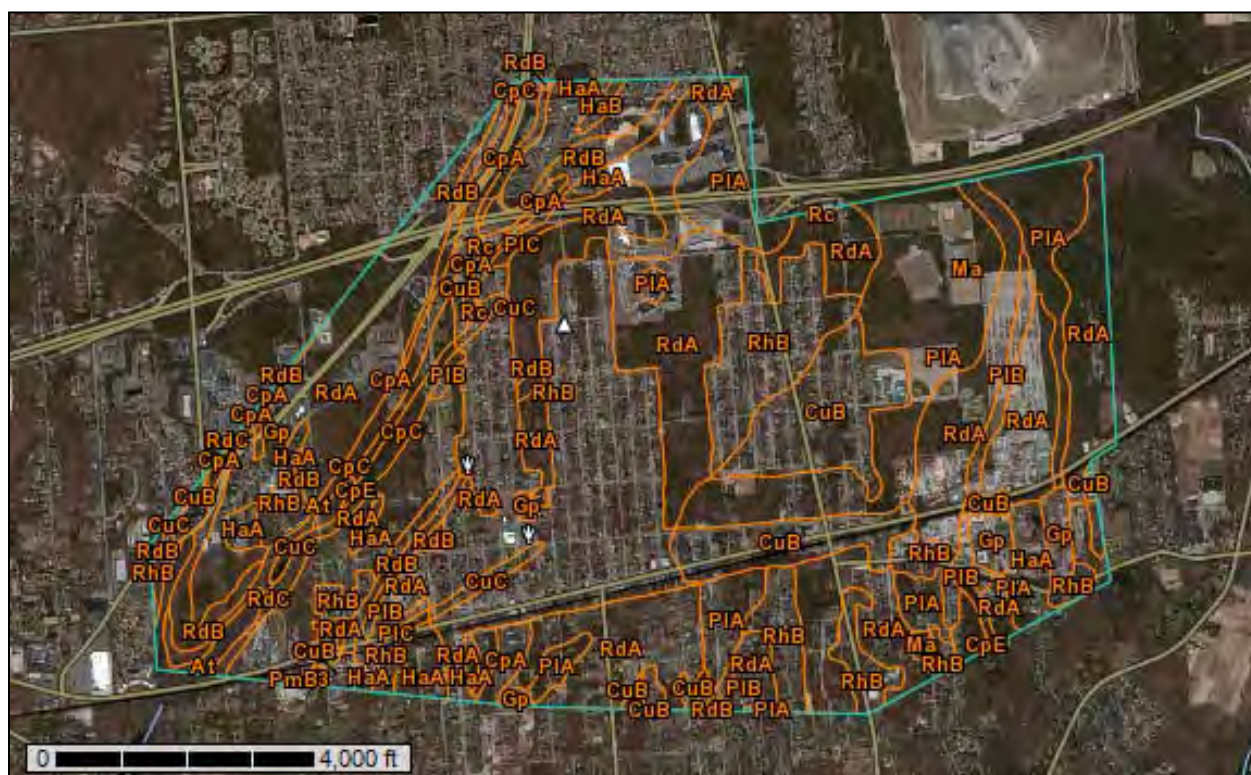


Figure 20: Map of Soil Types

6.7.2 Groundwater

The study area, as well as the entirety of Long Island, is completely dependent on groundwater for its freshwater needs. The only source of freshwater on Long Island now, or in the future, is

¹⁰⁸ A map unit description from the "Soil Survey of Barnstable County, Massachusetts (Fletcher, 1993)

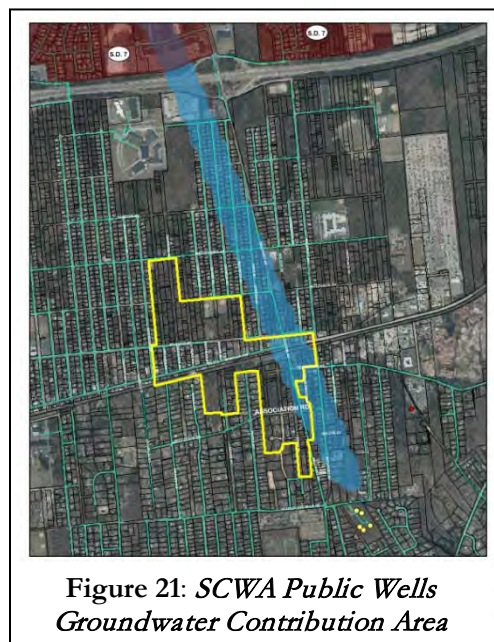
precipitation that becomes part of the groundwater system. A substantial portion of the Town of Brookhaven, including the North Bellport study area, is situated within a groundwater recharge protection area defined by the Suffolk County Department of Health Services (SCDHS) as Hydrogeologic Groundwater Management Zone VI. Groundwater Management Zone VI, is an area of shallow water recharge where SCDHS regulations require lot sizes of 40,000 sf/ dwelling unit for new development assuming that traditional on-site waste water treatment systems (cesspools and septic tanks) are used. As none of the Bellport study area has been residentially developed on one-acre lots, there is significant sanitary loading to groundwater. Sewage treatment plants provide better treatment of wastewater by removing and destroying objectionable and pathogenic substances carried by wastewater in solution or suspension in order to render the water fit and safe for intended uses. Treatment removes unwanted constituents without affecting or altering the water molecules themselves, so that wastewater containing contaminants can be converted to safe drinking water. Stringent water quality and effluent standards have been developed that require reduction of suspended solids, biochemical oxygen demand (related to degradable organics), and coliform organisms; control of pH as well as the concentration of certain organic chemicals and heavy metals; and guaranteed safety of treated discharges to the environment. There are two sewage treatment plants (STP) located in the study area. One is the Bellhaven Nursing Home STP on Beaver Dam Road and the other is the county-owned Woodside STP on Harrison Avenue

6.7.3 Public Water Supply

The Suffolk County Water Authority provides and maintains the water mains that serve the study area. The public water supply wells and mains are indicated on Figure 21, along with the area of groundwater contribution to the public water wells which is indicated by the blue swath ending at the assemblage of public water wells. Through computerized modeling of the groundwater system, the New York State Dept of Health and the Suffolk County Department of Health Services generally identified the area of groundwater contribution to each public water well in order to assess the potential of being impacted by various types of land use.

6.7.4 Wetlands and Waterways

There are several areas identified within or just south of the study area that contain freshwater streams and wetlands, with most of the headwaters of these streams, creeks, and lakes located directly within the study area. Two significant areas have been identified for preservation by Suffolk County, the Mud Creek and Beaver Dam Creek watersheds. Approximately 35-acres of land at the headwaters of Beaver Dam Creek at the eastern border of the Greater Bellport study area are currently preserved. The County took the majority of this land by tax foreclosures; the state and town own the rest. The County preserved another 35 to 40-acres near Oaklawn cemetery. The Town also owns four acres used for three recharge basins and a small park. The surface waters within the study area support a diversity of species including invertebrates, fish, amphibians, birds, and waterfowl. Representative species include herons, swans, geese, bullfrogs,



painted turtles, spring peepers, and a number of fish species. The town has worked to protect wetlands through the application of its own wetlands law with the power to regulate activities adjacent to and within these lands. In addition, the town has protected many wetlands through either acquisition or the use of clustering to position development away from these lands. The Town’s Wetland Overlay District provides additional mechanisms to protect wetlands. These wetland designations are indicated on the Natural Resources map, Figure 22.

In areas near, yet not within, Greater Bellport, numerous plans and projects are already in progress to conserve land through preservation, wetlands restoration, and/or creation of nature trails, by such organizations as the U.S. Department of the Interior, the Post-Morrow Foundation, Bellport High School Students for Environmental Quality, the town’s Department of Environmental Protection, and the Brookhaven Village Association. Although similar opportunities within Greater Bellport exist, these outside organizations have not yet encouraged or acted upon them. One study recommended preserving the stream corridor in the headwaters portion of Beaver Dam, linking the sensitive areas surrounding the Mud and Beaver Dam creeks within Greater Bellport and also supporting preservation of these areas. Wetlands vegetation provides nursery grounds for many finfish and shellfish species, filters pollutants from surface waters and groundwater, and mitigates flood impacts. Wetlands also serve as breeding habitat for a number of rare and endangered wildlife species and important foraging grounds for waterfowl and wading birds such as ducks, geese, egrets, and herons.

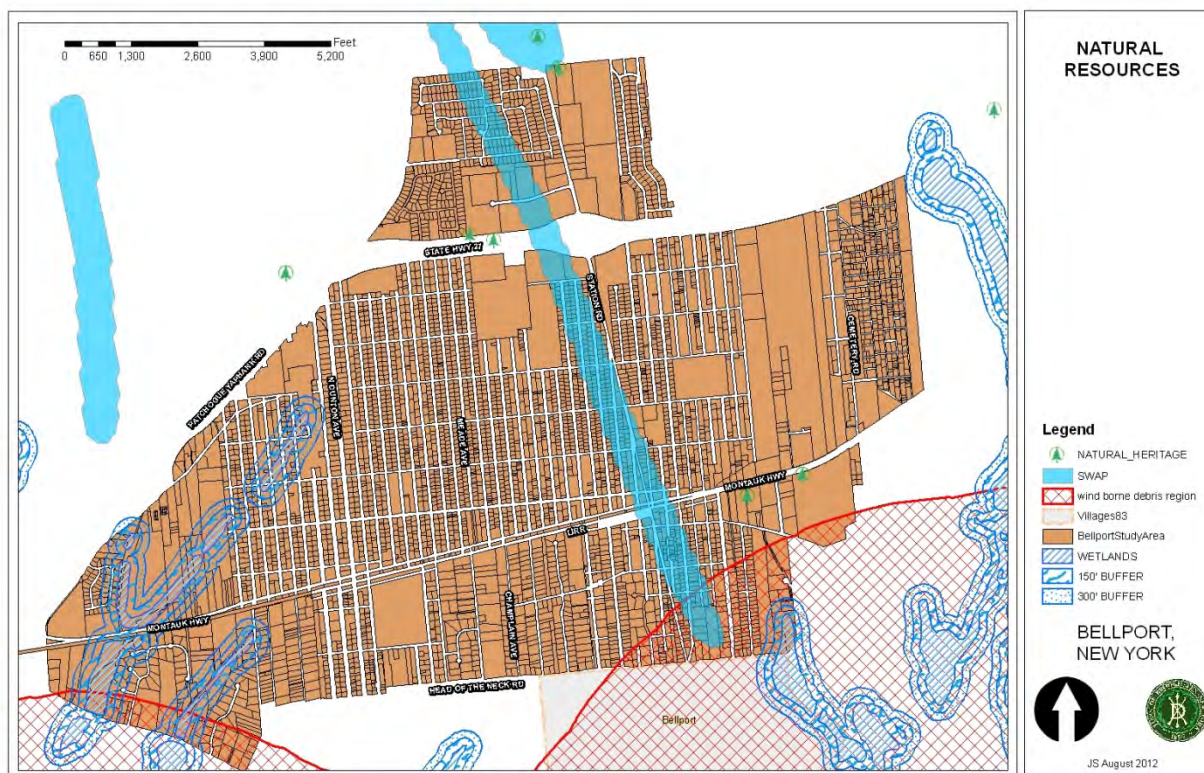


Figure 22: Greater Bellport Natural Resources Map

6.7.5 Abandoned, Vacant, Underutilized and Potential Brownfield Sites

Brownfield sites are abandoned or underused industrial or commercial properties available for re-use. Redevelopment of such properties may be complicated by real or perceived environmental contamination. It is very important to understand that a brownfield may not actually be polluted but may only be “perceived” as contaminated. The property may have been abandoned and derelict for a number of years or may have a history of contamination that has been remedied but the stigma has remained.

The town identified 24 possible brownfield sites in the Greater Bellport study area and applied to the New York State Brownfield Opportunity Area for grant funding in September 2012 and received notice of funding approval in March 2014. By identifying these properties for redevelopment and dispelling perceived concerns of pollution, the town can assist the owners in attracting purchasers who would develop the properties to their highest and best use. A copy of the grant application package is available at the Town’s Planning Department, and a map of the suspected brownfields is included as Appendix G.

The Brownfield Opportunity Areas (BOA) Program, administered by the New York State Department of State (DOS) provides financial and technical assistance to municipalities and community-based organizations. Funding can be used to complete revitalization plans and implementation strategies for areas affected by the presence of brownfield sites as well as site assessments for strategic sites. The NYS Department of Environmental Conservation (DEC) provides relevant technical assistance and advice to the Department of State and BOA grantees, particularly regarding site assessments on strategic brownfield sites in BOA study areas.

6.7.6 Significant Species

Robinson’s Pond and the surrounding Mud Creek watershed area likely hold the greatest diversity of plants and animals within the study area. The pond in particular is habitat for the following species which are listed as Threatened by New York State:

Bald Eagle	<i>Haliaeetus leucocephalus</i>
Pied-billed Grebe	<i>Podilymbus podiceps</i>
Least Tern	<i>Sterna antillarum</i>
Common Tern	<i>Sterna hirundo</i>

All of the birds aside from the Bald Eagle have been observed feeding at Robinson’s Pond (Pied-billed Grebes during the winter, Terns during the summer) and while there are no recent records of Bald Eagle’s utilizing the site, the presence of nesting Bald Eagles on the Little Neck Run (Carman’s River) approximately 4.5 miles to the east, it is plausible that the Pond could provide foraging habitat as the population expands in the near future (Wertheim NWR – 2014).

