

**DRAFT**

**A Community-Based Vision and  
Revitalization Plan for Neighborhood  
Road & Mastic Road, Mastic Beach**



**November 2006**

**Town of Brookhaven  
One Independence Hill  
Farmingville, New York 11738**





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A Community-Based Vision and Revitalization  
Plan for Neighborhood Road & Mastic Road,  
Mastic Beach

Town of Brookhaven  
Suffolk County, Long Island, New York  
One Independence Hill  
Farmingville, New York 11738

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Management*





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November 2006





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## **1.0 INTRODUCTION**





## 1.0 Introduction

### Request for Study: History & Background

In response to development pressure focused on two discrete enclaves of wooded parcels adjacent to the heavily developed arterials of Mastic Road and Neighborhood Road in Mastic Beach, the Town Board sought strategies to prevent the continuation of inefficient, chaotic and sprawl inducing uses.

The Town Board wanted the opportunity to review surrounding land uses and available governmental authority to preserve the existing wooded corridors, prevent adverse traffic conflicts from development on narrow lots, and promote efficient and productive commercial development in the two business centers within the hamlet of Mastic Beach.

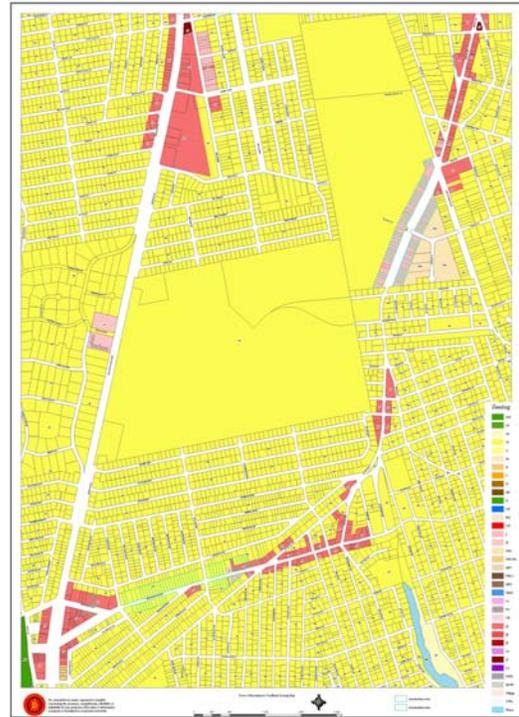


Figure 1: Zoning Map

### Moratorium

At a June 24, 2002 public hearing, the Brookhaven Town Board enacted a moratorium affecting new land use applications on two specific sections of Neighborhood Road and Mastic Road, in the hamlet of Mastic Beach. The parcels that were initially subject to the moratorium are highlighted in Figures 2 and 3.



Figure 2: Mastic Road Moratorium

The moratorium was enacted in order to identify and address present and future development needs within the Study Area, with respect to the appropriateness of the existing zoning districts. In particular, to better provide for future growth and development relative to traffic congestion, existing surrounding development, visual and other environmental impacts, and the character of the neighborhoods.



# 1.0 Introduction



Figure 3 Neighborhood Road Moratorium

## Mastic Road

The Mastic Road Study Area was comprised of parcels zoned J-Business District, with frontage on Mastic Road for a distance of approximately 2,200 linear feet between Mastic Beach Road and Lincoln Avenue. The J-Business District zoning permits development of a range of transitional neighborhood business



uses, such as two-family dwellings, offices, churches and mixed-use buildings without retail sales. The development requirements of J-Business District include a minimum lot area of 15,000 square feet, a forty-foot front yard setback, and standards

restricting front yard parking and requiring residential-type architecture.

## Neighborhood Road

The Neighborhood Road study area was comprised of parcels zoned A Residence 1, with frontage on Neighborhood Road for approximately 2,800 linear



## 1.0 Introduction



Neighborhood Road Moratorium parcels

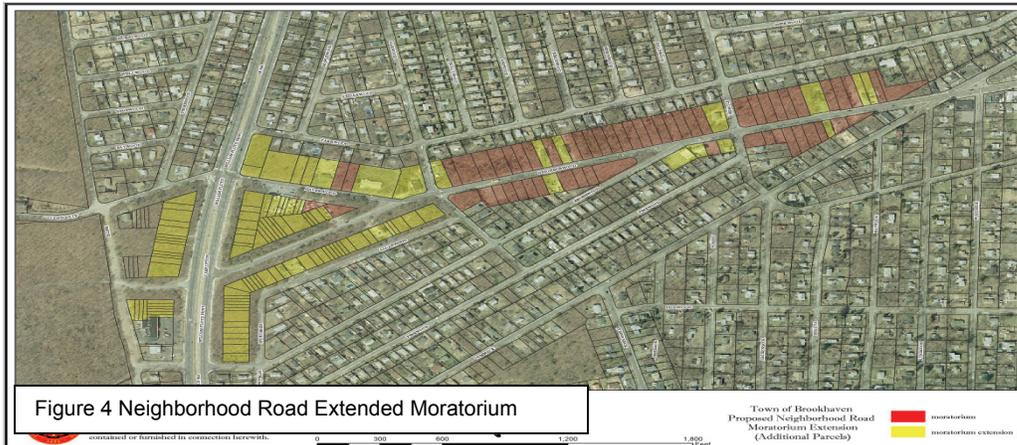
feet between William Floyd Parkway and Commack Road. The A Residential 1 District zoning district permits one single family residence per 40,000 square foot parcel, however the zoning does provide for residential building rights on parcels smaller than 40,000 square feet, if the lot was held as single and separate prior to the zoning becoming effective.

### **Moratorium History**

As an early component of the 17A Mastic Beach Area Moratorium, the Town pursued a voluntary acquisition program of the vacant, wooded lots within the moratorium boundaries. Letters were sent to property owners, and appraisals were obtained, however the necessary funding did not become available.

In 2004, the Department of Planning, Environment & Land Management (formerly Department of Planning, Environment & Development) was asked to review the existing infrastructure and provide recommendations to improve and enhance the neighborhood character of the moratorium area.

The Planning Department recommended the extension of the moratorium to



Revitalization Plan for Neighborhood Road & Mastic Road, Mastic Beach

Town of Brookhaven Department of Planning, Environment & Land Management



## 1.0 Introduction

include parcels on Neighborhood Road, Havenwood Road and William Floyd Parkway in order to permit comprehensive planning of the corridor and contributing areas. The boundaries of the 17 a moratorium were expanded after a July 19, 2005 public hearing to include additional parcels as indicated on Figure 4.

Upon further Planning Department review, the study area was expanded to include the remnants of two depressed business districts contiguous to the moratorium areas.



Figure 5 Mastic Road Study Area



Figure 6 Neighborhood Road Study Area

## **2.0 EXISTING CONDITIONS**





## 2.0 Existing Conditions

### Historic Development Patterns

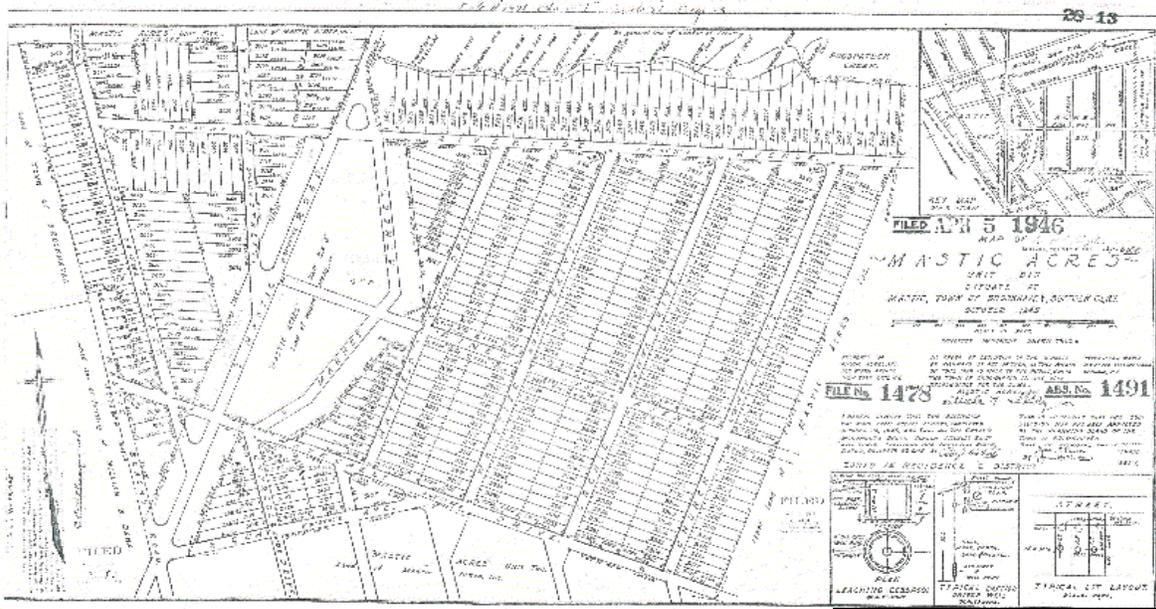
Most significant to the development pattern found within the Mastic peninsula are the many subdivision maps filed by Walter T. Shirley. Shirley bought more than 10,000 acres of undeveloped land from the Smith and Dana Estate and began subdividing and selling the parcels as affordable summer homes on an installment plan to New York City's working class. From 1945 to 1962 Shirley's land development company filed more than 45 subdivision maps, which incorporated the Mariemont pattern of city design utilizing diagonals for through traffic and intersections.

Historic aerial photographs reveal the present development pattern with most of the current roads established by 1966.

### Mastic Road Study Area

Three filed maps established the parcels located within the Mastic Road Study Area, the Map of Mastic Acres Unit Six & Six B and the Map of Shirley Long Island Unit "P".