The following species are listed as Special Concern by the State of New York and have been observed in the Mud Creek area or are expected to be present:

Eastern Box Turtle	<i>Terrapene carolina</i>
Osprey	<i>Pandion haliaetus</i>

Common Loon *Gavia immer*

The wooded acreage surrounding Robinson's Pond (on private land) provides prime nesting habitat for Ospreys which like to locate near food sources and away from predators. Preservation of the existing woods within this area is vital to the expansion of breeding Ospreys within this area. The Common Loon is a bird which over winters on Long Island and is likely to utilize Robinson's Pond particularly if other water bodies are frozen.

The Eastern Box Turtle is likely to be found in strong numbers in the wooded areas associated with Mud Creek. This terrestrial turtle has seen marked declines in population throughout its range, largely due to habitat loss and accidental death caused by collisions with vehicles, lawn mowers and other manmade objects. The International Union for the Conservation of Nature (IUCN) recently changed the category of the Eastern Box Turtle from "Near Threatened" (NT) to "Vulnerable" (VU) which means that it is at "High risk of endangerment in the wild" (IUCN – 2011). Additionally, eastern box turtles are extremely long lived, slow to sexually mature and have few offspring each year. These factors combined with their susceptibility to anthropogenic mortality make it vitally important to preserve and protect their habitat within the State of New York to prevent further decline.

The Common Loon is a winter visitor to Long Island and while it often prefers open water areas (i.e. Great South Bay, Atlantic Ocean, and the Long Island Sound) it will spend time in interior bodies of water including rivers and lakes, especially if other water bodies are iced-over. The Common Loon feeds on fish and thus requires clean waterways to sustain its food source while on wintering grounds. With the proposed up-zonings around Robinson's Pond and other preservation activities associated with Mud Creek, it is expected that habitat for these species will be preserved or improved.

The NY Natural Heritage Program provides information about threatened and endangered species located throughout New York State. There are several occurrences of rare plant species located within the study area.

Endangered native plants are listed by the New York State Department of Environmental Conservation as in danger of extirpation throughout all or a significant portion of their ranges within the state and requiring remedial action to prevent such extinction. Listed plants are those with five or fewer existing sites, fewer than 1,000 individuals, restricted to fewer than four U.S.G.S. 7 1/2 minute series maps, or species listed as endangered by the United States Department of Interior in the Code of Federal Regulations. Threatened native plants are likely to become endangered within the foreseeable future throughout all or a significant portion of their ranges within the state. Listed plants are those with six to fewer than 20 existing sites, 1,000 to fewer than 3,000 individuals, restricted to not less than four or more than seven U.S.G.S. 7 1/2 minute series maps, or species listed as threatened by the United State Department of Interior in the Code of Federal Regulations.

Within the study area, particularly along the LIRR right-of-way, there appear to be occurrences of the following threatened or endangered plants: Sandplain Wild Flax (*Linum intercursum*) and Sandplain Gerardia (*Agalinus acuta*).

Sandplain Gerardia (*Agalinus acuta*) is one of only six federally endangered plant species in New York. It inhabits dry, sandy, poor-nutrient soils in sand plain sites in Massachusetts, Rhode Island, Connecticut, New York and Maryland. It was one of the first New York plants to be put on the federal endangered species list, having been put on the list on September 7, 1988 (US Fish and Wildlife Service 2010). Its favored growing conditions are native grasslands on sandy loam, loam, and loamy sand soils. It requires exposed mineral soil in close proximity to little bluestem and other native grasses with which it is thought to form hemiparasitic root connections. Most sites are within ten miles of the coast.

Sandplain Gerardia formerly occurred in 17 populations in New York. The Montauk, Long Island population alone was said to have once had "untold millions" of plants. At the time of listing, only six populations remained in New York with a total population of 814 plants. Cumulatively, the populations remained relatively stable until 1997 (approx. 500-2,000 plants), grew substantially through 2002 (7,272 plants), exploded to 83,531 in 2003, and declined to 10,488 in 2005. Reintroductions were attempted at seven locations after 1988. Of these, four were successful with a mean of 96-263 plants. Plants sown at new introduction sites and at unoccupied locations within existing sites accounted for 61-94% of total plants in New York in 2001-2005. The Greater Bellport *Agalinus* occurrence was extensively studied by The Nature Conservancy, which harvested seeds from this plant colony to successfully transplant to a preserve in Montauk in order to preserve the genetic material. Sandplain gerardia needs disturbed habitat in maritime grasslands, so it is often threatened by natural succession. Animal browse, usually by rabbits, can be a problem as well as encroachment by exotic plant species. It is believed that the population along the LIRR was extirpated by herbicides used for railroad bed maintenance.¹⁰⁹



Picture 25: Sandplain gerardia

Sandplain Wild Flax, *Linum intercursum*, is a threatened plant species in New York. It can inhabit a variety of open, sandy habitats, including maritime dunes, grasslands, and shrublands; pitch pine-scrub oak barrens, open oak or pine woods; open places on the coastal plain; and sandy soil and barrens on the coastal plain. It was one of the noteworthy plants of the Hempstead Plains on Long Island. It was first collected there in 1904 but remains elusive today. There are 10 existing populations which are highly threatened. Only 4 populations have more than 100 plants. There are 29 historical occurrences, but most of the habitat is gone.¹¹⁰



Picture 26: Sandplain Wild Flax

Along Sunrise Highway, there appear to be occurrences of three separate threatened plant species, New England

¹⁰⁹ New York Natural Heritage Program. <http://acris.nynhp.org/guide.php?id=9350&part=1>

¹¹⁰ New York Natural Heritage Program. 2013. On-line Conservation page for *Linum intercursum*. Available from: <http://acris.nynhp.org/guide.php?id=9165>. Accessed August 14th, 2013.

Blazing Star (*Liatris scariosa varnovae-angliae*), Star Grass (*Aletris farinose*), and Eastern Showy Aster (*Eurybia spectabilis*).

New England Blazing Star, *Liatris scariosa varnovae-angliae*, is a native plant classified as a threatened species in New York. It prefers open sites with dry, sandy soil found in fields, thickets, and sand dunes. There are 19 existing populations, but only four of these are in good condition. The rest are usually less than 100 plants each in small grassland or roadside habitats. There are approximately 30 historical occurrences but about 10 of these have been extirpated in Western Long Island and Westchester County.¹¹¹

Star Grass, *Aletris farinose*, also known as colic root, is a NYS threatened species, known for its many medicinal uses. In New York, Star grass is found in open, often wet areas within pine-barrens and pine-oak forests, sandy soil, open woods, and barrens. There are 13 known populations in New York, but at least four of them are very small and subject to succession and other disturbances. Some have been eliminated, but some may be rediscovered because there are plenty of habitats still available. The short-term trend appears stable, but many occurrences have not been rechecked since the early 1990s. There has been a moderate decline in sites and numbers in the past 50 years as development, especially on western Long Island, has progressed. The present larger sites should remain for the foreseeable future. A variety of disturbances and human activities threaten this species. The plant sometimes occurs close to trails or sand roads and is thus under threat of being run over, mowed, or trampled. Road construction, housing developments, and dumping have threatened populations. The open areas where the plants occur are also threatened by succession of the natural habitat to trees and shrubs.¹¹²

Eastern Showy Aster, *Eurybia spectabilis*, commonly known as the Purple Wood Aster, is an herbaceous perennial native to the eastern United States. It is present along the coastal plain of the U.S. where it is most often found growing in dry, sandy soils. The flowers appear in the fall and show ray florets that are a violet-purple and yellow disc florets. There are 15 existing populations and one third of these are in good to excellent condition. The remainder are under 50 plants each and in small areas that are under threat. There are about 25 historical populations, many of which have not been resurveyed or are considered extirpated.



Picture 27: *Eastern Showy Aster*

¹¹¹ New York Natural Heritage Program. 2013. Online Conservation Guide for *Liatris scariosa* var. *novae-angliae*. Available from: <http://acris.nynhp.org/guide.php?id=8793>. Accessed August 14th, 2013.

¹¹² New York Natural Heritage Program. 2013. Online Conservation design standards Guide for *Aletris farinosa*. Available from: <http://acris.nynhp.org/guide.php?id=9650>. Accessed August 14th, 2013.

7.0 Recommendations

In order to realize the goals of the community and the town a number of land use, zoning, design and transportation recommendations have been reviewed and analyzed.

7.1 Land Use and Zoning

The Land Use Map for Greater Bellport, Figure 23, illustrates recommended land use categories for specific parcels. It is also found in Appendix A with a corresponding explanatory breakdown of the land use categories shown on the plan. The land use categories chart gives the reader some of the land uses that could typically be associated with each designation.

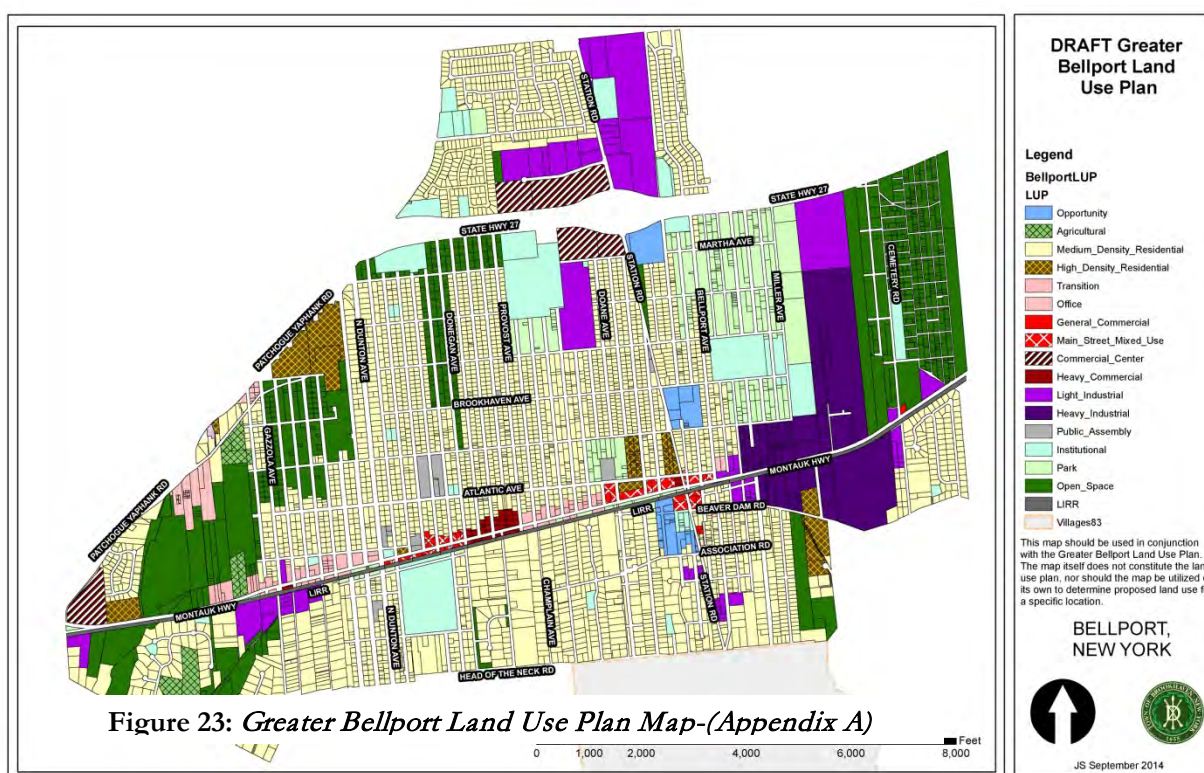


Figure 23: Greater Bellport Land Use Plan Map-(Appendix A)

7.1.1 Mixed Use Developments

7.1.1.1 Designate the Bellport and Hagerman Hamlet Centers

Designating the Hagerman and Bellport business districts as hamlet centers by applying the J-6 Main Street Business District and associated multi-family housing zoning will provide clear and predictable development guidance to both residents and investors. The new zoning districts will require new development and redevelopment to comply with the design standards promulgated in the code and requested by the community. It will also provide compatible as-of-right permitted uses appropriate for downtowns.

Main Street Business Districts will be designated in Bellport and Hagerman within areas that support commercial and/or mixed-use development with a storefront character. Main streets are designed to provide amenities to pedestrians with linkages to alternate transit services. Conformance with the Town’s Main Street Business District design standards will allow for development and redevelopment of fully integrated mixed-use pedestrian-oriented main street centers.

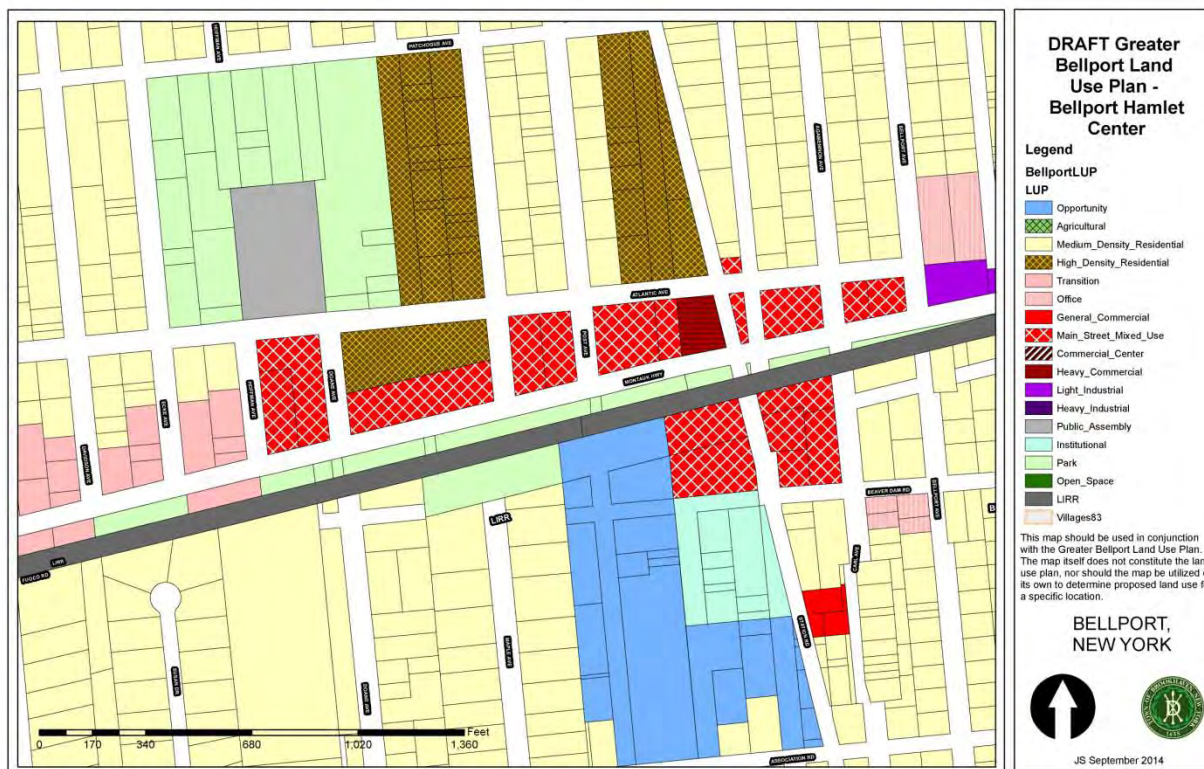


Figure 24: *Bellport Hamlet Center (Appendix A)*

The creation of hamlet centers would focus and concentrate similar retail uses and mixed uses in discrete areas along Montauk Highway to benefit the surrounding community and create a sense of place. Areas have been designated for multi-family housing in the Bellport Hamlet Center. New multi-family development will provide the customer base to support the downtown and provide the “eyes on the street” and life that every thriving downtown requires. The J-Business-6 zoning district will allow for flexible mixed-use development, including businesses, office space and housing above, conveniently located near the existing train station.

The boundaries for the Bellport hamlet center are Bellport Avenue on the east and Hoffman Avenue on the west. The boundaries for the Hagerman hamlet center are Donegan Avenue on the east side and Americus Avenue/N. Dunton Avenue on the western limit. The J-6 Main Street Business District code can be found online at: <http://ecode360.com/8598493?highlight=6,j#8598493>. The Main Street Business District Design Manual is also available on the Town’s website: <http://www.brookhaven.org/Departments/PlanningEnvironment/Planning/DesignManuals.aspx>.



Figure 25: Hagerman Hamlet Center (Appendix A)

7.1.1.2 Bellport Station Mixed-Use Transit-Enhanced Opportunity Area

The area surrounding the Bellport LIRR station is proposed to be rezoned to J-6 Business with a general area provided for a future general municipal use and an area of opportunity for future growth. This will provide an opportunity to permit mixed-use investments that could include retail, office and residential development. Of the approximately 13-acres of undeveloped land south of the train station, approximately 3.5 acres are town-owned and as much as an additional 4.8-acres are controlled by the Town in right-of-ways. In order to allow this area to develop to its highest and best use, a mixed-use transit enhanced or dependent use may be the most appropriate.

A mixed-use development at this location is expected to accomplish a number of community goals including:

- Creating a sense of place;
- Supporting local businesses, residents and commuters;
- Creating housing choices, other than detached single family dwellings;
- Creating mixed-use, transit-accessible, pedestrian-oriented development;
- Creating new tax ratables to support the school, fire and ambulance districts;
- Attracting new residents and more “eyes on the street”;
- Supporting the creation of a compact, orderly and efficient business district supported by infrastructure such as sidewalks, transit, sanitary and similar investments.

The town's multi-family zoning district will permit a maximum of 12-units per acre. However, increased residential density would allow development to realize the community's workforce and affordable housing opportunities, as well as provide an in-situ customer base. However, if the increase in density is not requisite upon preservation of open space and the deterrence of additional residential development, then sprawl, adverse traffic and school district impacts will not have been adequately accommodated. Therefore, the areas along the stream corridors of Mudd Creek and Abet Creek are recommended for up-zoning. By preserving areas not well suited for residential development, there can be a corresponding increase in attached housing types that can be supported in downtowns by infrastructure. A mixed-use overlay district could provide an opportunity to balance preservation, community benefits and amenities by increased residential density.



7.1.2 Residential Land Use

7.1.2.1 Provide Housing Choices in the Bellport and Hagerman Hamlet Centers

There is very little housing choice in the Greater Bellport area where 98% of the housing consists of single family residences. This lack of housing diversity makes it difficult for single or elderly residents to find residences to support their lifestyle and transportation needs. Different housing types than single family residences, can be built to accommodate diverse lifestyles, including families with children, multi-generational families, disabled residents and seniors. Housing types however should not be segregated. Seniors, families, singles, market rate and affordable housing units should be mixed in order to create strong communities where citizens can grow and learn from each other. Smaller homes near public transportation allows seniors, disabled residents and children opportunities to access shopping and entertainment in other communities such as Patchogue and Shirley. These diverse residential needs must be balanced with other conflicting "issues". For instance, there are many complaints that rental housing often means absentee landlords who don't properly maintain their properties; therefore a proper mix of homeownership would help "manage" absentee landlords. As the baby boomers age, and the next generation of their children leave the home, they are limited in their housing choices. By directing housing development near existing rail stations and other centers of activity; varied housing styles can be built, housing needs and demands across the population can be more fully met while land use patterns become more sustainable and existing communities enhanced.

The developing “sharing” economy is inspiring new forms of shared housing from baby boomers sharing the mortgage on a house to multi-generations sharing the care of young children, young adults and aging parents under one roof. A new housing type is the “Mansion Flat”, typically a larger dwelling made up of 2, 3 or 4 individual units.

Mansion flats are common throughout the country and Europe. Notable for their comparably grander exteriors, the ideal mansion flat suggests a sense of luxury to what would be a collection of condominiums or apartments near the centre of town. Built at density, one large “mansion” would be built upon 3 or 4 small lots and the yield from those 3-4 small lots could be realized within the context of the larger “mansion” Examples of these “mansions” are many and a few are offered here for consideration.



“Mansion Flat”: Three 2-bedroom units



Single-Family Attached Triplex
 2 x 1157 square feet, 2 bedrooms, 1.5 bathrooms
 1 x 1408 square feet, 3 bedrooms, 2.5 bathrooms
 Architect: Urban Design Associates
www.urbandesignassociates.com

“Mansion Flat”: Triplex- Two 2-bedrooms units & One 3-bedroom unit

Opportunities for large lot redevelopment with “mansion flats” exist on large blocks of residentially zoned property held by Suffolk County within the Study Area. As part of a larger housing program these properties could be developed with a different housing type than single family residential and provide a different “sense of place” to new residents.

7.1.2.2 Utilize the Town Housing Fund Program to Rehabilitate Neglected and Distressed Housing

The extent of substandard, abandoned, foreclosed, overcrowded and derelict housing has been quantified repeatedly since July of 2009 when community leaders counted 70-boarded-up houses. Another inventory completed in 2010, again counted 70-boarded-up homes. In July 2013, 80

boarded-up homes were counted in the study area, each dwelling contributing significantly to community blight.¹¹³ A Town housing program structured to permit applications for the Federal Housing Administration's HUD's 203k program, would allow the Town to purchase the most distressed houses for homeownership opportunities. It would permit the Town to purchase distressed dwellings or acquire tax default properties for rehabilitation and home-ownership. The goals of the program being to protect neighborhoods from overcrowded dwellings, abandoned and derelict housing, visual blight, crime and neglectful absentee landlords.

A town housing program could purchase the blighted properties to rehabilitate, and then offer the houses at or near cost through a town-wide lottery for home ownership with low interest loans from banks under the Community Reinvestment Act of 1977. A federal law designed to encourage commercial banks and savings associations to help meet the needs of borrowers in all segments of their communities, including low- and moderate-income neighborhoods and to reduce discriminatory credit practices against low-income neighborhoods. The Act mandates that all banking institutions that receive Federal Deposit Insurance Corporation (FDIC) insurance be evaluated by federal banking agencies to determine if the bank offers credit in all communities in which they are chartered to do business. Mortgages could be handled by the same banks seeking to fulfill the community service requirements of the Community Reinvestment Act.

Home ownership programs help people build assets, thus enriching their lives and strengthening the communities in which they live. One of the most direct ways to encourage and support home ownership is to target people from across a wide range of incomes. This can be accomplished by building well-designed, energy-efficient and affordable new homes for sale. Restoration of blighted properties works to increase property values, reduce crime and creates attractive and affordable home ownership options. The town housing program could offer quality affordable rehabilitated housing with green energy conservation.

The Town Board established a Town of Brookhaven Housing Trust Program at their August 12, 2014 Public Hearing. It is a distinct fund established to dedicate sources of revenue in support of affordable housing. It allows the Town to commit public sources of revenue, such as bonding; creates a dedicated fund for the support of affordable housing and allows contributions to the fund from corporations, financial institutions, foundations and fees. The Housing Trust will allow the Town to compete for Federal, State and private grants to subsidize community revitalization, housing rehabilitation and home ownership. There are a number of housing programs offered by the U.S. Dept of Housing and Urban Development (HUD) that the Town will be eligible to use:

- **NYS RESTORE NY Program:** The Restore New York Communities Initiative provides municipalities with financial assistance for revitalization of commercial and residential properties. The program encourages community development and neighborhood growth through the elimination and redevelopment of blighted structures.
- **Section 202- Senior Housing** Funded through the Department of Housing and Urban Development (HUD), the Section 202 Supportive Housing Program was initiated to provide affordable and assisted living for the elderly. This program is the only affordable housing program offered exclusively for seniors.

¹¹³ John Rogers. GBC Chairman. Personal communication July 2013

- **Section 811 - Handicapped Housing** The Section 811 Supportive Housing Program for Persons with Disabilities provides funding to developers of housing for disabled, low-income households. It was created by the National Affordable Housing Act of 1990, which separated housing for people with disabilities from the Section 202 program. Section 202 now provides supportive housing for elderly persons. This program provides capital advances (no-interest loans that are forgiven as long as program requirements are met for 40 years) to be used to finance the construction or rehabilitation of supportive housing for persons with disabilities.
- **FHA 203k Home Rehabilitation Loans** FHA 203k loans are offered by the Federal Housing Administration to encourage lenders to fund seemingly risky home purchases. Goals of neighborhood revitalization and greater homeownership opportunities also drove the creation of this loan. FHA 203k loans are designated for houses that are damaged or sorely in need of rehabilitation. The loan covers not only the cost of the property but also the cost of necessary home repairs.

7.1.2.3 Provide Live-Work Units in the Bellport and Hagerman Hamlet Centers

The live-work unit is actually an old idea that has been modernized to meet the needs of entrepreneurs, small businesses and professionals. A live-work unit is a space that combines your workspace with your living quarters. Such as when a storekeeper lived above his shop or a doctor's office was a room off his home's foyer. Modern live-work units range from minimalist to luxurious with advantages such as not paying separate rents for living space and work space, as well as reducing transportation costs. Couples who can get by with one car instead of two are saving approximately \$500 a month in costs related to maintenance, gas, insurance, etc. There's no doubt that working at home is a growing trend. In addition to sculptors and painters, these modern, at-home work spaces target professionals and entrepreneurs who maintain medical supply offices and salons.

Typically, the business is on the ground level and faces the street. The most traditional arrangement places the living quarters above the business, but living space may also be alongside the commercial space or behind it. An artist's loft might simply be a bedroom over his studio. At the other end of the spectrum, a live-work unit might be a three- or four-story townhouse, with commercial space on the first floor and the family residing in a spacious home on the remaining floors. The J-6 Main Street Business District zoning will permit live work units.

7.1.2.4 Consolidate and Redevelop Selected Small Lot Clusters and Apply Principles of Defensible Spaces to Residential Areas

There are entire blocks of undeveloped land in the study area, i.e. between Hoffman Avenue and Bourdois Avenue & by the Boys and Girls Club on Atlantic Avenue, whose development could help to reshape the community. In their vision, the community advocated for the improvement of this forested land in order to deprive criminals of a place to hide and evade the police.¹¹⁴ It might be valuable to follow Oscar Newman's principles of defensible spaces in this area and others within

¹¹⁴ "Connect the Street Grid," *Greater Bellport Sustainable Community Plan*, pg 82

Greater Bellport in order to create safer communities by increasing residents' sense of ownership and control over their living areas.

With regards to street design, defensible spaces theory calls for placing less importance on connectivity and more on privacy. The ideal and most defensible community in Newman's eyes is a Greek cross (vertical with two cross members) of 5 cul-de-sacs.¹¹⁵ Practically speaking, according to Derek Paulsen in his book *Crime and Planning*, Newman's goals are often accomplished by using "sinuous street networks."¹¹⁶ With a community having only a single entrance/exit, criminals would think twice before choosing to do business in the area because their ability to leave would be severely limited.¹¹⁷ "By limiting vehicular access, the streets are perceived as being under the control of the residents."¹¹⁸ With this control, residents will seek to protect the streets, getting to know who lives in the area and watching out for suspicious activities and characters. Derek Paulsen defines this as "natural surveillance."¹¹⁹ This level of influence is also a deterrent to criminals, who wish to operate in communities where concern is low, thus allowing them to be in control.