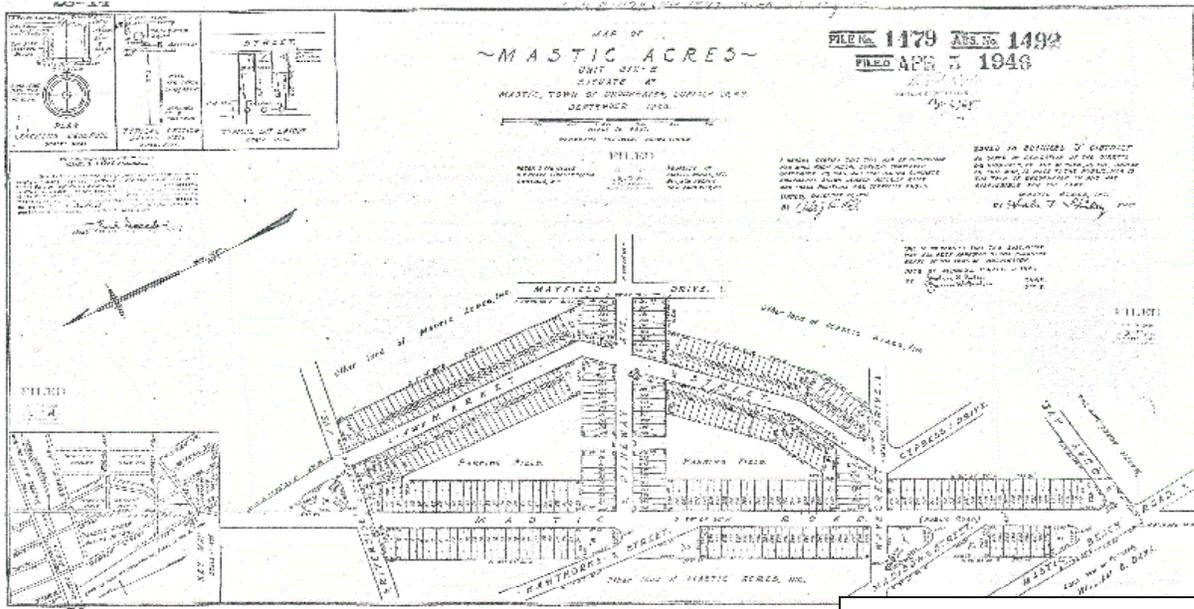
Walter T. Shirley, as Mastic Acres, Inc., 500 Fifth Avenue, New York, NY, filed the Mastic Acres Unit Six & Six B maps on April 5, 1946. The Mastic Acres filed maps established the road grid, public parking fields, pocket parks and hundreds of twenty-foot wide parcels, as illustrated on the following maps.



Map of Mastic Acres Unit Six

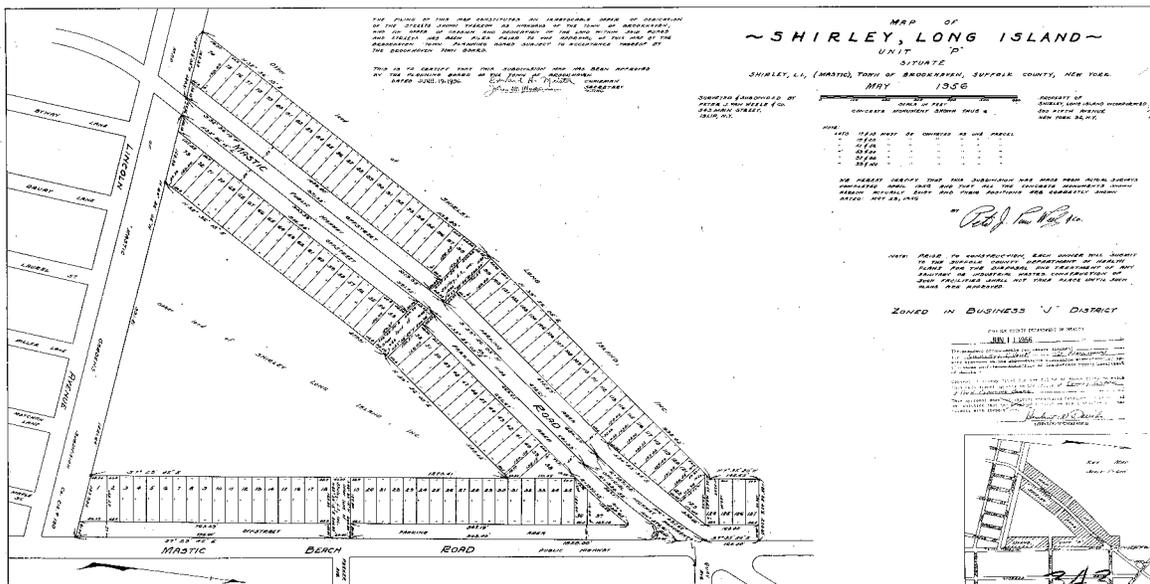


## 2.0 Existing Conditions



Map of Mastic Acres unit Six B

One of Walter Shirley's development companies, Shirley, Long Island Inc., 500 Fifth Avenue, New York, NY, filed the Map of Shirley Long Island Unit "P" on June 11, 1956. Most significant to local development patterns, the map established fifty-foot wide on-street parking areas adjacent to the right of way of Mastic Road and Mastic Beach Road. The intent was to provide on-street parking for future commercial development.



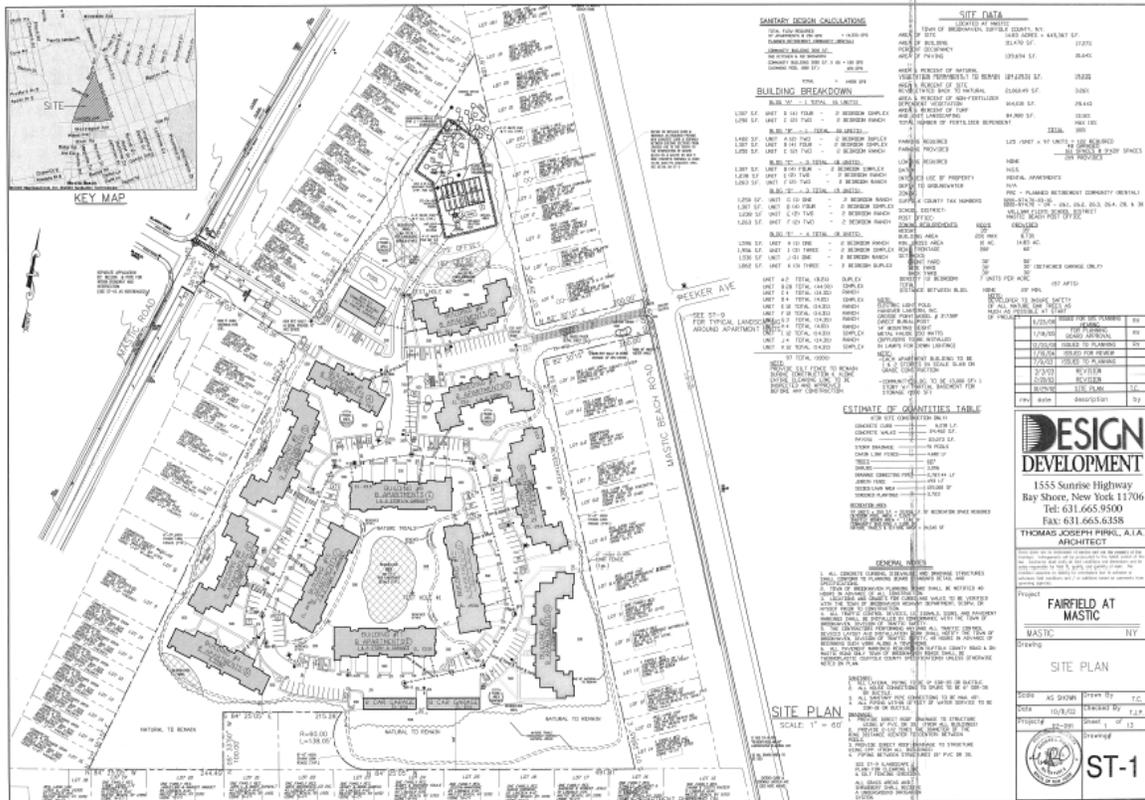
Map of Shirley, Long Island Unit "P"



## 2.0 Existing Conditions

Reserved as an out parcel in the Unit "P" map, was a triangular-shaped 14.8-acre parcel. That out-parcel was rezoned by the Town Board on their own motion at a March 18, 1997 public hearing from an industrial zoning district, L-1 Industrial, to a Planned Retirement Community District. The Planned Retirement Community District, PRC, restricts occupancy to persons who are 55 years of age or over, with exceptions for spouses and children over the age of 19 years.

A 98-unit rental senior housing project, known as Fairfield at Mastic, is presently pending before the Town's Planning Board.