In their vision, the Bellport community advocated for street connections, believing that they would increase the number of "eyes on the street" and reduce crime; however, this theory advocated by Jane Jacobs was designed for urban areas.¹²⁰ Jacobs cautioned against its use in the suburbs. As stated by Paulsen, the limited prevention benefits of highly permeable gridded street networks are isolated to high pedestrian activity areas in large urban areas and not suburban locations where they are increasingly employed."¹²¹ With the reliance on the car in the suburbs, there are not enough people on the street to perform the surveillance. In designing suburban communities, Derek Paulsen argues it is necessary to ensure against "the overprovision of connectivity."¹²² "Permeability" does not go hand-in-hand with "integration;" therefore, increasing connectivity without residents becoming a closer knit community "can actually increase victimization" (31% increase) as shown by the research of Bill Hillier.¹²³

The Story of Five Oaks in Dayton, Ohio:

In the early 1990s, Oscar Newman was contracted by the city of Dayton, Ohio to apply his defensible spaces principles to the Five Oaks community, which the city hoped to rescue from a state of decline. Permanent homeowners were being replaced by transient renters. Single family homes were being converted into multiunit properties. The middle class residents who defined the community were leaving. Houses were going vacant, and home prices were dropping. And most distressingly, crime increased by 16% (77% increase in violent, 76% increase in robbery, 38% increase in vandalism) in the one year prior to the defensible spaces changes.¹²⁴

Newman, along with the city, proposed and implemented a mini-neighborhoods plan in the area, breaking the grid streets into 10 mini-neighborhoods, each with a single entrance/ exit point onto an

¹¹⁵ Oscar Newman, *Creating Defensible Spaces*, pg 44

¹¹⁶ Derek J Paulsen, *Crime and Planning*, pg 20

¹¹⁷ Oscar Newman, *Creating Defensible Spaces*, pg 41

¹¹⁸ Oscar Newman, *Creating Defensible Spaces*, pg 41

¹¹⁹ Derek J Paulsen, *Crime and Planning*. Page 21.

¹²⁰ Ibid. Page 20.

¹²¹ Ibid. Page 21.

¹²² Ibid. Page 21.

¹²³ Ibid. Page 21.

¹²⁴ Oscar Newman. *Creating Defensible Spaces*. Page 31.

arterial street.¹²⁵ Gates were used to stop traffic flow between the communities while allowing pedestrian movement to continue uninhibited. Newman created communities that had between 3-6 streets at most. If they were any larger, Newman argued that they would create traffic by producing trips which were too long.

As a result of the changes to the street patterns in Five Oaks, the general crime rate was reduced by 26% with violent crimes decreasing by a sizeable 50% in one year.¹²⁶ While crime was increasing overall in Dayton, crime in the Five Oaks neighborhood reached a 5 year low. After 1 year, homes were worth 15% more (homes in the region generally were only worth 4% more). Opinion wise, 67% of residents had an improved view of their neighborhood after 1 year, and 39% of people felt that they had closer relationships with their neighbors.¹²⁷

New Development Proposal:

Drawing on the success of the creation of mini-neighborhoods in Five Oaks, it is worthwhile to look into the applicability of such proposals to the new development between Hoffman and Bourdois Avenues as well as other contiguous blocks of undeveloped land, particularly one between Scherger and Narragansett Avenues, and/or opportunities to redevelop existing neighborhoods. In an ideal world, development would adhere as close to Oscar Newman's defensible spaces principles as possible. However, heavy use of cul-de-sacs conflicts with the community vision and with Suffolk County Planning Commission guidelines that advise towns to "promote connectivity between developments in order to improve both pedestrian and vehicular access and circulation consistent with smart growth principles."¹²⁸

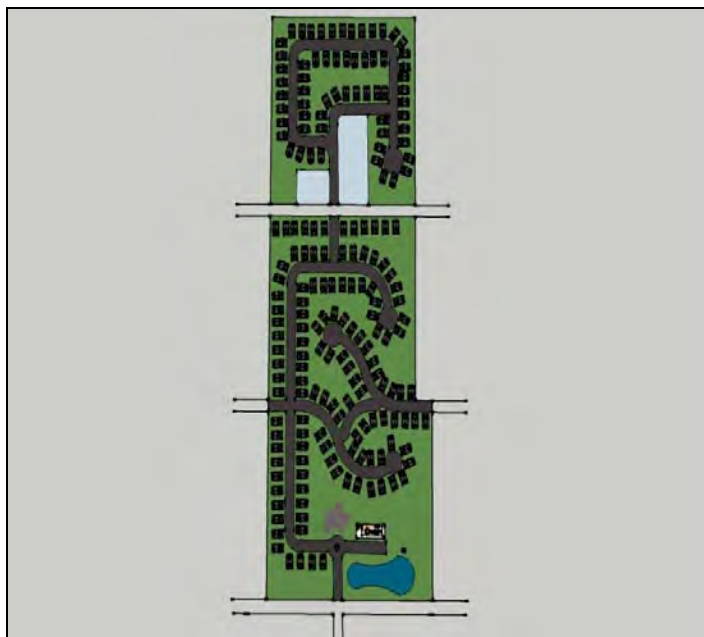


Figure 26: Defensible Subdivision Concept

Therefore, in order to balance the community/county goal of connectivity with the goal of crime prevention, the attached proposal for the new development represents a compromise. Connections to the major avenues of Brookhaven, Patchogue (as the Bellport community advocated for in its vision),¹²⁹ and Atlantic are made; however, rather than use a grid, the new development would use a mixture of cul-de-sacs, loops, and sinuous streets. Bends in the roads along with the cul-de-sacs will help to provide visual definition to areas within this new development and help to provide residents with a sense of ownership over their community, and thus encourage them to exercise care and control. By avoiding connections that

¹²⁵ Ibid. Page 48.

¹²⁶ Ibid. Page 55.

¹²⁷ Ibid. Page 56.

¹²⁸ Suffolk County Planning Commission Guidebook, January 2009, pg 28

¹²⁹ "Connect the Street Grid," *Greater Bellport Sustainable Community Plan*, pg 82

are direct and straight, the new development can provide a degree of defensibility since it is likely both criminals and regular motorists will prefer the gridded streets (the former because they provide a quicker escape and the latter because they provide a faster connection). The connection at Patchogue Avenue, although running counter to defensible spaces principles on the surface, actually serves to further Newman's goals by helping to alleviate the isolation of Robert Rowley Park. By making the park a greater part of the community, the residents will hopefully feel a greater sense of ownership and take thus take control of the park in order to prevent the undesirables from taking it over. The Boys and Girls Club on Atlantic Avenue, which backs up to Robert Rowley, will also help to create an overall community sense of ownership. Large public holdings provide the land to develop defensible subdivisions.

New Development Entrance Demarcation:

When creating mini-neighborhoods, as he oversaw in Five Oaks in Dayton, Newman advocated for clearly indicating the entrances to communities. Such delineation he argued served to signify that one is entering a defined space.¹³⁰ In the new Bellport communities, this should be accomplished with a combination of treatments. Since even incomplete gates can often be seen as creating division, efforts should be made to use demarcation strategies that do not appear to be constricting. Two possible versions of demarcation are a combination of hedges, white fences, and a sign with the community name or a brick fence with the community name in cast concrete.

Additionally, at the threshold of each new community, a strip of bricks flat with the pavement should be installed to provide an auditory indication to drivers that they are entering a clearly defined community.¹³¹

7.1.2.5. Develop a Sterilized Property Database

Throughout the last 20-years the development rights of some residentially-zoned properties in the Greater Bellport area have been transferred off-site to be credited to other developed property. However, which parcels are sterilized has not been well understood by all branches of government. In order to fully inform land use decisions in the Greater Bellport Area, it is necessary to know what parcels have been sterilized and which parcels have received the development credits. This database should be developed in collaboration with the Suffolk County Department of Planning and the Health Services Department.

7.1.3 Commercial Land Use

7.1.3.1 Zone for New Retail Consistent with the Market Analysis

The majority of the existing commercial establishments are service-oriented, and include gas stations, mini-marts/convenience stores, hair salons/barber shops and take-out food. The most prevalent type of service in the community, however, are those related to the automotive industry. The community is saturated with services dedicated to motor vehicles; over 30 parcels contain automotive repair shops, used car establishments or junkyards. These services comprise 15% of all the parcels in the study area and 78% of all parcels within the service sector. Interviews with local

¹³⁰ Oscar Newman, *Creating Defensible Spaces*, pg 48

¹³¹ Oscar Newman, *Creating Defensible Spaces*, pg 48

residents indicate that additional automotive repair shops are not warranted in the hamlets of Greater Bellport.¹³² Considerable opportunity does exist, however, for additional shopping within the community. The Outlets at Bellport Center are located at the very edge of the study area, at the northeast intersection of Station Road and Sunrise Highway. The outlets offer a tremendous opportunity for residents and visitors alike; however, increased vacancy has led consumers to other regional shopping and outlet centers. Additional businesses that cater to basic, everyday needs are needed since such retailers are not widely available in the community. Local residents usually travel to the Village of Bellport or to Sunshine Square for such items. Opportunities also exist for additional eating and drinking establishments within the hamlets. Dining establishments are quite limited, with only five such establishments within the Greater Bellport community.

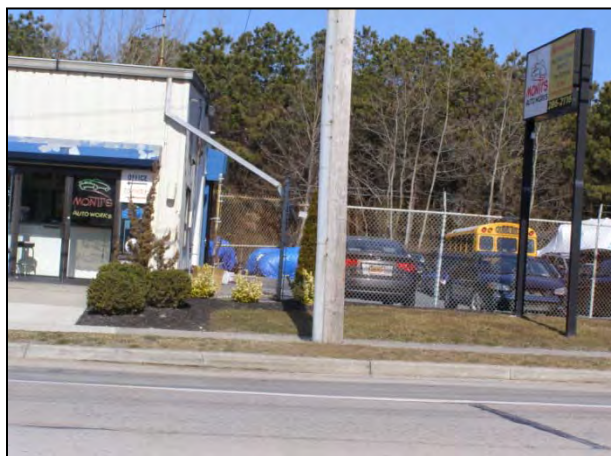
7.1.3.2 Commission a Traffic Circulation & Parking Plan for the Bellport Business District.

The intersection of Montauk Highway and Station Road is heavily used by industrial traffic accessing the Sunrise Highway. In order to develop the best pedestrian environment, realize connectivity opportunities and support sustainable land use patterns, a traffic circulation and parking study must be commissioned to develop a plan for improvement. The study should consider potential road improvements or closures, evaluate cul-de-sac or roundabout locations, bike routes, and locate curb extensions for improved pedestrian safety. Recommendations regarding pavement widths and pedestrian priority treatments must consider security and safety for all users.

The traffic flow and parking study should also include an inventory of existing parking supply, projections of existing and future demand, evaluation of potential solutions based on impacts, costs, land availability and feasibility. The improvement plan should address recreational multi-modal opportunities, such as a bike lanes tying into the Martha Avenue Park with the use of select paving materials to delineate and enhance pedestrian crossings. Traffic flow and safety considerations should include alternative intersection controls such as a modern roundabout at locations where practicable and feasible.

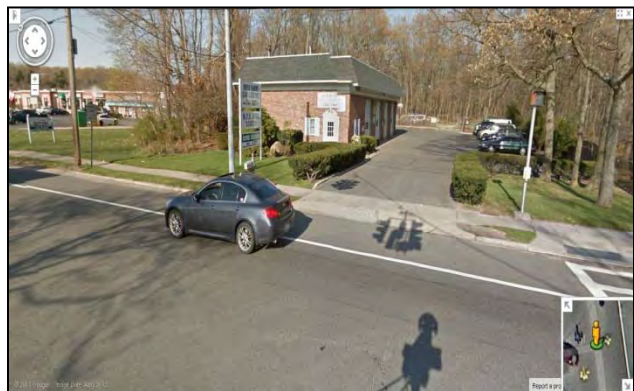
7.1.3.3 Delineate and Zone for an Automotive Niche

The Montauk Highway corridor in Bellport has long been known for its diverse automotive sales, service and repair offerings. These businesses provide an important service to the surrounding community, support the taxing districts and provide many employment opportunities. In order to acknowledge and support this automotive niche while protecting the community, an area along Montauk Highway bounded by Provost Ave. to the east and Donegan Ave. on the west, was identified where these automotive uses will be encouraged to comply with design standards and in return will be secure with the necessary compliant zoning.



Picture 28: Existing Auto Use Example

¹³² North Bellport Retail Report, Oct. 22, 2008. Saratoga Associates. P 4.2



Picture 29: Auto Use Design Standard Example

property, and the depot to be screened with landscaping in addition to opaque fencing. These simple design standards will be applied at time of administrative, Planning Board or Zoning Board review.