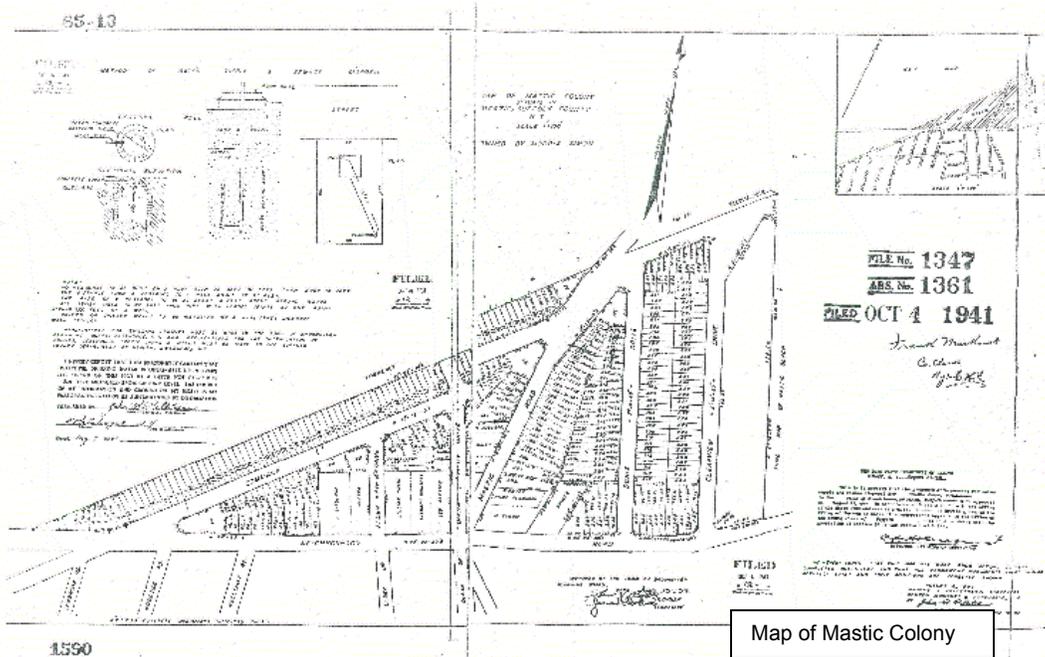
Fairfield @ Mastic



## 2.0 Existing Conditions

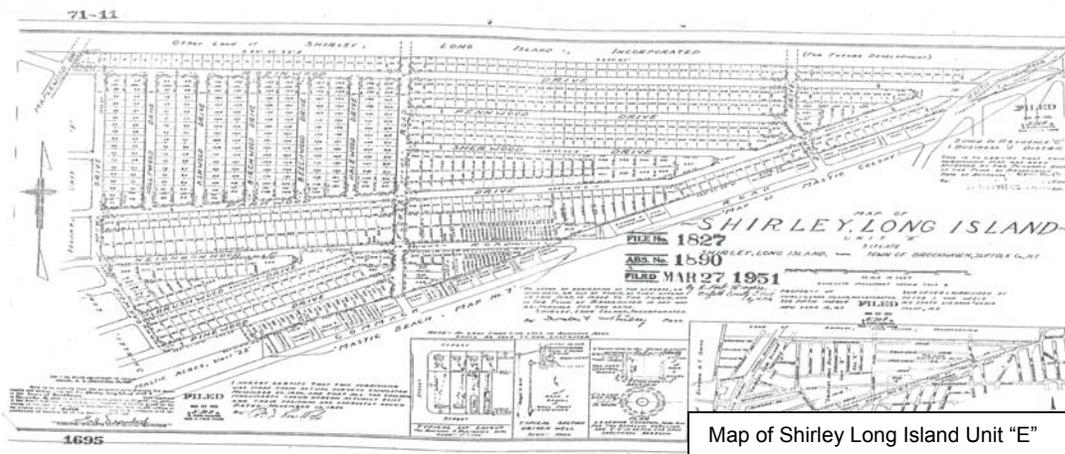
### Neighborhood Road Study Area

The Neighborhood Road study area is represented by portions of five different filed maps. Morris Simon filed the Map of Mastic Colony Oct 4, 1941. It established the business area between Commack Road, Neighborhood Road and Clearview Drive in a series of 20-foot wide lots, interspersed with eight larger out-parcels.



Map of Mastic Colony

The Maps of Shirley Long Island Units "E" and "F", were filed March 27, 1951 by



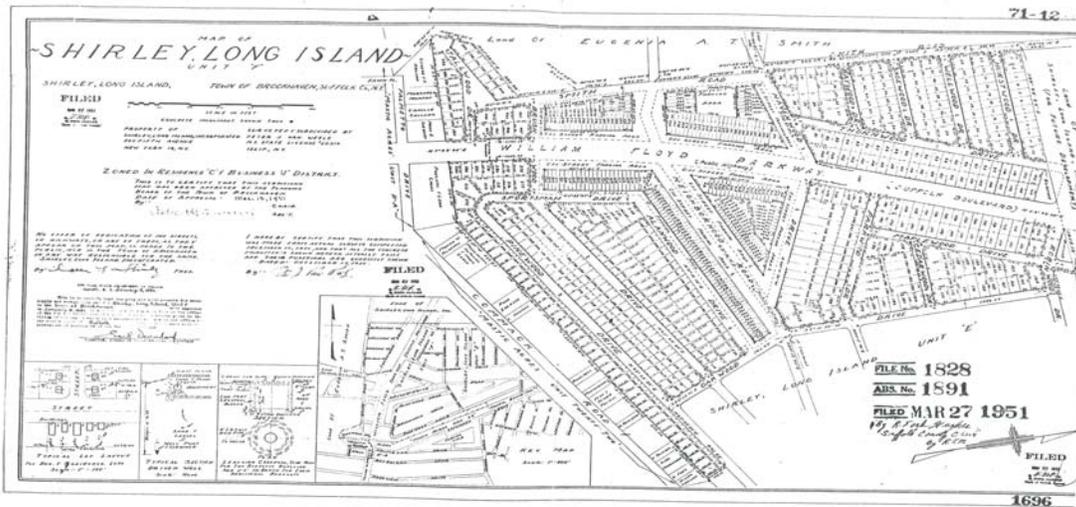
Map of Shirley Long Island Unit "E"

Shirley, Long Island Inc., 500 Fifth Avenue, New York, NY. The Shirley Long Island maps established the residential development pattern surrounding the



## 2.0 Existing Conditions

business district and created a series of fifty-foot wide on-street parking areas along the William Floyd Parkway, Neighborhood Road, Havenwood Road and Alanwood Road near William Floyd Parkway.



Map of Shirley Long Island Unit "F"

Two additional maps, Map of Mastic filed July 26, in an obscured year and Woodlands On The Bay, undetermined filing date, converged on Neighborhood Road with their associated hundreds of twenty-foot wide residential lots south from Neighborhood Road and Williams Road.

For a comprehensive understanding of development patterns in the Mastic Beach hamlet, please refer to the *History of Mastic Beach* by Janice L. Schaefer, published in 1994 by the Mastic Beach Property Owners Association and available at their offices.

### **Zoning & Land Use:**

The two Mastic Beach commercial centers are presently a mix of zoning districts; frequently individual parcels are frequently compiled of more than one zoning district. J Business District, J Business 2 District and A Residence 1 District are all zoning districts represented in the Mastic Road and the Neighborhood Road downtowns. The existing zoning districts do not simply permit mixed-use development opportunities and allow the symbiotic relationship necessary in vibrant downtowns.

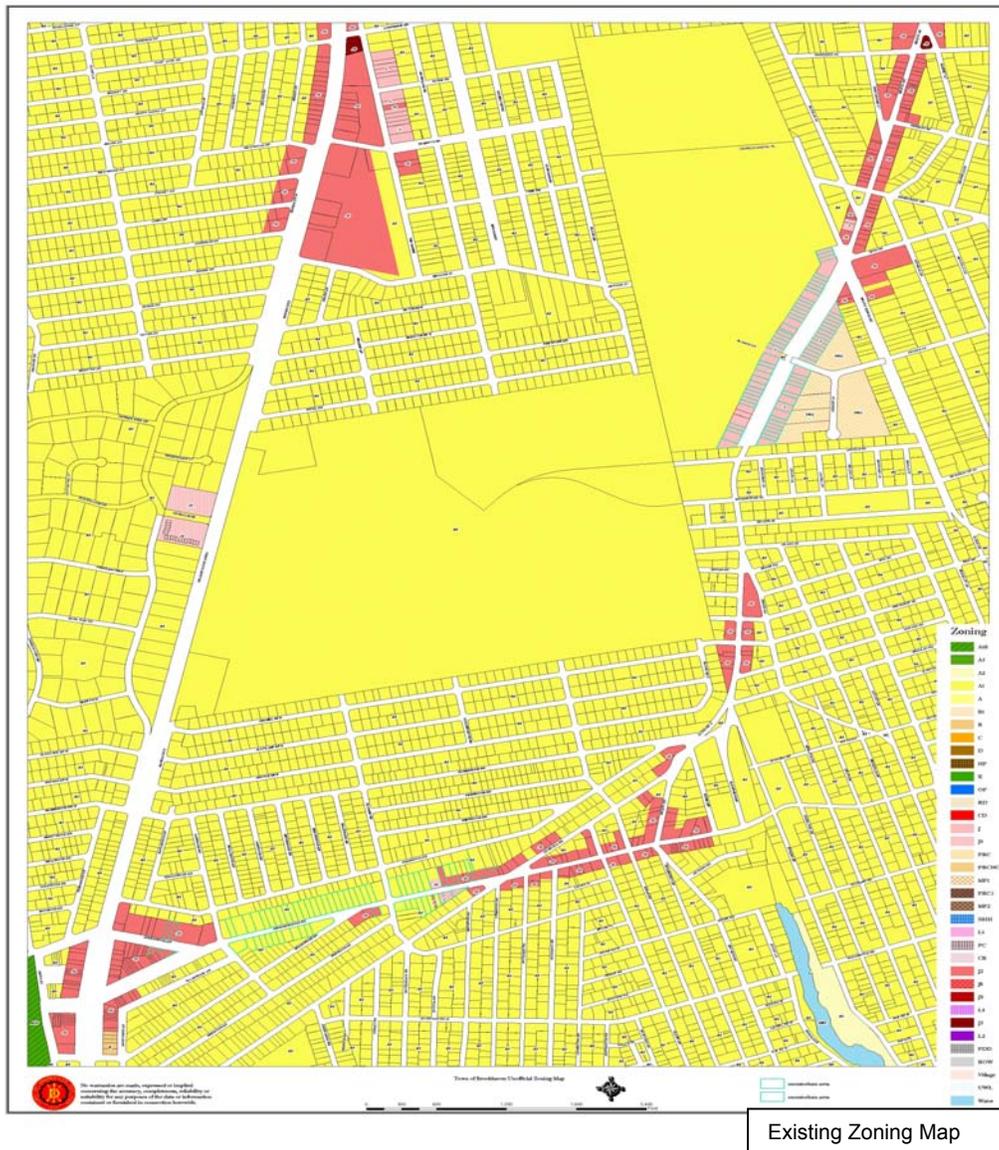
In order to allow retail neighborhood shops, with a residential component and design standards that support traffic calming measures, the Town adopted a Main Street Business District (J-6) zoning category. The J Business 6 District



## 2.0 Existing Conditions

provides for development and redevelopment of fully integrated mixed-use pedestrian-oriented main street centers. The property design standards were developed to give priority to pedestrians and to provide for the construction and siting of necessary transportation infrastructure.