The myriad of automotive related uses on Montauk Highway within the study area, appear chaotic and unruly, with many of the sites constrained by small lot sizes. Auto uses that spill their operations out onto the sidewalks or right of ways become eye-sores and attractive nuisances. These sites shall be required to contain their operations within their property boundaries and provide adequate buffers to neighboring residential properties. Design standards require a 15' front yard landscaped area, require all garage overhead doors to not face the street or any residentially zoned or used

7.1.3.4 Opportunity Areas

A few properties within the Study Area are strategically located and were identified for a number of possible land uses. These sites may best serve to provide job opportunities for local residents with possibly a retail grocery store, commercial recreation, warehousing and distribution or, depending on when these properties are developed, the highest and best use may be attached housing. In order to allow for the highest and best development of these properties, they were identified as Opportunity Area's on the Greater Bellport Land Use Map. It is expected that when these properties are proposed for development, additional environmental review and public input will be required.

7.1.3.5 Eastern Suffolk BOCES Technical Center Job Incubator

The 20+ acres of vacant land to the east of the Eastern Suffolk BOCES Technical Center on Martha Avenue that is held by BOCES could be developed with state incentives as a job incubator for the technical training offered at the school. The incubator model would allow for a building to be constructed by the students of the school on school property and be supported by the State Dept. of Education. The building would support a number of store fronts to be leased by business people who would invest in the necessary equipment and would employ graduated ESBOCES students to allow for internships and on-the-job training. Such a small business center would help to increase the educational strength of the ESBOCES facility and help to provide Greater Bellport with the services, such as a pet groomer, a salon, a bakery, computer repair, and/or an electrical shop, that the community needs.

7.1.3.6 Industrial/Commercial Incentive Plan (ICIP)

The newly adopted 2013 update to the Industrial/Commercial Incentive Plan (ICIP) was specifically designed to spur development in the Bellport hamlet center and main street areas. The ICIP was devised to improve the ability of municipalities to deliver economic development services to strategic industries. The enabling legislation authorizes the township to grant tax incentives to spur selective growth and job creation. The Town of Brookhaven portion of the 2013 plan designated strategic industrial and commercial uses within specific corridors as

eligible for tax abatement in order to promote business revitalization. “The incentives program is intended to provide stimulus for capital improvement projects in the small business sector that generally do not have access to similar Industrial Development Agency programs.”¹³³ The program requires the commitment of the local school districts to support a partial tax exemption on new capital improvements to be phased-out over ten years, after which the commercial building is fully assessed.¹³⁴

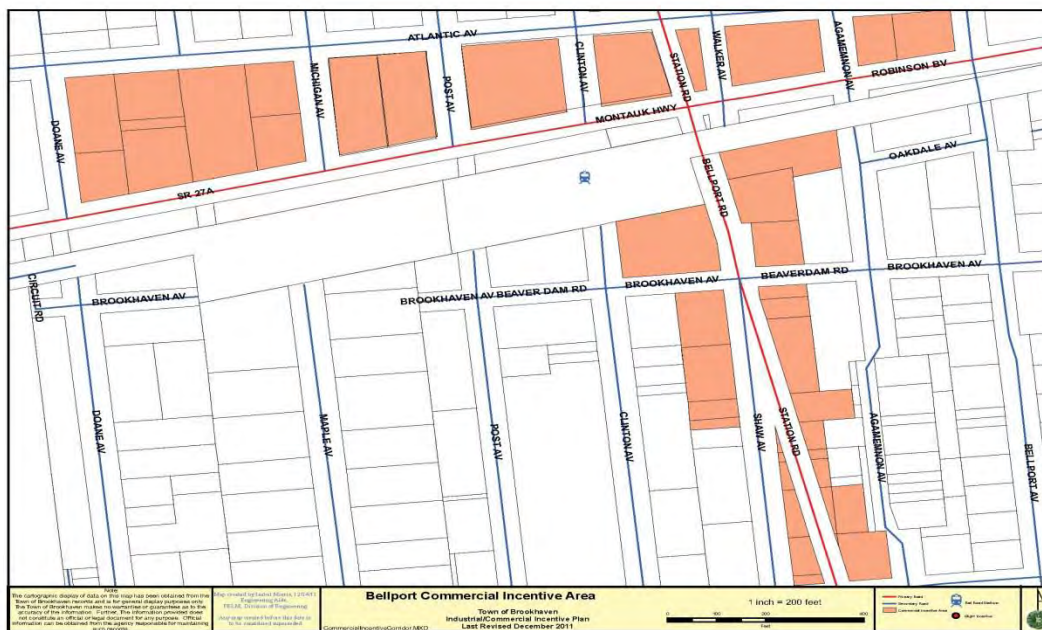


Figure 27 – Bellport Industrial/Commercial Incentive Plan Area

7.1.3.7 Support a Banking Development District

One of the largest gaps in basic services for Bellport residents is the lack of a bank branch of any kind. There is neither a local, nor a national bank with a brick and mortar location in the area. The closest being located in the Village of Bellport downtown. The Banking Development District (BDD) is a program designed to encourage the establishment of bank branches in areas across New York State where there is a demonstrated need for banking services, in recognition of the fact that banks can play an important role in promoting individual wealth, community development, and revitalization. Specifically,

- Banks are a source of capital for local businesses, which promotes job creation;
- Banks are a source of capital for mortgages, which increases home ownership and allows home improvement;
- Banks provide services that allow individuals to cash checks, pay bills, and transmit money more cheaply than other types of financial institutions, such as check cashers; and
- Banks help people create wealth through savings programs and other banking services.

The NYS Department of Financial Services Banking Development District Program seeks to:

- Reduce the number of unbanked and underbanked New Yorkers;

¹³³ Town of Brookhaven Downtown Revitalization Toolbox, July 2009, pg 9

¹³⁴ Ibid.

- Enhance access to credit for consumers and small businesses;
- Reduce reliance on alternative providers of financial services; and
- Promote an asset building consciousness.

While an institution may see the long-term potential of branching in a newly served area, there is often the short-term concern that it may take a number of years before a branch can attract enough retail deposits to become viable. To encourage bank participation in the BDD program, \$10 million in subsidized public deposits and other benefits are made available to banks that open a branch in an underserved community. Banks that successfully apply for a BDD designation are eligible to receive below market-rate deposits from the state of New York. These deposits are intended to lower the financial risk that the branch may incur when opening in an underserved community, usually comprised of low- and moderate-income households.

For communities undergoing planning revitalization, there are few more potent symbols of investment than the opening of a new bank branch. BDD bank branches can help provide the services necessary to stimulate the local economy by enhancing access to capital for local businesses, promoting long term economic development, fostering job creation, and promoting community stabilization and revitalization. It can be a key element in making revitalization a reality by facilitating access to the credit, investments and services that individuals, businesses and community institutions need to grow and prosper. A new branch signals confidence in the future, regardless of what occurred in the past.

The municipality and state economic development programs will benefit the new bank branches while enhancing the viability and economic success of the branch by offering incentives:

- Access to below market public funds negotiated with the State Comptroller's office;
- Real property tax breaks; Municipal deposits; Real estate siting assistance; and Workforce development.¹³⁵

7.1.3.8. Rezone the commercial areas on Montauk Highway, outside of the Hamlet Centers and the Heavy Commercial areas, to the J-Business District (Transitional Business).

Presently a chaotic mix of retail, institutional and industrial uses are situate between the two proposed hamlet centers. Many of these parcels are split zoned J-2 Business and A-1 Residence. This strip zoning is not well supported and represents a pattern of commercial sprawl.

This transitional area is better suited for land uses compatible with frontage on a County arterial road between two hamlet centers; institutional uses such as homes for the disabled or adult care facilities or places of worship, two-family dwellings, offices, and mixed use buildings that exclude retail operations are best suited. The J Business District permits these uses and requires landscaping and front yard setbacks to minimize the



Picture 30: J-Business District Design Standard Example

¹³⁵ Town of Brookhaven Downtown Revitalization Toolbox, July 2009, pg 12

appearance of sprawl. The proposed Land Use Plan Map illustrates the areas recommended to be evaluated for application of the J Business zoning district.

7.1.3.9 Long Island Railroad Buffers

As per requests from the community, on individual site plan applications, all new and redeveloped site plans between NYS Route 27A and the LIRR right of way should provide a vegetative buffer to screen the rear of buildings from riders on the LIRR, helping to enhance riders' perception of Greater Bellport.

7.1.3 Industrial Land Use

7.1.4.1.1 Sunrise Highway Connection

In order to relieve industrial truck pressure on Station Road and allow the road to develop a more residential character to match the communities surrounding it, a new north-south connection to Sunrise Highway should be constructed. Such a new connection could be achieved by extending Cemetery Road, by annexing parkland on the eastern



Picture 31: Car Carrier Passing Through the Station Road/Atlantic

boundary of the LI Auto property, or by obtaining an easement or dedication of property on the western boundary of the LI Auto property. An extension of the Sunrise Highway South Service Road would also be necessary to complete the new route for truck usage. This connection would serve to provide well-defined routes within Greater Bellport for industrial trucks and passenger automobiles. With a new road for trucks, the intersections of Atlantic Avenue and Station Road and Montauk Highway and Station Road would become less chaotic and less industrial in character, thus allowing the proposed hamlet center to develop as a pedestrian friendly community environment, rather than as a shopping center at the crossroads of truck routes. As crossing Station Road is necessary to accessing Frank P. Long

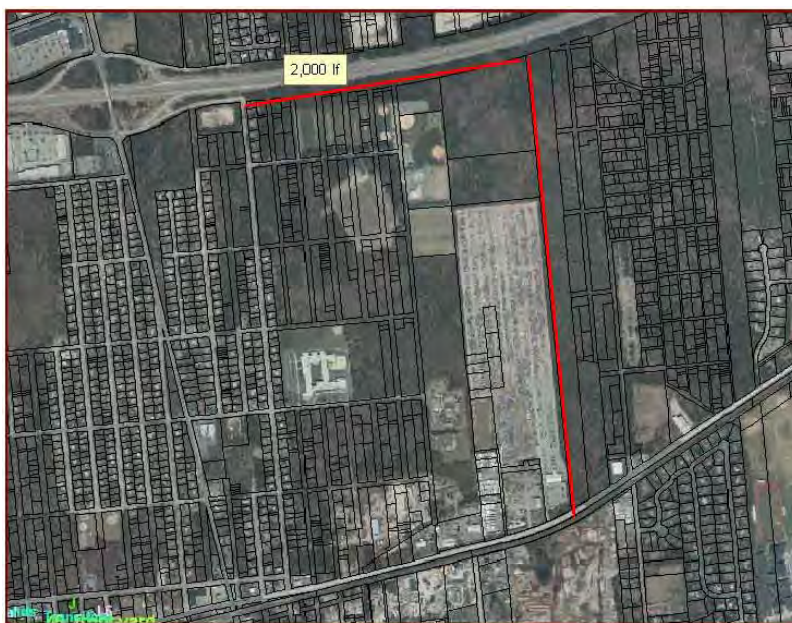


Figure 28: Potential North-South Sunrise Hwy Connection

Intermediate School, the new Sunrise Highway Connection could help to make Station Road safer by lowering the number of vehicles and significantly curbing the number of industrial vehicles conflicting with school children crossing Station Road to reach the Middle School. Closing Station Road to certain types of truck traffic should be considered, thereby redirecting industrial truck traffic to County Road 16 (Horseblock Road) or CR 101 (Patchogue-Yaphank Road) which are designed to accommodate larger trucks.

7.1.5 Recreational Land Use

7.1.5.1 Continue to Expand and Improve Martha Avenue Park

In keeping with the recommendations of the Town of Brookhaven Commissioner of Parks, the undeveloped land at Martha Avenue Park should remain parkland as it is one of the Town's few regional athletic facilities. As calculated by Nelson, Pope, and Voorhis in their *Town of Brookhaven: Athletic Fields Needs Assessment & Shared Services with School Districts Study*, there are approximately 49.3 acres of land available for further development at the Martha Avenue Park property.¹³⁶ Nelson, Pope, and Voorhees characterized the park as having "considerable potential for additional fields," and stated that improvements to existing facilities could encompass upgrades to the lighting infrastructure and installation of artificial turf.¹³⁷

7.1.5.2 Expand and Improve Robert Rowley Park

The Town controls a significant portion of land surrounding the improved Robert Rowley Park. This land has had its sanitary rights removed and may not be improved with turf. This presents an opportunity to expand the park for passive recreational purposes. Trails for bikes, a BMX course or even a running track could be maintained on the park property. A Spray-Park was recently installed. Public and private investments should continue to implement the improvement plan for Robert Rowley Park. Additional amenities that will be programmed into Robert Rowley Park include multipurpose fields, and full-sized basketball courts.



Picture 32: Robert Rowley Park

7.1.5.3 Coordinate Active Park Improvements to Town Park Land on the South Side of Brookhaven Avenue with the School District

The approximately 20 acres, as calculated by Nelson, Pope, and Voorhis, of parkland on the south side of Brookhaven Avenue opposite Frank P. Long Intermediate School should remain parkland in keeping with the recommendation of the Town of Brookhaven Commissioner of Parks.¹³⁸ As suggested by the facilities director of the South Country School District in the aforementioned

¹³⁶ Athletic Fields, NPV, pg 49

¹³⁷ Athletic Fields, NPV, pg 88

¹³⁸ Athletic Fields, NPV, pg 49

Town of Brookhaven: Athletic Fields Needs Assessment, the district could enter into an agreement with the Town of Brookhaven to perform maintenance on new town constructed athletic fields on the Brookhaven Avenue property in exchange for usage rights during the day for school programs.¹³⁹ This coordination of resources will be encouraged.