Please refer to the zoning map for a better understanding of the existing zoning pattern.





## 2.0 Existing Conditions

### Analysis of the Business Districts

The Mastic-Shirley area is the most densely populated area in eastern Brookhaven Town because of relatively small building lots created by old filed maps and the correlation to affordable housing opportunities.

Since 1950, the year-round population in the Mastic, Mastic Beach and Shirley area has steadily increased as a result of the conversion of summer homes and significant in-fill construction. Table 1 summarizes the population change in the Mastic-Shirley area since 1950.

Year	Mastic Beach	Mastic	Shirley	Area Total
1950	1,079	N/A	N/A	N/A
1960	3,035	2,931	2,986	8,952
1970	4,870	4,118	6,280	15,268
1980	8,318	10,413	18,072	36,803*
1990	10,293	13,642	22,936	46,871
2000	11,543	15,165	25,395	52,103*
2003	11,956	15,824	26,311	54,091

Table 1 Historical Population of Mastic Beach, Mastic, & Shirley

\*Census Bureau boundary revision. Data are not exactly comparable to previous years.

Source: U.S.Census Bureau, LIPA (2003)

Suffolk County Planning Department

In March 2005, the Suffolk County Department of Planning prepared an *Analysis of Business Districts on Neighborhood Road and Mastic Road*, a socio-economic analysis of the Mastic, Mastic Beach and Shirley business districts. It is attached in the appendix.

To paraphrase the findings in the report, while the Town of Brookhaven had a 2003 density of 1,800 persons per square mile, the density in Mastic was 3,659 persons per square mile, in Mastic Beach, it was 2,826 persons per square mile and in Shirley, it was 2,364 persons per square mile. The Suffolk County Planning Department estimated that the population in the Mastic-Shirley-Mastic Beach area south of the railroad tracks would increase by 20% between 1990 and saturation when all land would be developed as per the existing zoning requirements.



## **2.0 Existing Conditions**

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### **Local Retail Centers**

The Suffolk County Planning report further discussed the downtown business districts within three miles of Neighborhood Road and Mastic Road. Their research revealed the closest downtown center is in Center Moriches on Montauk Highway. It is more than three miles away and has approximately 60 stores. Within one mile of the Mastic Road and Neighborhood Road study area, there are no other shopping centers or central business district greater than 10,000 square feet in size.

On Montauk Highway, approximately two miles north of the Mastic Beach study area, there is a cluster of shopping centers. The largest in the entire Mastic-Shirley area is Southport Shopping Center, a 250,000 s.f. commercial center built in 1990.

A full discussion of the existing retail atmosphere is discussed in detail in the *Analysis of Business Districts on Neighborhood Road and Mastic Road*.

### **Mastic-Shirley Montauk Highway Commercial Market Analysis**

The Montauk Highway commercial corridor influence on the viability of the Mastic Beach downtown retail market was assessed in the Suffolk County Planning analysis. In addition, a later commercial market analysis of the Mastic-Shirley Montauk Highway corridor was prepared for the Town by ZHA, Inc., a Maryland economics firm. That December 2005 study analyzed the feasibility of commercial expansion on the Montauk Highway corridor, between William Floyd Parkway and the Forge River, where there is approximately 424,000 s.f. of shopping center-inclined retail space.

The ZHA, Inc. commercial market analysis identified the Montauk Highway Trade Area as including areas of East Patchogue, East Moriches, south to Moriches Bay and north to the Long Island Expressway. Their analysis revealed the population of the trade area grew at a faster pace than the Suffolk County population and there was significant retail growth potential. The Mastic-Shirley Montauk Highway corridor market analysis document can be obtained from the Town Planning Department.

Based on recommendations contained within the Economic Analysis of the Mastic Beach prepared by the S. C. Planning Department, and the data obtained during the Montauk Highway market analysis, the significant distance between the Mastic Beach communities and the existing commercial centers suggest a modest expansion of the business districts in Mastic Beach would be sustainable.

## **3.0 THE PUBLIC PROCESS**





### 3.0 The Public Process

#### Visioning

A component of the moratorium process was to gain community investment and to document civic goals. Numerous events and multiple opportunities for

involvement were advertised to outreach to as many residents and stakeholders as possible. Brochures, posters in storefront windows, community event postings, full-page community newspaper ads, and direct mail to civic members, school districts, the Chamber of Commerce and emergency services, were all undertaken. A series of community meetings were facilitated by the Mastic Beach Property Owners Association, (MBPOA) a civic organization with 1000 members and ADL Architecture III/Vision Long Island, community planning advocates. The meetings were held at the MBPOA club house in September and October 2005 and January 2006. The participants took part in a series of walking audits, design studios, community image exercises, and presentations. The objectives of the vision workshops

were to develop options for community design that were responsive to the most important values and needs of the hamlet and the Town, as expressed by citizens, property owners, and civic leaders.

PLEASE PARTICIPATE IN

**MASTIC BEACH'S FUTURE**

LET YOUR VOICE BE HEARD  
SAVE THE DATE  
January 11th, 2006

Community participation is requested to provide guidance & recommendations for Town Land Use Planning Study of Mastic Road and Neighborhood Road

WEDNESDAY, January 11th - 7 PM PRESENTATION  
with Q&A to follow

WORKSHOP LOCATION- MASTIC BEACH PROPERTY OWNERS ASSOCIATION  
31 NEIGHBORHOOD RD, MASTIC BEACH, NY 11951

For more information contact: Vision Long Island at  
(631) 261-0242 or info@visionlongisland.org

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TOWN PLANNERS

The work focused on developing hamlet streetscape plans for the commercial districts and the surrounding residential communities. The workshops provided a basis for community design that addressed civic issues such as public safety, quality community standards and downtown beautification.



### 3.0 The Public Process

The collective goals of the participants were summarized in a vision document and submitted to the Town for implementation. In general, the community supported and embraced undeveloped green spaces, new neighborhood businesses and a downtown marketing theme. They disliked run-down commercial properties, absentee landlords and industrial uses within the business district.

COMMUNITY "HOPES" (in order of most to least votes):

- Clean up area
- Code enforcement
- Bank, nice restaurant, pharmacy & bakery
- Police substation on Neighborhood Road & walking patrol
- Artist colony (resident artists selling their art)
- Village square adjacent to nutrition center
- Change to J-6 zoning (neighborhood)
- Small family owned drug store
- Improve Sanitation
- Enhance intersection of Neighborhood Rd.& William Floyd
- Million dollar homes
- Wide sidewalks for seating
- Off street parking
- Public Restrooms

COMMUNITY "HORRORS" (in order of most to least votes):

- Rentals / low income housing
- No 'Section Eight'
- No rental community
- Slum lords make problems worse
- Lack of security
- Mosquitoes
- Community won't support itself (\$,work)
- More 40-50 foot / oversize buildings on small lots
- Improvements won't be maintained
- Drugs
- Litter
- Coastal Evacuation



Image 4.1



Image 4.2

The proposed visions included narrow, tree-lined streets, village greens, two-story buildings and a waterfront park. The community participants wanted the existing downtowns to be in-filled and to be more vibrant and successful. There were discussions about providing senior housing opportunities. Park-like areas were designed to delineate the downtowns.



## 3.0 The Public Process



Neighborhood Road Laundromat



Sag Harbor Laundromat

The issues, concerns and priorities identified during the community meetings and the Visioning process are detailed in the *Mastic Beach Preliminary Vision Report* prepared by ADL III Architecture and Vision Long Island, attached in the appendix.

### **Mastic Road Vision**

Along Mastic Road, the overall concept was to enhance the commercial development near the schools to create a more pedestrian friendly environment. In the business center, parking would be provided behind stores, new stores would be built to the sidewalk and older stores would be modified to be more attractive. The undeveloped properties south of the intersection of Mastic Road and Mastic Beach Roads were proposed to remain naturally vegetated to provide a visual buffer between the traffic on Mastic Road and the schools.

### **Neighborhood Road Vision**

The dominant community themes for this area of Mastic Beach were to provide a gateway and park at the intersection of Havenwood Road and William Floyd Parkway, revitalize the appearance of the downtown businesses and improve recreational opportunities at the Bayview Park property.



### 3.0 The Public Process

**Schedule for Mastic Beach Visioning Process:**

Ongoing:	Meetings with key stakeholders
August 4 <sup>th</sup> :	Mastic Beach Property Owners Association general meeting: “Save the Date” announcement
September 1 <sup>st</sup> :	Mastic Beach Property Owners Association general meeting: (20-30 minute presentation) Presentation content: - Explanation of process - Smart Growth concepts - “Walk-ability” concepts
September 17 <sup>th</sup> :	Community Visioning Workshop 9:30 am Opening Presentation: Smart Growth concept Walk-ability concept National & local examples 10:30 am “Hopes and Horrors” exercise 12:00 pm Break for lunch 1:00 pm Community Image Survey 1:45 pm Table Design Workshop 4:00 pm Presentations from table designs 5:00 pm Conclusion
October 15 <sup>th</sup> :	Community Visioning Workshop #2: Present results and get feedback.
November 3 <sup>rd</sup> :	Mastic Beach Property Owners Association general meeting: Presentation
January 11 <sup>th</sup> :	Community Visioning Workshop #3: Final Presentation

For a better understanding of the outcome of the community Visioning meetings and workshops, please refer to the Mastic Beach Preliminary Vision Report



**4.0 DOWNTOWN REDEVELOPMENT**  
**DESIGN STANDARDS**





## **4.0 Downtown Redevelopment Design Standards**

### **Architecture and Design**

A common desire revealed during the Vision process involved rekindling the 1960's downtown ambiance of Mastic Beach, where families and children could congregate to play miniature golf or eat ice cream. To accomplish certain ambiance a community needs features or assets that make it special, tree-lined streets, a recurring style of architecture, plazas and public spaces. Public concern about community appearance and building design is not just found in historic districts and resort communities, but as a prelude to every successful downtown redevelopment effort. Every community can create an identity or re-create a reputation with cohesive and predictable design standards. Clarity and specificity are essential for effective participation from investors, developers and stakeholders.

Within the revitalized downtowns, buildings should be connected to each other forming continuous blocks that enclose streets and squares. Human scale is expressed by the architecture in windows and doors, balconies and terraces, and emphasized by window molding, arches, or columns that accentuate form. To create a human scale setting, buildings fronting to the street or square should be no higher than the height of five people, the height at which it is still possible to identify a face at the top window or call down to a friend in the street. Large blocks interrupted by narrow alleys and pedestrian walkways create pedestrian networks through the town. These alleys must be frequented to be safe, so buildings on either side must be of human scale with small shops that open onto patios or alleys.

New infill buildings within the downtown redevelopment district must be context sensitive, respect their surroundings and echo some of the best characteristics of adjacent buildings in choices of materials and colors, window heights and roof lines. The building façades must be permeable with many openings at street level and with balconies and windows at street level.

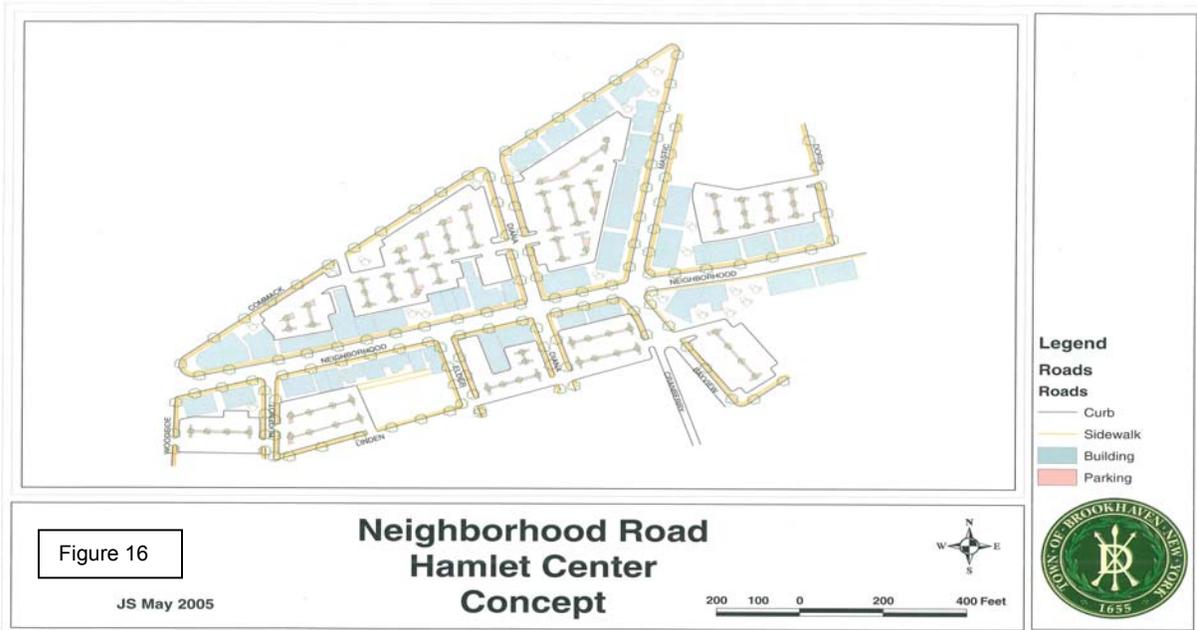
Downtown walkable design can be required from gas station and convenience stores that meet the street in a way that serves pedestrians. Instead of occupying the center or rear of the lot, the convenience store can be placed at a front corner of the property, aiding in defining the sidewalk. At the street corner, the building could shelter people waiting for buses under an added canopy or awning. Canopies also provide weather protection for sidewalk browsing.

A conceptual design for a mixed-use development to be built at the prominent inner triangle between Commack Road, Neighborhood Road and Mastic Road is illustrated in Figure 16. This type of project will create a lively and visually appealing focal point for the Neighborhood Road Business District and will be the heart of the downtown revitalization.



## 4.0 Downtown Redevelopment Design Standards

In the hamlet center concept, buildings and uses are arranged as pedestrian oriented development with a mix of prospective tenants such as a bakery/café, a restaurant, small retail shops, offices and residences. The compact nature of the



design fosters a sense of community that encourages support of local businesses and increases the sense of community and quality of life in the neighborhood. Buildings are carefully arranged around the perimeter of Neighborhood Road and Mastic Road, wrapping around to Commack Road. This design will create strong street edges and conceal the interior parking courts. Retail uses are placed on the ground floors and upper floors are designed to be flexible, allowing for office, residential or live/work uses. Townhouses and apartments are included. Well-defined common areas will provide places for outdoor seating and gathering. Sense of community and place is created through both the site design and the process by which the buildings are built. The design allows for many opportunities for neighborly interaction and public life.

### Housing

A major element of successful planned downtown redevelopment requires supporting a more compact neighborhood with a mix of uses and housing types. Revitalized downtowns include residences of various types and prices, shops and restaurants within walking distance of parks and civic spaces and an environment that encourages pedestrian safety and activity.



## **4.0 Downtown Redevelopment Design Standards**

The conveniences, security and vitality of the redeveloped downtown are insured with higher density housing, such as townhouses or apartments. Mixing detached houses, row houses, townhouses and apartments in combinations appropriate to the local site and market, allows larger and more expensive units to “subsidize” the necessary downtown infrastructure. Larger, high ceilinged floors facing the square, or tree-lined street, offer prestigious and high priced accommodations, lower ceilinged floors with less advantageous views offer affordable housing. A growing market remains to provide moderately priced condominiums or rentals for single, young married or senior citizens within walking distance of services. Such diversity in housing types permits different generations of the same family to live as neighbors and provides a stable body of customers that puts “life” on the streets.

The redeveloped block design supports a row of new storefronts, some occupied by relocated businesses with affordable apartments and for-sale townhouses, positioned as a transition from the busy commercial district to the adjacent single-family neighborhood. A stable, healthy residential stock surrounding a downtown business district is important to maintain the vitality of the downtown area. When housing is added in or near the downtown area, the economy of the downtown is strengthened by the additional business generated by the additional residents. By adding housing to a business district, a more cohesive and better-defined central business district will result.

Many existing single tenant buildings in the downtown areas are suitable for a second story that could be developed as one or two bedroom apartments, offices or as loft space for artist studios. Occupied offices or apartment units above ground floor retail space helps strengthen the businesses of the downtown merchants and service providers, and infuses vitality to the streets in the evenings.

A Community Development Block Grant commercial façade program, coupled with permitted second-story uses, is expected to stimulate redevelopment of the existing buildings.

### **Public Spaces**

#### **Civic & Recreational**

An integral component of successful and vibrant downtowns has been the establishment of civic spaces. The civic spaces can be as innocuous as pocket parks adorned with public lawn furniture or playground equipment. Larger and more significant spaces, such as government buildings or public libraries, are often located within downtowns as a destination that generates spin-off users of



## **4.0 Downtown Redevelopment Design Standards**

the downtown commercial and service industries. Civic spaces are by design acquired, constructed and subsidized by public funds.

Few civic spaces were identified within the Study Area. However, a number of vacant parcels have been reviewed for their potential as park, plaza or civic use. The vacant parcels within the Study Area, suitable for park or plaza development, have been identified in the Recommendations section of this document.

A concerted effort is required between community leaders, local government and landowners to site civic uses within or adjacent to the main street districts. Presently the Colonial Youth Organization, CYO, is considering siting its headquarters in Shirley, on the north side of the Sunrise Highway North Service Road. The CYO provides day care and athletic programs to approximately 1,000 youths. An organization such as CYO should be encouraged with incentives to site within or adjacent to the downtowns in order to encourage pedestrian activity and provide economic support to local retail and service providers. The existing Mastic-Shirley Library is located on a small out-parcel within a commercial center, prohibitively far from the main street districts. Library expansion at its present location is constrained by parking requirements, as the Library parcel has no parking field, nor area to provide parking. Relocation plans should be developed to accommodate the future expansion of the library within walking distance of one of the main street districts.

Several opportunities to site future civic uses on land occupied by industrial uses within the main street districts have been identified. As industrial uses within the main street districts will be constrained by new zoning criteria and increased residential density, their relocation will benefit the industrial business owner, the main street business district, and provide an opportunity for a public entity to develop civic uses on those properties. The potential to relocate industrial uses to areas outside the main street districts should be encouraged with planning incentives, such as those available in the Empire Zone.

Good civic design requires analysis of all recreational opportunities. The potential exists to develop recreational trails or routes on secondary streets. The composition of the recreational trails should be community driven. Many bike route construction options are available. Simply, a bike lane could be striped within the existing right of way of Mastic Road or if warranted, a concerted effort to widen the road and provide a dedicated travel lane could occur. As this area is sporadically developed, personal safety should be addressed with appropriate lighting, pavement markings and signage.



## **4.0 Downtown Redevelopment Design Standards**

### **Public Plazas**

Public plazas, or open sitting areas, function as a market place in the morning, a place for outdoor cafes and restaurants through the afternoon and evening, and as the setting for festivals or performances, that bring all the diverse members of a community together. The plaza can be developed within existing parking fields on public land or required as a component of redevelopment plans. Compatible uses are varied and will reflect the unique and dynamic characteristics of the business district and the retailers.

Farmers Markets are a use that complements the public plaza and brings fresh produce into the community. Attracting a Farmers Market to Neighborhood Road was discussed during the community visioning meetings. These types of markets are a powerful generator of social and economic life, supporting both local businesses and residences. The farmers are often well skilled in interaction and act as hosts in the public space, making people feel recognized and safe. The regularly scheduled markets often have a festival atmosphere that attracts visitors and locals of all age groups.