7.1.5.4 Create a Linear Park or Esplanade

Esplanade and promenade are sometimes used interchangeably. The derivation of "promenade" indicates a place specifically intended for walking, though many modern promenades and esplanades also allow bicycles and other non-motorized transport. Although a tremendous challenge to accomplish, the public assemblage of the shallow and narrow lots created between Montauk Highway and the LIRR tracks would not only create a recreational space for residents but would deter the private development of these small lots that development leaves little room for landscaping or proper site design. Therefore it is recommended that all tax default properties along the LIRR corridor in Bellport acquired by Suffolk County should be transferred to the Town of Brookhaven for development as a linear park (esplanade). These narrow lots often less than 60 feet wide between the LIRR right of way and NYS Route 27A are problematic and have developed chaotically without benefit of landscaping and adequate parking facilities due to their small size. Preservation of the parcels or environmental restoration of these properties will both remove commercial blight and provide a recreational activity for the residents of Greater Bellport. Similar rail-side uses are common in Nassau County, including Valley Stream, Rockville Center and Baldwin.



Picture 33: *Linear Esplanade*

7.1.5.5 Coordinate and fund the transfer of all Suffolk County holdings within the proposed linear park to the Town for park development.

A conscientious and concerted effort is necessary to identify publicly-held parcels in the narrow band between the LIRR tracks and Montauk Highway and secure their transfer or acquisition to the Town or a not-for-profit for improvement of the proposed linear park. This effort will be on-going as new properties become controlled by Suffolk County through tax default. The acquisition from the County through tax default may require payment of back taxes with funding from the Town's Open Space Fund.

7.1.5.6 Support the development of the Shinnecock-Sewanaka Indian Museum

The Shinnecock-Sewanaka Society is developing a museum and cultural center on Station Road. According to the Society's website, the Caithness Community Fund has contributed over \$138,000

¹³⁹ Athletic Fields, NPV, pg 64

toward the construction of the museum and purchase of an adjacent parcel. Fundraising is ongoing to cover costs associated with site plan application fees and zoning compliance, as well as completion of the facility.¹⁴⁰

7.1.5.7 Install Hamlet Center Gateway Treatments

Each hamlet center would benefit from a landscape or hardscape treatment announcing the entrance to the business district. Gateway treatments typically include an identification sign and landscaping. Themed public art, a formal garden, and decorative lighting all contribute to delineating the downtowns, and alerting visitors that pedestrians, neighborhood businesses and slower traffic should be expected. Gateway treatments could be a component of a public benefit package or supported through downtown grants. In addition to the east and west approaches to Hagerman and Bellport, a gateway treatment with themed art and landscaping should be developed for the area just south of the Sunrise Highway Service Road on Station Road.

7.2 Infrastructure

7.2.1 Transportation

7.2.1.1 Sidewalks.

Continuous sidewalks are used by residents, school children and non-drivers to access services and provide additional recreational opportunities. Many locations for new or connecting sidewalks were identified in Figure 29 and recommendations for improvements have been prioritized into two separate phases as follows:

Phase 1:

1. Maintain existing Sidewalk along Brookhaven Ave. from Station Rd. to Frank P. Long School

The current sidewalks connecting Frank P. Long Intermediate School to Station Road are inadequate and require both repairs and upgrades. Handicap ramps are required at road crossings in order to comply with the Americans with Disabilities Act and allow children to safely access to the school. Additionally, driveway apron treatments are needed to make the sidewalk continuous.

2. Maintain existing Sidewalks along Patchogue Avenue from Station Rd. to Robert Rowley and along Martha Avenue from Station Road to the BOCES facility

The current sidewalks along these two roads are in good shape; however, the vegetation neighboring them is overgrown and is encroaching on the walking surface. Trimming of this vegetation would make these sidewalks much more attractive to pedestrians and help promote walkability in the areas surround the BOCES facility on Martha Avenue and Robert Rowley Park on Patchogue Avenue.

3. New Sidewalk: Along Atlantic Avenue from Station Road east to Bellport Avenue

A sidewalk should be constructed here to provide a safe pedestrian connection to the new Family Health Center constructed on the corner of Bellport Avenue and Atlantic

¹⁴⁰ <http://shinnecocksewanakasociety.org>

Avenue. Such a sidewalk will provide a connection to the new town center and the Station Road sidewalks, which run the length of the community from the Sunrise Highway service road to Montauk Highway

4. New Sidewalk: Eastside of Station Road, south from Montauk Highway.

This is a high priority area for sidewalks as defined by the existing “goat” trail imbedded along the roadway. Continuous sidewalks from Montauk Highway should connect to new sidewalks south of the LIRR tracks. A new pedestrian crossing over the railroad tracks would be necessary for bicycles, strollers and motorized scooters.



Picture 34: “Goat” trail at LIRR crossing

5. Along Atlantic Avenue from Station Road west to the Boys and Girls Club

The recently constructed Boys and Girls Club on Atlantic Avenue only has sidewalks directly in front of it, providing no useful pedestrian connection to the community. The proposed sidewalks will connect the Club to the new town center and the Station Road sidewalks. Residents consider Atlantic Avenue to be a non-threatening route with respect to crime on which to walk around the community; therefore, the town should provide them with the pedestrian amenities necessary to making this a physically safe route.

6. Along Michigan Avenue from Patchogue Avenue north to Louise Avenue

For school commute purposes, the sidewalks along Station Road are inadequate safety-wise due to high traffic volumes and high speeds. Rather than have students collect onto this arterial, a sidewalk should be constructed on Michigan Avenue as part of the Safe Route to Schools (SRTS) program to collect the students on the western side of Station Road who live within a half of a mile of the school. Such a sidewalk will funnel children to the east-west sidewalks on Brookhaven Avenue, which run to Frank P. Long Intermediate School and most importantly have a signal controlled crosswalk at the intersection with Atlantic Avenue.

Phase 2:

1. Along Bellport Avenue from Montauk Highway north to Martha Avenue

To provide increased access to the new Family Health Center and Frank P. Long Intermediate School as well as a safe route for the families walking to the park on Martha Avenue, a sidewalk should be constructed along Bellport Avenue from Montauk Highway to Martha Avenue. Such a sidewalk will keep families safe and decrease disruption to the Sunrise Highway Service Road to which Bellport Avenue connects.

2. Along Atlantic Avenue from Boys and Girls Club west to Narragansett Avenue

By constructing a sidewalk along Atlantic Avenue from the Boys and Girls Club to Narragansett Avenue, it would provide a pedestrian connection to the church located at the corner of Atlantic Ave. and Narragansett Ave. This sidewalk would also serve to connect residents (in conjunction with the proposed sidewalk along Bourdois) in the western part of North Bellport to the Boys and Girls Club and the new town center.

This will provide a sidewalk on a road that is frequently used by pedestrians. As previously mentioned, this is one of the east/west roads that residents feel safe using

3. Along Bourdois Avenue from Atlantic Avenue north to Hampton Avenue

A sidewalk running along Bourdois Avenue from Atlantic Avenue to Hampton Avenue will serve, along with the proposed sidewalks along Atlantic Avenue, to connect the residents in the western part of North Bellport to the Boys and Girls Club and the new town center.

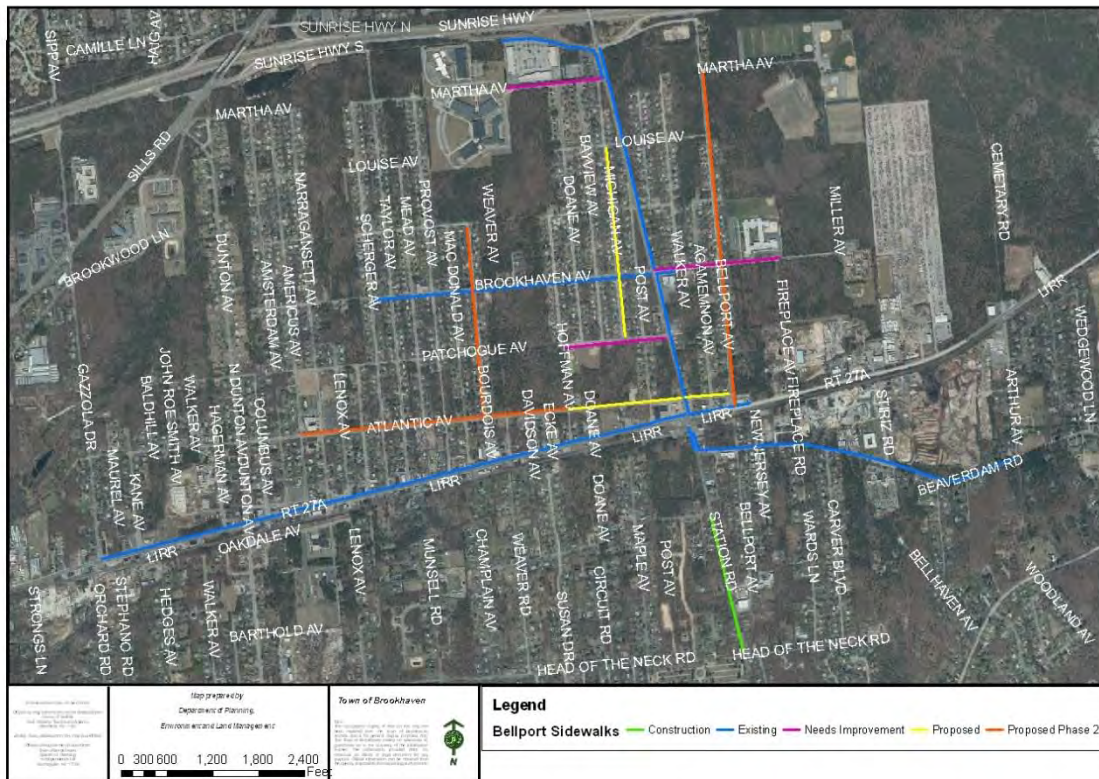


Figure 29: Greater Bellport Existing and Proposed Sidewalks

7.2.1.2 Crosswalks

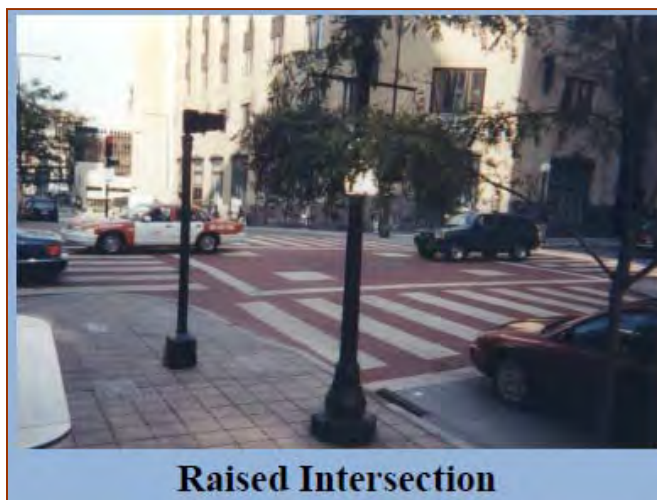
1. Install or repair crosswalks to high visibility standards at the Station Road and Montauk Highway intersection to encourage walkability and promote pedestrian safety in the North Bellport hamlet center and near the Bellport LIRR station
2. Install a high visibility crosswalk at every intersection along Montauk Highway and Atlantic Avenue in the hamlet center to promote walkability and pedestrian safety
3. Install a high visibility crosswalk at the intersection of Station Road and Martha Avenue



Picture 35: Textured Crosswalk

to allow pedestrians to safely cross Station Road from Martha Avenue to access the Station Road sidewalks, which are on the eastern side

4. Install a high visibility crosswalk at the intersection of Station Road and Brookhaven Avenue to promote safety for children walking along Brookhaven Avenue as part of a Safe Route to School to and from Frank P. Long Intermediate School
5. Install a high visibility crosswalk at the intersection of Station Road and Atlantic Avenue to promote walkability and pedestrian safety in the hamlet center and on the route to the new Family Health Center at the corner of Bellport Avenue and Atlantic Avenue
6. Install a high visibility crosswalk at the intersection of Station Road and Beaver Dam Road to promote walkability and pedestrian safety in the area of the Transit Oriented Development
7. Install a textured high visibility crosswalk at the intersection of Station Road and Association Road to promote pedestrian safety and walkability on the sidewalks being installed leading towards Bellport Village
8. Install a high visibility crosswalk at the intersection of Montauk Highway and Dunton Avenue to increase pedestrian safety and promote walkability at this controlled intersection. The possibility of using pedestrian actuated signal devices should also be considered.