Community festivals instill a sense of joy and pride in the community. 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. To achieve its goal of bringing the community together, the festival needs to take place in a main square that, at least during the festival, is traffic free.

Businesses provide daytime jurisdiction of the plaza and provide security. The apartments above businesses provide nighttime jurisdiction over the streets and plaza with eyes on the street and a population to frequent the community space. People have a natural inclination to gather and shared open space fosters community. Open space, such as plazas, provide a good way for neighbors to see each other on a regular basis, which in turn makes it easier to work together on larger issues of mutual concern.

### **Identity Planning/Niche Marketing**

Downtown identity marketing, or branding, is emerging at both the suburban and neighborhood scale. Downtown branding provides the opportunity to address a lack of cohesive identity and provides the framework to promote economic development while maintaining strong social and cultural attachments within the



## **4.0 Downtown Redevelopment Design Standards**

neighborhood. Deliberate identity building can reverse historic connotations of a blighted area and provide a new easily identifiable presence that automatically suggests opportunities to retailers considering new locations, real estate investors looking for the next development opportunity and even diners discussing lunch options.

To reflect the uniqueness of the community and develop a brand, the community must establish a strong and continuous design theme, usually through landscape, architecture and streetscape elements. The downtown must have clearly identifiable components, including set boundaries and clearly defined destinations within the corridor. Traffic engineering efficiency and human scale must be balanced to prioritize pedestrian safety. If the community can organize and bring forth a branding concept in Mastic Beach, the retailers and the residents will have a competitive edge and a more satisfying physical environment, than can be achieved with tax and zoning incentives alone.

During many discussions and public meetings within the Mastic Beach community and with the Mastic Beach Property Owners Association, two niche concepts were repeatedly discussed; the seashore artist bungalow community and the “Little Italy” downtown. Both concepts are rooted in the physical and cultural form of the Mastic Beach peninsula and either theme could be easily developed. A new visitor may not register too many memorable vistas when visiting the Neighborhood Road downtown, but one is certain to remember the pink buildings. Not unlike South Beach, Florida, pastel buildings may lure visitors to a unique architectural assemblage or an area that has committed to provide a special ambiance.

The most successful downtown branding efforts are based on the pulse of the community, not just on an intellectual connection. The opportunity exists to redevelop the Neighborhood Road business district. The civic working with the Town’s Economic Development Department should begin the process to develop the brand and the identifiable logo. The community must be vigilant about building their brand and setting the tone for all marketing efforts to follow. Most successful downtowns have been built upon the strengths of at least two or three economic niches. The more niches a downtown has, the more reasons it provides for consumers to visit it, and the greater likelihood that these trips downtown will be multipurpose. Being able to provide a compact and easily walkable venue for multipurpose trips gives a downtown a competitive edge over shopping center and malls.

By enabling merchants to organize for a common strategy, niche marketing can be used to make downtown retailers far more competitive than if they acted alone. Combining resources in a joint advertising and promotional campaign, they are able to project a more solid and robust image that motivates consumers to visit.



## **4.0 Downtown Redevelopment Design Standards**

Niches are also effective business recruiting tools. Unique existing niches lure similar retailers seeking a customer base for like products. Each niche is generally responsible for bringing together seemingly uncommon retailers. For example, a fine restaurant, a pizza parlor, a travel agency, a bakery and a shoemaker in one promotional campaign could represent a “little Italy” theme.

Artists in particular, have become an increasingly powerful tool for attracting tourists, as many travelers are more interested in visiting an art museum or music festival than a shopping district or theme park. A growing number of downtowns appreciate the importance of having artists and crafters live and work downtown, and are able to creatively supply second story affordable housing and studio space. A robust artist community will attract galleries, restaurants, bars and specialty retailers.

### **Public Art**

Meaningful, accessible and playful public art plays a role in humanizing the downtown and expressing its identity by representing traditional industry and crafts, marking historic locations, remembering historical figures and portraying local myths and lore.



There is a meaningful civic effort to locate bronze statues of children playing throughout the Mastic, Shirley and Mastic Beach community. New commercial development and numerous institutions in the area have supported this effort.

Support for this community-based endeavor should be supported as a component of revitalization and at the regulatory review level.



## **5.0 RECOMMENDATIONS**





## 5.0 Recommendations

Revitalization of the two Mastic Beach business districts is vital to the economic and social sustainability of the surrounding residential communities, the school district, and the Town. This effort can be most readily advanced through a number of community and governmental initiatives represented in the following recommendations.

### 1. Adopt a Downtown Redevelopment Overlay District Ordinance.

The purpose of this District is to allow the Town to target certain neighborhood downtowns experiencing limited or no new job creation, that are succumbing to aging infrastructure, high commercial vacancy rates and dilapidated or neglected commercial buildings. The Overlay District is intended to revitalize older



neighborhoods by providing extraordinary economic and human resource development programs, coupled with planning, design, and infrastructure improvements. The Overlay District mandates economic incentive programs, coordinated

interagency expenditures, and project facilitation by the Town's Economic Development Department. The District provides site-specific criteria for downtown redevelopment that adds bonus uses above the current underlying zoning districts. It creates parking standards that allows for off-site use of parking facilities and codifies streetscape standards to enhance the pedestrian experience. The design standards reduce the need for vehicular travel during the workday, prioritize the pedestrian experience and create specific criteria for site design and building form objectives. The intent of this District is to provide the incentives necessary to attract investment from private business and to maintain the connection between such growth and the community vision. Special incentives and assistance are available that will promote the development of new businesses, the expansion of existing businesses and the development of human resources within the targeted areas. Draft Downtown Re-Development Overlay District legislation is included in the Appendix.



## 5.0 Recommendations

### 2. Designate the Mastic Road Neighborhood Center & the Neighborhood Road Business District as Downtown Redevelopment Districts.



Within the two targeted business districts, higher density mixed-use buildings will be encouraged with special consideration to the unique characteristics of the existing fabric. The community's visioning document will be implemented to guide revitalization and growth of the business districts. Reliance upon the *Mastic Beach Vision Document*, by policy makers and regulatory administrators, will insure a high degree of compatibility between new and existing uses, as well as provide clear and predictable guidance to stakeholders, developers and residents. As outlined in the

vision document, the creation of quality public spaces, such as streets, sidewalks and plazas, will encourage social interaction and citizenship, which in turn provides a degree of collective security within the entire downtown.



### 3. Rezone the two existing business centers to J-Business-6, Main Street Business District.

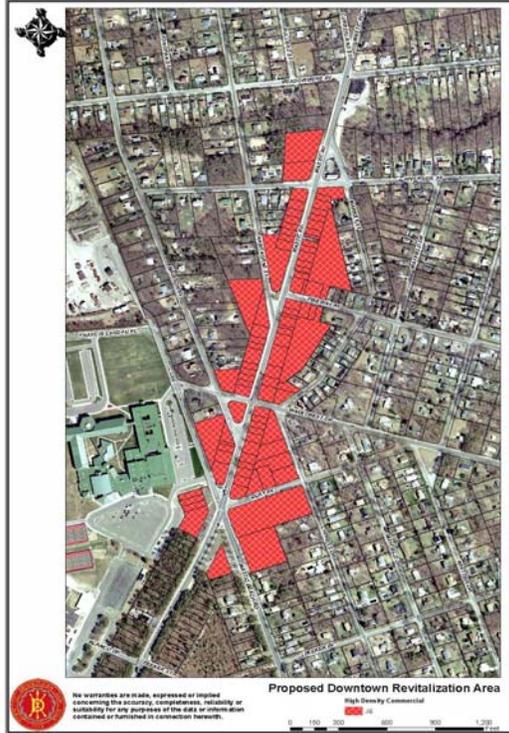
The Town Board acknowledged the value of preserving the rich heritage and sense of place that main street centers and traditional neighborhoods provide to the surrounding communities when the Main Street Business District was amended to the Town code. The J-6 zoning district allows for the development



## 5.0 Recommendations

and redevelopment of fully integrated mixed-use storefront downtowns. It encourages the innovative, mixed-use developments that were prevalent in the United States before World War II and the dominance of the automobile in

suburban life. The zoning district permits the diversification of land uses within close proximity and offers a greater variety in type, design and layout of commercial and residential uses. The downtown area is the ideal location for small apartments close to shopping, services and transportation, where the second stories are typically occupied as apartments with two or fewer bedrooms or as loft space for studios. In the current housing market, there remains a growing need to provide moderately priced condominiums or rentals for single, young married or senior citizens within walking distance of services.



The purpose of the J-6 Business District is to connect people to places by combining alternative housing types with office, retail and civic uses in a compact and safe cluster. Permitted uses include retail

sales, personal service stores, restaurants, offices, banks, bars, taverns, theatres, artist studios, indoor recreation, health clubs, churches, and second story uses are restricted to residential or office. Additional uses, such as hotel, third story residential use, funeral homes, day care and veterinarian offices may be authorized by Special Permit. The J-Business-6 District Code is attached in the appendix.



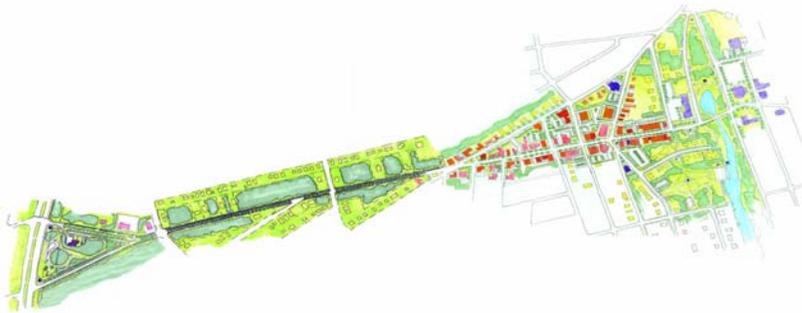


## 5.0 Recommendations

### 4. Adopt an Entrance Corridor Overlay District for the vacant, wooded parcels on Mastic Road and Havenwood Drive that were subject to the 17A moratorium.

The Overlay District will codify design standards for commercial redevelopment and promote the transfer of development rights into the downtown districts as an incentive. The overlay district regulations supplement the regulations of the underlying zoning districts and provide standards for compatibility of development along the identified corridors. In particular, the purpose of the Entrance Corridor Overlay District is to:

- Support positive visual experiences along the Town's roads.
- Provide for the continued safe & efficient use of these roadway corridors.
- Minimize intersections & individual site access points along these corridors.
- Deter development outside the commercial business districts, while providing potential transfer of sanitary density for the compact and orderly development of the commercial business district.
- Maintain natural beauty and scenic, cultural, and historical character of these corridors, particularly distinctive views, vistas, and visual continuity.
- Protect existing natural vegetation and wildlife habitats along these corridors.
- Discourage indiscriminate clearing, excessive grading, and clear cutting along these corridors.
- Provide standards for reducing impervious surfaces and mitigate storm water runoff.
- Minimize cut and fill operations through the retention of natural topography.





## 5.0 Recommendations

### 5. Designate a Planned Development District within the Neighborhood Road Downtown.

A Planned Development District (PDD) provides increased flexibility to achieve desired development with more creative and imaginative designs of residential, mixed-use and commercial projects than is presently achievable using conventional land use regulations. Planned development projects provide an



opportunity to collectively mix uses aesthetically, physically, socially and economically to encourage the creation or preservation of a sense of place, pride or values

within the community. The PDD would be a receiving site for transfer of development rights. In concert with the Entrance Corridor Overlay District, development rights from vacant, wooded parcels identified for preservation, can be sent to the Neighborhood Road PDD as increased development density, sanitary density or both. Establishing an incentive value to the sending credits,

requisite to receipt within the Neighborhood Road PDD receiving site, has great potential to realize community goals of preservation within the Entrance Corridor Overlay District and reinvestment in the downtown



district.

The Neighborhood Road Hamlet Center Concept illustrates a possible design for a mixed-use development at the prominent, 14.5-acre, inner triangle area between Commack Road and Neighborhood Road. Buildings and uses are



## 5.0 Recommendations

located on the perimeter of Neighborhood Road and Mastic Road, then wrapping around to Commack Road as a pedestrian oriented development with a mix of prospective tenants. The compact nature of the design encourages support of conveniently located local businesses and increases the sense of community and, subsequently the quality of life in the neighborhood.

This design creates strong street edges and conceals the interior parking courts. Retail uses are placed on the ground floors and upper floors are designed to be flexible, allowing for office, residential or live/work uses.



Townhouses and apartments are also included. Well-defined common areas will provide places for outdoor seating and gathering. Sense of community and place is created through both site design and architectural form. The design allows for many opportunities for neighborly interaction and

public life.

### 6. **Revise the Industrial/Commercial Incentives Plan Program (I/CIP) boundaries to mirror the newly created Downtown Redevelopment Districts. Revise I/CIP qualifying business uses in order to support traditional downtown redevelopment.**



The Industrial/Commercial Incentive Plan, I/CIP, is a County real property tax relief program developed 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 plan selected strategic industrial and commercial uses within specific corridors to promote business revitalization.



## 5.0 Recommendations

The intent of the incentives program is to provide stimulus for capital improvement projects in the small business sector that generally do not have access to similar Industrial Development Agency programs. The program requires the commitment of the local school district 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. The program has broad application within the downtown districts, however the Industrial/Commercial Incentives Plan must be amended to identify specific desired land uses and to designate discrete growth inducing boundaries. Amendment of the Town's Industrial/Commercial Incentive Plan to precisely target the downtowns for the real property tax credit and to specifically designate appropriate eligible downtown uses will provide a valuable tool for planners and stakeholders to create the Main Street Districts envisioned.



The aerial of the proposed Commercial/Industrial Incentive Plan corridor indicates parcels presently eligible for the real property tax benefits of the I/CIP program with a yellow boundary. Identified with opaque color are parcels to be included in the revised I/CIP program boundaries. The exemption schedule for I/CIP qualifying projects and the current list of eligible uses is provided in the appendix. A revised boundary and targeted parcel list, as well as revised commercial uses are also included in the appendix.



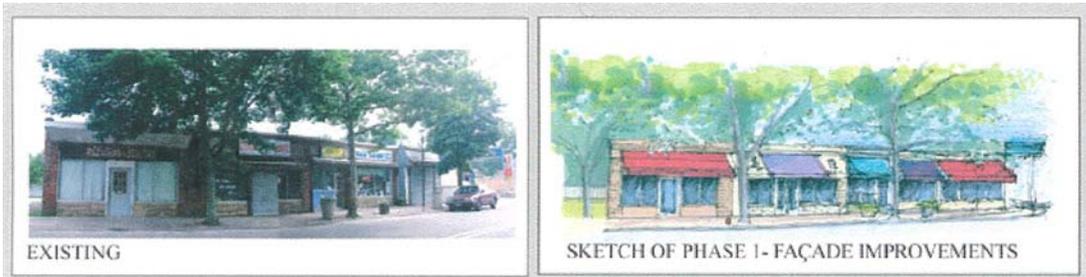
## 5.0 Recommendations

### 7. Reinstate a Community Development Block Grant Commercial Facade Matching Program within designated Downtown Redevelopment Districts.

Facade rehabilitation can quickly improve the appeal and vibrancy of a downtown area. Properly planned and executed facades enable a downtown to develop and bind together a niche or theme around which business, in partnership with the



greater community may thrive. The objectives of a façade program are fully realized when a set of acceptable designs are coordinated and implemented to support the niche concept.



The *Main Street Business District Design Manual, MSBDDM*, is a valuable resource or guide for the community to adopt and shape to suit their vision. The MSBD Design Manual is attached in the appendix.

### 8. Rezone vacant commercial properties near William Floyd Parkway to J-Business District.

The purpose of the J- Business district is to provide a transitional business zone that recognizes the importance of enhancing the character and identity of the



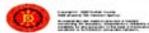
hamlets within the Town. Major elements of this identity involve the residential uses, architecture and streetscape which have traditionally developed along Town roadways and which serve as scenic gateways to the business districts. Strip commercial development can



## 5.0 Recommendations

undermine the unique functional and visual role these business districts play in preserving community identity. The transitional business district would be an economically viable alternative to the strip commercial zoning presently in place. The J- Business design standards require maintenance of residential architecture and streetscape, the consolidation of roadway access, and the prohibition of parking within the front yard. Permitted uses include single and two-family dwellings, offices, mixed use buildings without retail sales, churches, libraries and municipal buildings.

The triangular-shaped assemblage of properties, bounded by William Floyd Parkway, Havenwood Road, and Neighborhood Road, presents a number of additional opportunities and challenges.



Town of Brookhaven Aerial Photo  
TAX PARCEL  
ADDRESS

The parcels that comprise this area are primarily undeveloped. A legally permitted auto body repair shop is presently the only active land use within its confines. During the community visioning process, varieties of uses were recommended for this property. Every use that was discussed supported the abandonment of this portion of Neighborhood Road, the southern boundary of the assemblage. This concept has practical purpose and functional merit supporting its implementation.

To facilitate future dialogue, the uses

discussed included an outdoor farmer's market, an office complex, and partial property dedication for public art displays or an entrance arch to promote and identify the business district. A five story hotel with below grade parking, was also discussed as the location benefits from southerly views of the Atlantic Ocean, and the proximity of beaches, transportation infrastructure and technology parks to the north.



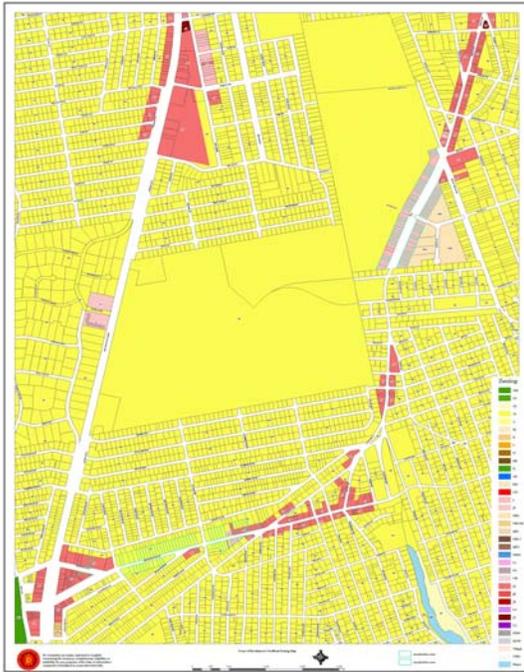
The *1995 Mastics Tri-hamlet Comprehensive Plan* also recommended a hotel or conference center, in addition to a golf course, be planned for the Mastic Beach area. The Tri-hamlet Plan supported the hotel concept as it was expected to supply jobs and support the school district tax base.



## 5.0 Recommendations

### 9. Rezone the commercial areas on Mastic Road, between the Neighborhood Road Downtown District and Mastic Road Neighborhood Center, to J-Business District.

Presently a chaotic mix of retail, institutional and industrial uses are situated between the two existing commercial centers, in an area zoned for retail



development, J-Business 2 district. This small area of retail 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 Town arterial roads between two commercial nodes. Institutional uses such as homes for the disabled or adult care facilities, two-family dwellings, limited offices, and mixed use buildings that exclude retail operations. The J Business District permits these uses and requires landscaping and front yard setbacks to minimize the appearance of sprawl.

An economic analysis performed by the Suffolk County Planning

Department recommended that retail operations within 1.5 miles of the two downtown districts should be discouraged, in favor of promoting new commercial development and redevelopment in areas with existing infrastructure such as bus stops, sidewalks, common parking and other downtown amenities. The Suffolk County Planning Economic Analysis is included in the Appendix.

The zoning map illustrates the area recommended to be evaluated for application of the J Business zoning district.