Picture 36: *Raised Intersection Example*

7.2.1.3 Trucks

1. Consider restricting truck traffic on Station Road and rerouting these trucks to CR101 and/or Horseblock Road (either before the construction of new roads or in lieu of the construction of new roads as outlined in Trucks recommendation #2)
2. In order to reinforce the residential qualities of Station Road and improve both pedestrian and vehicular safety, a new north/south connection to the Sunrise Highway Service Road should be constructed specifically for truck traffic. Further information on this proposal can be found in the industrial land use recommendations section of this document.
3. Continue enforcement of the truck exclusion on Atlantic Avenue
4. If new roads are constructed to handle truck traffic from Montauk Highway to Sunrise Highway, consider the possibility of restricting truck traffic on Station Road to reinforce the residential characteristics of the road. Data indicates that Station Road meets the warrant of 3% truck traffic for the consideration of a truck exclusion.¹⁴¹

¹⁴¹ Division of Traffic Safety Data

7.2.1.4 Traffic Signaling and Signage

1. Implement the recommendations of the Division of Traffic Safety case for the intersection of Atlantic Avenue and Station Road;
2. Evaluate the success of the new signal at the intersection of Beaver Dam Road and Station Road when enough years of accident data become available (2011-2014);
3. If truck traffic is rerouted away from Station Road, re-evaluate the intersections of Station Road for the possibility of all way stops;
4. Install speed limit signs on both the northbound and southbound sides of Station Road;
5. Install pavement markings indicating the 30mph speed limit on Station Road to deter speeding, seeing as the 85 percentile for speed on Station road exceeds the speed limit;
6. Install driver feedback signs on Station Road to deter speeding motorists;
7. “Install a ‘Town Speed Limit 30 mph’ on the south side of Beaver Dam Road between Station Road and Carl Place for eastbound traffic”¹⁴²;
8. “Install ‘30 MPH’ pavement markings on Beaver Dam Road between Carl Place and Bellport Avenue in the eastbound travel lane.”
9. “Install ‘30 MPH’ pavement markings on Beaver Dam Rd approximately 175 feet east of Carver Blvd in the westbound travel lane to raise awareness of the posted speed limit.”¹⁴³;
10. Remove the existing large arrow signs installed on the outside horizontal curve just east of Bellview Avenue and install six (6) chevron signs, three (3) for each travel direction.”¹⁴⁴;
11. “Install ‘Combination Horizontal Alignment/Intersection’ sign with 25 mph advisory plaque on the north side of Beaver Dam Road approximately 275 west of Arthur Ave for westbound traffic.”¹⁴⁵;
12. “Install overhead driver feedback sign on Beaver Dam Road approximately 200 feet west of Stiriz Road for westbound traffic.”¹⁴⁶

7.2.1.5 New Roads

1. Complete the section of Patchogue Avenue from Bourdois Avenue to Hoffman Avenue cognizant of the principles of defensible spaces and the aforementioned suggested development at this location.¹⁴⁷ As previously mentioned in the crime recommendations, such a connection will serve to better link Robert Rowley Park to the community and encourage residents to take ownership of the park and help to ensure its security.
2. Complete the section of Hampton Avenue from Bourdois Avenue to Hoffman Avenue in order to provide easier access to Station Road and create a secondary connection for possible future development between Hampton Avenue and Brookhaven Avenue, being cognizant of the principles of defensible spaces and the aforementioned suggested development at this location.¹⁴⁸
3. As part of a new development based off of defensible spaces theory, create a connection between Brookhaven Avenue and Atlantic Avenue along Davidson Avenue, largely a paper

¹⁴² Nelson Pope and Voorhis Study for Beaver Dam Road 2012

¹⁴³ Ibid.

¹⁴⁴ Ibid.

¹⁴⁵ Ibid.

¹⁴⁶ Nelson Pope and Voorhis Study for Beaver Dam Road 2012

¹⁴⁷ Bellport Sustainable Community Plan. Page 82.

¹⁴⁸ Ibid. Page 82.

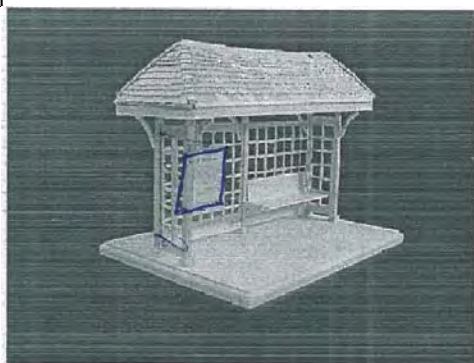
street, in order to provide residents both new and old with a greater connection to the Hamlet Center and the Boys and Girls Club on Atlantic Avenue.¹⁴⁹

4. Work with NYSDOT and NYMTC to work towards completing the South Sunrise Highway Service Road from Station Road to Horse Block Road to provide a connection for a future north south road carrying truck traffic to Sunrise Highway
5. Create a new north-south route for trucks to the South Sunrise Highway Service Road, so industrial trucks do not have to use Station Road, which travels primarily through residential areas. This new 70' right-of-way industrial road can be created by extending Cemetery Road, by annexing parkland on the eastern boundary of the LI Auto property, or by obtaining an easement or dedication of property on the western boundary of the LI Auto property.

7.2.1.6 Public Transportation

Suffolk County Buses:

1. Add a new bus stop & shelter at the intersection of Atlantic Avenue and Bellport Avenue to facilitate transportation to the new family medical center.
2. Add a new bus stop & shelter at Martha Ave and Station Rd to accommodate shoppers from the new retail center at the BJ's and students from BOCES.
3. Add a new bus stop & shelter at the intersection of Association Road and Station Road.
4. Provide bus signs at the intersection of Station Road and Brookhaven Avenue to delineate routes and stops.
5. Add a new bus shelter for the bus stop on the south side of Montauk Highway west of the Montauk Highway/Station Road Intersection and all southbound routes.
6. Improve existing bus shelters, which for example have damaged Plexiglas. Consider graffiti-proof bus shelters at new bus stops and existing bus stops.



¹⁴⁹ Ibid. Page 82.

7. Encourage Suffolk County Transit to increase bus service in the morning and evening to meet the needs of people traveling to and from the Patchogue LIRR station
8. Encourage Suffolk County Transit to create or modify a bus route to link residents to nearby Brookhaven Hospital more frequently
9. Encourage Suffolk County Transit to reroute the S71 into North Bellport or provide better connections to the S71 from the S68; such a change would give residents greater access to public facilities including SUNY Stony Brook, Stony Brook Medical Center, Suffolk County Community College, and Brookhaven Town Hall

LIRR:

1. Provide a signed and controlled pedestrian crosswalk over the train tracks. Raise the approach to the tracks and the area between the tracks to the level of the top rail to create a flat level area to cross. Enhance the crossing with signs and fencing.
2. Institute a beautification project (possibly an Adopt a Station Project) at the LIRR Station to replace faded signage, clean trash, refurbish waiting-shed Plexiglas, shield dumpster, etc.
3. Install more lighting at Bellport LIRR Station to promote safety
4. Encourage increased police presence at Bellport LIRR station during morning and evening commute hours to promote safety
5. Encourage the MTA to have all trains stop at Bellport LIRR Station that travel to and from Speonk and Mastic Shirley Stations in order to increase available rush hour transit options
6. Petition the MTA to alter the fare structure to encourage ridership at Bellport LIRR Station and have the fare the same as the Patchogue zone.



Picture 37: Pedestrian LIRR Crossing Example

7.2.1.7 Parking

1. Provide on-street parking within the proposed Hamlet Center
2. For new development, parking lots cannot be located within the required front yard. They must be placed to the side and rear of new structures¹⁵⁰
3. Between parking lots and public sidewalks, provide adequate connections¹⁵¹
4. Encourage the use of shared parking within the Hamlet Center and TOD¹⁵²
5. Ensure the adequate screening of parking lots.¹⁵³
6. Implement a Form-Based Code for the Bellport Hamlet Center and TOD with mandatory and flexible parking standards

¹⁵⁰ Ronkonkoma TOD Form-Based Code-

¹⁵¹ Ibid.

¹⁵² Ibid.

¹⁵³ Ibid.

7.2.1.8 Traffic Calming

1. Add curb at the intersection of Station Road and Atlantic Avenue, particularly by Spicy's, to promote walkability in the future North Bellport hamlet center and more clearly define parking lots and their entrances.
2. Add curb along Atlantic Avenue in the proposed hamlet center.
3. Install a seasonable removable speed bump at the entrance to Robert Rowley Park to deter speeding motorists.
4. Install seasonal removable speed bumps along Patchogue and Hoffman Avenues near Robert Rowley Park to deter speeding vehicles.
5. Use excess right of way on Station Road for landscaping along with the bike route proposed in the next section.
6. Encourage the Suffolk County Police Department (SCPD) to increase enforcement of the Station Road 30 mph speed limit, as traffic data reveals 85% of trips exceed 45 mph on this road.
7. Explore the installation of curb bulb-outs, where appropriate, to provide additional pedestrian refuges.



Bulb outs

Picture 38: Curb Bulb-out Example

7.2.1.9 Bike Lanes

Phase 1:

In order to connect existing signed bike routes in Shirley and Yaphank, and transform the existing connector bike route along Station Road in North Bellport, a signed bike route should be created within North Bellport. The new signed route will commence at Montauk Highway at County Route 21 where the existing signed route ends and continue to the intersection of Montauk Highway and Station Road. The signed route will then proceed north on Station Road through Greater Bellport continuing over Sunrise Highway, crossing the existing signed route on Long Island Avenue, and joining the existing bike route on Mill Road in Yaphank.



Picture 39: Dedicated Bike Lane

Additionally, to better connect North Bellport with the Village of Bellport, a signed bike route should be installed from Montauk Highway south to South Country Road, crossing over the village line at Head of the Neck Road. Such a bike route will help to better connect North Bellport residents with the South Country

Library and the Bellport Post Office, two community institutions shared between the village and the surrounding area.

Phase 2:

Along the Station Road portion, excess right of way should be used to create a dedicated bike lane from Montauk Highway to the south service road of Sunrise Highway in order to provide a greater level of safety for riders within North Bellport.

7.1.2.12 Streetlighting

Decorative streetlighting should be installed to supplement the existing streetlighting at the following locations:

1. Along Atlantic Avenue from Doane Avenue to Bellport Avenue within the proposed Hamlet Center;
2. Along Station Road from Beaver Dam Road to Association Road along the frontage of the new TOD;
3. Along Montauk Highway from Agamemnon to Bellport Avenue within the proposed Hamlet Center;
4. Along Post Avenue from Atlantic Avenue to Montauk Highway within the proposed Hamlet Center;
5. Along Doane Avenue from Atlantic Avenue to Montauk Highway within the proposed Hamlet Center;
6. Along Agamemnon Avenue from Atlantic Avenue to Montauk Highway within the proposed Hamlet Center;
7. Along Bellport Avenue from Atlantic Avenue to Montauk Highway within the proposed Hamlet Center;
8. At the intersection of Station Road and Brookhaven Avenue to make the area near the bus stop and Sunshine Park more attractive, particularly because this intersection is the crossing point across Station Road to get to Frank P. Long Intermediate School.

7.2.3 Support Sanitary Sewer Connections

To support the community's vision for redevelopment, revitalization, different types of housing, and transportation enhancements, the N. Bellport Sewer Study, completed in 2013, revealed expansion of the existing SCDPW Woodside/Farber/Harrison Avenue STP was the most environmentally sound, socially-just, and economically viable alternative for sanitary treatment serving new development in the Greater Bellport area. Estimates show that the facility could have a capacity of 75,000 gpd for North Bellport and a later available capacity of 60,000 gpd for the Village of Bellport. The study proposes a gravity sewer system for the North Bellport Hamlet Center; a pumping station located on Montauk Highway just west of Station Road along with a forced main system would transport the waste from North Bellport to the Woodside STP. For Bellport Village, a low pressure system is proposed by the study.

Therefore, the expansion and improvements to the SCDPW Woodside/Farber/Harrison Avenue STP with concomitant extension of sewers line to serve the Bellport Hamlet Center should be supported. Support should manifest as grant applications, capital improvement projects and commitments from private developers to incrementally realize the recommendations contained in

the Greater Bellport STP Siting Options Feasibility Study attached as Appendix E. Through computerized modeling of the groundwater system, the New York State Dept of Health and the SC Department of Health Services generally identified the area of groundwater contribution to each public water well in order to assess the potential of being impacted by various types of land use. Sewering the downtown area will prevent existing and future development to negatively impact the public water supply.



Figure 30: Greater Bellport STP Connection Example

7.3 Environmental

7.3.1 Complete the Brownfield Opportunity Area Grant

Brownfields is a blanket term used to describe all abandoned or underused sites where redevelopment or reuse is complicated by the presence or perceived presence of contamination. Despite the negative impacts of brownfields, these areas can be great opportunity sites and community assets prime for redevelopment. The presence, or perceived presence, of contamination is often the key market barrier to redevelopment. Whether the contamination is real or perceived, all brownfields can benefit from incentives to encourage private development.¹⁵⁴

Continued support by the NYS DOS Brownfield Opportunity Area grants can fund a range of flexible predevelopment activities necessary to attract public and private capital investment to brownfield, vacant or abandoned properties. The BOA approach can reverse the cycle of disinvestment and create livable neighborhoods and functional communities by attracting new uses such as: housing

¹⁵⁴ PAS Memo — January/February 2008. Community-Based Brownfield Redevelopment, By David Morley

and retail, commercial, business incubators and manufacturing, supporting infrastructure, and public amenities such as parks or recreation facilities. The range of activities and techniques the program offers are partially listed here and include:

- Acquisition due diligence, including property appraisal, title work, surveys, and phase I environmental and archeology assessments.
- Environmental site assessments (phase II) at strategic brownfield sites (municipally-owned sites and sites owned by a volunteer who is not responsible for the contamination) may be eligible.
- Site specific demand and feasibility analysis to understand the demand for specific uses, the magnitude of costs, benefits and overall project feasibility.
- Conceptual designs and cost estimates to illustrate positive design elements and how strategic sites will appear when redeveloped.
- Convene interests to foster development by enlisting a neutral, objective consultant to work as a liaison on behalf of the grantee, private landowner, and development interests to explore project feasibility and reuse alternatives.
- Portfolio of sites available for development with a description of site conditions and preferred uses.
- SEQR activities that may include the preparation of a generic environmental impact statement to accelerate the redevelopment time-frame.
- Local zoning revisions and other local laws to ensure the desired end uses identified in the BOA plan are permissible.
- Design standards and guidelines for buildings and streetscapes to ensure quality future development.
- Site marketing through project renderings, brochures, web applications, the preparation and issuance of requests for proposals for specific development projects, and other means.

The three parcels of the former PolyMag site are privately owned and considered a brownfield. The building is still active, containing several small companies responsible for the manufacture of plastics and moldings. This 9-acre site is prominently located on Station Road and presents an opportunity to envision and realize a tremendous contribution to redevelopment efforts. These parcels are recommended in the land use plan as an opportunity site. An opportunity site may be developed in a variety of ways, such as a job producing warehouse or general retail as a supermarket or possibly residential development. In order to allow the most flexibility for redevelopment, the land use plan does not restrict future development to only one use, but will support future investment in a variety of forms once the real or perceived contamination threat is remedied. A map of the potential brownfield sites is compiled in Appendix G.

7.3.2 Wetlands and Waterways

7.3.2.1 Protect Waterway Buffers in Industrial Areas

Mudd Creek, Abets Creek and Hedges Creek are located within the study area. There are a number of industrial or heavy commercial uses located within the headwaters of these creeks. The clearing of vegetation and resultant stormwater from these uses has an important impact on the quality of water, public health and the environment.

Although businesses are careful not to dump hazardous chemicals into waterways, often other harmful products contaminate stormwater. Chemicals present in dirt, trash, or air pollution can become part of stormwater, impacting aquatic life. Chemical contaminants often include **cadmium, chromium, lead** and mercury; scientists have long established these metals as health hazards. Habitats can be destroyed by the introduction of sediment dissolved in the stormwater. Excess sediment decreases the visibility of the water and can block small underwater passageways over time. Sediment from stormwater needs to be continually dredged to keep rivers and streams clear. While necessary, these actions cost millions of dollars every year.

The government has passed Clean Water Acts which recognize stormwater as a source of pollution. These Acts require municipalities and commercial ventures to identify and mitigate the impact of stormwater on the environment. Stormwater runoff can negatively impact property values by reducing the quality of the local environment.

Vegetative cover plays a very important role in protecting soil resources and improving or maintaining water quality. Many plants have an inherent ability to cleanse water. They take up chemicals and heavy metals from the soil and/or water as they take up the nutrients they need to grow. Some plants are even able to alter the chemistry of the pollutants so that they cannot be readily absorbed by animals and humans. Removal of vegetation can have a profound effect on soil and water quality because the ability to filter or cleanse runoff is lost with the loss of the vegetation. Vegetative cover plays a very important role in protecting soil resources and improving or maintaining water quality.

To protect surface waters and the waterway, a concerted effort should be expended to preserve or revegetate significant waterway buffers along Mudd, Abet, and Hedges Creeks. These buffers are in addition to continuing the Stream Corridor Up-zonings to A-Residence-2 to protect the waterway from individual sanitary system nitrogen loading.

Read more: http://www.ehow.com/info_7995796_impacts-stormwater.html#ixzz2i0pAeyMH

7.4 Crime Deterrence

7.4.1 Install and Maintain Surveillance Security Cameras at Key Locations.

Surveillance cameras are among the tools law enforcement units across the United States to fight crime. Posting surveillance cameras on the streets is often an effective means of deterring crime. Deterrence is the act of making someone decide not to do something. It is the act of preventing a particular act or behavior from happening. The Greater Bellport community has identified the need for security cameras to assist with deterrence and prosecution. Crimes are often committed by discrete groups and security cameras would help remove the offenders from the neighborhood as law enforcement could more effectively prosecute.

There are several agencies that sponsor grant programs that will cover the purchase and installation of surveillance cameras. Local government and law enforcement agencies are able to receive these grants that can establish video devices inside and outside of facilities, on street corners and in parks. Cameras should first be installed and maintained at the LIRR Station, at

Robert Rowley Park and at the Martha Ave Park. Grants to support funding the cameras should be sought from private, local, state, and federal sources such as the following:

- ***Justice Assistance Grants***

Grants funded by the Department of Justice allow the purchase of surveillance cameras and other equipment. The Justice Assistance Grant program awards grants to state and local government units to improve law enforcement agencies' abilities to investigate, arrest and prosecute criminals. The broad-based grants support program areas including education and prevention, prosecution and court, drug treatment and enforcement, and crime victim and witness initiatives. These are formula grants; amounts are based on several factors such as a state's share of the nation's population. States receive 60 percent of the award amounts, while local government such as cities and towns get 40 percent.

- ***Homeland Security Grants***¹⁵⁵

The Department of Homeland Security, DHS, funds grants to assist state and local government agencies in making neighborhoods safer for its citizens. Grants serve to build and sustain capabilities of government and law enforcement agencies to prepare, prevent and respond to terrorist attacks, crimes and other disasters. These grants cover surveillance cameras, equipment purchases and training programs. Four other grant programs comprise the Homeland Security grant program: the State Homeland Security Program, the Urban Areas Security Initiative, the Citizen Corps Program and the Metropolitan Medical Response System.

- ***Public Safety Partnership and Community Policing Grants***

The Department of Justice sponsors the Public Safety Partnership and Community Policing Grants program. Grants are awarded to state and local law enforcement agencies to implement programs assisting officers in preventing criminal and disorderly activities instead of reacting. This includes developing and supporting state-of-the-art training programs, and providing technical assistance to improve interaction and communication between law enforcement agencies and community members. These grants cover crime prevention initiatives, including equipment and technology purchases such as surveillance hardware, as part of community policing strategies.

- ***Secure Our Schools Program***

School districts across the United States apply for grants to cover surveillance camera purchases and installations in efforts to make their learning facilities safer. The Secure Our Schools Program, funded by the Community Oriented Policing Services, COPS, provides grants to cover cameras and other equipment purchases and implementing violence prevention programs to improve school safety. These school grants cover up to 50 percent of the project costs.

¹⁵⁵ Federal Grants Wire. <http://www.federalgrantswire.com/homeland-security-grant-program.html> Retrieved October 16,2013

7.4.2 Support a Quality of Life Task Force

Abandoned or severely distressed housing blights neighborhoods, breeds crime and reduces property value. Task forces are formed to address specific problems in a defined area. A Greater Bellport Task Force could be formed to work on housing and quality of life issues by resolving code violations, remedying “evidence of disorder,” such as broken doors and other vandalism that can lead to more serious crime; criminal activity, and Department of Social Service violations. .

Many vacant, abandoned properties are tax delinquent and end up being available for purchase at county tax sales continuing a disproportionate amount of absentee landlords. The Task Force could help to identify these properties and work to fast-track them to the housing agencies to be rehabilitated, redeveloped and sold for home ownership opportunities. The Task Force should be comprised of representatives from the Greater Bellport Coalition, the SC PD 5th Precinct, the Suffolk County Department of Social Services, Town Code Officers, and Town Housing Inspectors.

7.4.3 Increase Enforcement Presence and Site a Police Substation on Montauk Highway

A concern voiced during community meetings and presented in the Vision was the sense of an overall lack of security in the Greater Bellport area. Siting a police substation on Montauk Highway supported with walking or cyclist patrols during the summer months would demonstrate a significant police presence.

Suffolk County’s commitment to consistent enforcement in the area would be supported by a new police substation to increase presence where and when needed. Providing an office area for a police substation within a proposed development is an appropriate public benefit that could be approved during the planned development district permit review process. Continued Community Oriented Police Enforcement (COPE) units or bicycled officers in the area should be supported by all levels of government to maintain a safe and structured atmosphere.



Picture 40: COPE Officer

7.5 Economic Development

7.5.1 Develop a Marketing Brand for the Bellport Hamlet Center & Mixed-use Center

Successful commercial district utilize unique characteristics and branding to build on the local market and attract regional consumers. Local residents favored a theme or brand by building the district with a Caribbean motif, creating a very unique identity on Long Island. “The greatest asset a city or neighborhood can have is something different from every other place.” This quote, attributed to Jane Jacobs, a powerful critic of the urban renewal policies of the 1950’s, summarizes our most effective tool for the revitalization of the Bellport hamlet center.

A successful downtown needs features or assets that make it special; tree-lined streets, a recurring style of architecture, a color-palette, a significant public space or playful public art can all contribute to making a place memorable. Every community can create an identity or re-create a reputation. A key element for downtown niching is the ability to establish a strong and continuous design theme with easily identifiable components. Architectural themes highlighting certain building materials and colors, thoughtful arrangements of scale and architectural forms, varying rooflines, and the scale of public and semi-public spaces all contribute to the downtown’s identity.



Picture 41: Branding & Marketing Example 1

Public efforts toward community appearance and building design are not just found in historic districts and resort communities, but in viable and successful downtown marketing ventures. Parades and festivals are built upon a common theme. Street art can be strategically placed to create a lasting impression. Buildings are painted colors unseen elsewhere, mint green with beige, salmon and apricot, pink and blue, coffee with cream. A “West Caribbean” enclave, an artist or musicians resort, or a restaurant destination are all viable and exploitable themes with which to brand the Bellport hamlet center. Architectural accents, marketing, and business development should emphasize this brand, and be supported by business development efforts.



Picture 42: Branding & Marketing Example 2

7.5.2 Initiate a Cooperative Town Economic Development Division and Civic effort to Develop a Downtown Marketing Strategy.

Clarity and specificity are essential for effective municipal participation with developers and stakeholders. Town facilitation of the strategic niching and marketing of the downtown could be accomplished within the confines of the Brownfield Opportunity Area Grant & future Community Development Block Grant applications. Strategically expending the BOA grant, Block Grant funds, the Suffolk County Downtown Revitalization Grant Program monies and prioritizing improvements required as public



Picture 43: Downtown Branding

benefit packages, is necessary to productively realize a niche marketing strategy.

Installation of pole-mounted banners, flagpoles, hanging plants, planter boxes, seasonal & holiday decorations, coordinated awnings and other aesthetic improvements add to the festive nature and allure of the downtown environment. These details must be prioritized and conditioned, including maintenance responsibility, upon the receipt of grant funds.



Picture 44: *Public Plaza Example*

A Farmers Market, discussed during the visioning would bring fresh produce into the community, provide a powerful generator of social and economic life and requires room in a public square. The farmers are often well skilled in interaction and act as hosts in the public space, making people feel recognized and safe.

Community festivals are both the expression of a sense of community and a mechanism for the development of a community. They bring together a diverse population of different ages, social and economic groups and ethnic backgrounds and enable them to participate to achieve a common goal – the celebration of the community as a whole.

7.5.3 Recognize North Bellport is a Food Desert/Apply for Assistance

Food deserts are defined as urban neighborhoods and rural towns without ready access to fresh, healthy, and affordable food.

Instead of supermarkets and grocery stores, these communities may have no easy access to fresh food & are served only by fast food restaurants and convenience stores that offer few healthy, affordable food options. The lack of access contributes to a poor diet and can lead to higher levels of obesity and other diet-related diseases, such as diabetes and heart disease. Recognizing North Bellport as a Food Desert is the first step in securing grant funding to locate and secure a new grocery store to serve the community.

The municipal requirement of a public plaza as a component of a public benefit package, prerequisite to extra density within the site plan approval confines, would progress the community’s goal to humanize the business district. A public plaza that functions as a market place in the morning, a place for outdoor cafes and restaurants through the afternoon and evening, or as the setting for festivals and performances brings all the diverse members of a community together.



Picture 45: *Bellport’s Farmer’s Market Advertisement*

There are a number of Federal and local initiatives to support projects that increase access to fresh food. A few of them are listed here:

Healthy Food Financing Initiative

- Supports projects that increase access to healthy, affordable food in communities that currently lack these options. Through a range of programs at the U.S. Departments of Agriculture (USDA), Treasury, and Health and Human Services (HHS), HFFI will expand the availability of nutritious food, including developing and equipping grocery stores, small retailers, corner stores, and farmers markets selling healthy food.

Farmers Market & Local Foods Promotion Program (FMPP)

- The 2014 Farm Bill tripled funding for marketing and promotion support for local food enterprise. This new program makes \$30 million available annually to farmers markets, other direct producer-to-consumer venues, and other businesses in the local food supply chain.

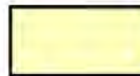
Land Use Plan Maps & Land Use Designation Legend



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



Agricultural class refers to those parcels identified as open farming, greenhouse or other agricultural type land uses. Development in this class also allows for single family residential land uses.



Medium Residential class refers to the current configuration of the single family residential development pattern of the area. The area is predominately developed pursuant to the B Residential (15,000 sq.ft. lots) zoning category. Land uses identified in this category are proposed to be zoned and used for single family residential purposes.



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



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



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



General Commercial refers to areas of traditional commercial retail strip development that provide convenient shopping and services to nearby and adjacent residential neighborhoods, consistent with the J2 Business District.



Main Street class refers to the Greater Bellport Main Street and Hagerman Main Street and is designed to be the pedestrian-oriented center of Greater Bellport. The uses and site layout are consistent with the J6 Main Street Business District.



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



Heavy Commercial uses consist of motor vehicle fueling stations, motor vehicle repair and dealerships, and other land uses consistent with the J5 Business District.



Light Industrial uses consist of warehouse, manufacturing, transportation terminal and other light industrial land uses consistent with the L1 Industrial Zoning District.



Heavy Industrial uses consist of asphalt manufacturing, concrete crushing, petroleum and gas refinery and storage, and a variety of uses heavy industrial land uses, consistent with the L2 Industrial Zoning District.



Public Assembly uses consist of place of worship, community center, assembly and social recreation hall, are typically permitted in most zoning districts



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



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



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