### 10. Commission a Traffic Circulation and Parking Plan for each Business District.

The two business districts are fully supported with a network of Town roads that serve the commercial areas, as well as the surrounding residential districts. Although many of the existing improved local roads are substandard in width, often only





## 5.0 Recommendations

forty feet, their width, frequency and connectivity serve to calm traffic entering the “main street” corridor.

The downtown areas present a multitude of parking opportunities and



challenges. The existing street grid provides for circulation and access opportunities. However, outdated parking leases and limited connectivity between parcels limits the efficiency of the parking design. Substandard and outdated design elements adversely influence pedestrian access and mobility and further impact security and comfort for all users.

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 alignments or closures,



evaluate cul-de-sac or roundabout locations, 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 developed improvement plan should address recreational multi-modal opportunities, such as a bike lane on Commack Road tying into the Pattersquash Creek bridge crossing with 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.

### 11. Facilitate the theming of the Mastic Beach Road Neighborhood Center and Neighborhood Road Downtown

“ 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



## 5.0 Recommendations

urban renewal policies of the 1950's, summarizes our most effective tool for the revitalization of the Neighborhood Road Downtown.

A successful downtown needs features or assets that make it special; tree-lined streets, a recurring style of architecture, memorable public space or playful public art. 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.



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. Buildings are painted colors unseen elsewhere, mint green with beige, salmon and apricot, pink and blue, coffee with cream. A "Little Italy" enclave, a seaside artist resort, a nautical restaurant row, all viable and exploitable themes with which brand the Neighborhood Road Downtown.

### 12. 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 Community Development Block Grant application and approval process. Strategically expending the Block Grant funds, the Suffolk County Downtown





## **5.0 Recommendations**

Revitalization Grant Program monies and prioritizing improvements required as public 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.

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. 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. To achieve its goal of bringing the community together, the festival needs to take place in a main square that, at least during the festival, is traffic free.



## 5.0 Recommendations

### 13. Develop specific architectural standards for the Neighborhood Road and Mastic Beach downtown redevelopment.

In order to provide the clear guidance necessary to guide investors, developers, and the approving authorities, it becomes incumbent upon the Town and the



community to develop an architectural design manual. Historic districts within the Town rely upon the architectural oversight and guidance offered through review by the Historic District Advisory Committee. The Town technical site plan staff relies upon architectural guidelines in the Main Street Business District Design Manual,

codified in the J-Business 6 District.

The architectural preferences that emerged during the Visioning process are presented in the Mastic Beach Vision report, but not in sufficient detail to provide clear regulatory standards.

Architecture is an important component of place making and community pride, once developed it must be continually supported at the municipal and civic levels. Architectural guidelines, facilitated by the Town, must enlist diverse community participation and investment.



Since a neighborhood or a community consists of many groups, there can be diverse and conflicting designs for an area. However, a commercial district will often contain a representative style that can be exploited with marketing efforts. Existing architectural styles include, John’s Pizza on Neighborhood Road, a wood frame, two and one half story building with a gable roof, notable because it is bright pink.



Another existing building, Onofrio’s Italian Restaurant on Commack Road, is a pale pink colored stucco and Mediterranean Revival style building. The flat-roofed, brick bank building, also on Neighborhood Road, was recently reclad in tan and brown stucco-like dryvit.



## 5.0 Recommendations



Architectural themes will become apparent upon further study. Although, architectural styles may be seen to represent distinct ethnic groups at the exclusion of other community groups, context sensitive analysis and collaboration can ensure that different groups can arrive at mutually beneficial and representative solutions.

### 14. Utilize public funds to purchase pocket parks.

A concerted effort to purchase properties for downtown pocket parks should be initiated in each business district.

Within the Mastic Beach business district, the southwest corner of Mastic Road



and Mastic Beach Road was identified during the Visioning process as a gateway or entrance to the business district. A number of community announcement signs are frequently displayed on this private property. Formalizing this community use by public purchase and designation would permit the planned development of a corner park and the preservation of this property identified by three Suffolk County tax lot numbers 0200 968.00 003.00 002., 003. & 004.



The public purchase of the property at the southeast corner of Havenwood and William Floyd Parkway would permit an opportunity to promote the Neighborhood Road Business District with a themed and identified “gateway” entrance, including signage & public art. This property is identified as Suffolk County tax lot 0200 98-.30 05.00 001.000.



## 5.0 Recommendations

### 15. Request and fund the transfer of all Suffolk County holdings within the Entrance Corridor Overlay District and within the downtown districts.

A conscientious and concerted effort is necessary to identify and secure the narrow, vacant and wooded public properties within the proposed Entrance Corridor Overlay District. Ideally the properties will remain naturally vegetated, undeveloped and potentially available to send sanitary density to the downtown.

The public parcels within the designated downtown districts will provide pocket park and municipal parking opportunities, or be available for sale to adjacent owners, allowing the consolidation of properties for redevelopment.

The following aerial photographs depict the public holdings within the Neighborhood Road and Mastic Road study areas. Additional parcels become Suffolk County inventory upon real property tax default. A Town Board

resolution has formalized a request to the Suffolk County Legislature to transfer individually identified County properties in



the study area. However, a memorializing agreement should be developed between the County and the Town to formalize the Town's redevelopment strategy to insure conveyance opportunities are not overlooked and development opportunities are not encumbered in accordance with the Town's adopted recommendations.

### 16. Revise the Town's multi-family zoning requirements to mandate transfer of development rights in exchange for increased density within the primary zone.

The multi-family residence districts of the Town Code define three distinct zones in which multi-family housing types can be approved. The three districts are identified as primary, secondary and tertiary zones. The primary zone is defined as areas within approximately 500 feet of a Main Street Business District or as a commercial or industrially zoned site that can be redeveloped in conformance



## 5.0 Recommendations

with a land use study. Clearly, the Neighborhood Road and Mastic Beach downtowns qualify as Main Street Business Districts that are characterized by on-street parking and pedestrian amenities, such as wide sidewalks.

The opportunity exists in the Mastic Beach downtowns, as well as in all of the Town's business districts, to permit increased residential density to realize 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 have not been adequately accommodated.



Although well accepted smart growth doctrines support corresponding preservation in exchange for density increases, the Town's multi-family districts



do not require transfer of development right density within the primary zone. This presents a practical planning issue that negates the Town's ability to adequately preserve areas not well suited for residential development, increase workforce and affordable housing types supported by infrastructure and avoid deleterious impacts to school districts.

### 17. Support the construction of a sewer district, when appropriate.

A sewage treatment plant, necessary for the implementation of the Downtown Planned Development District with mixed uses, should be sized to service the business district. A sewage treatment plant with more than one user necessitates the formation of a sewer district. Although there may be perceived constraints to siting a sewage treatment plant on the Mastic Beach peninsula, preliminary



## 5.0 Recommendations

review reveals adequate depth to groundwater and available area within the study area. Design alternatives will need to be evaluated in order to optimally site and implement adequate sewage treatment in furtherance of the downtown revitalization goals.

### 18. Increase enforcement presence and code compliance.

A recurrent concern voiced during community meetings and presented in the *Mastic Beach Vision Report* was an overall lack of security in the area. A community “hope” was to site a police substation on Neighborhood Road supported with walking or cyclist patrols.



The Town and the County must commit to an enforcement presence in the downtowns. Community Oriented Police Enforcement (COPE) units or bicycled officers should be committed to protect and serve the community while maintaining a safe and structured atmosphere. Suffolk County should endeavor to provide a police substation or similar area within the downtowns 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.

### 19. Support the formation of a Business Improvement District.

Downtowns within the United States have been using Business Improvement Districts (BID) as a mechanism for revitalization since the 1970's.

This powerful tool allows for an assessment on property within a defined area. Revenues from this assessment are then directed back to the area to finance a wide range of services, including security, maintenance, marketing, economic development, parking, and special events.

The graphics, prepared by S. Price, Urban Advantage, illustrate the dramatic streetscape changes that can occur with relatively minor investment.





## 5.0 Recommendations

Some specific benefits of BID's include:

- finding innovative solutions to problems, such as helping to coordinate and facilitate the movement of homeless citizens into long-term rehabilitation environments; protecting and enhancing public spaces through the deployment of “security teams” or “ambassadors”;
- Initiating services not provided by public agencies, such as sidewalk cleaning and snow removal, marketing, promotions, business retention and recruitment;
- Advocating on behalf of downtown business allowing them to



communicate a unified vision/message that presses local government on issues that would aid the district’s revitalization;

- Creating cooperation among competitive businesses which allows them to engage in activities that they would not be able to do on their own;
- Generating financing for capital improvements for more attractive streetscapes
- Researching and planning services such

as collecting and analyze economic and demographic data, monitoring progress, setting and revising strategic goals and developing multiyear redevelopment programs.

### 20. Designate a Banking Development District within the Neighborhood Road downtown.

Banking Development Districts (BDD) are designed to encourage the establishment of bank branches in areas with a demonstrated need for banking services. For communities undergoing planning revitalization, there are few more potent symbols of hope, than the opening of a new bank branch. BDD bank branches can help provide the services necessary to stimulate local economies 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 to making revitalization a



## 5.0 Recommendations

reality: 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 may have taken place in the past.

The municipality and state economic development programs 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 Comptrollers office;
- Real property tax breaks;
- Municipal deposits;
- Real estate siting assistance;
- Workforce development.

### 21. Install a public plaza at the Town of Brookhaven’s Senior Nutrition Center on Neighborhood Road.

The Senior Citizen Nutrition Center on Neighborhood Road provides an opportunity to provide a public outdoor seating area. A lawn area, adjacent to the Center, could easily be transformed into the



first of the downtown’s public spaces with tables, benches and a gazebo. To commemorate the installation of the park plaza, the Senior Nutrition Center should be formally renamed to honor a prominent citizen.



### 22. Improve the appearance of the entrances into the Neighborhood Road and Mastic Road downtowns. The Town and the Civic should support place making with public art.



The Mastic Beach Vision Report summarized a community goal to enhance the entrance into the Neighborhood Road business district with public art, a formal garden and an identification sign. This effort should be supported at time of site improvement

as a component of project review or if the property is publicly acquired.

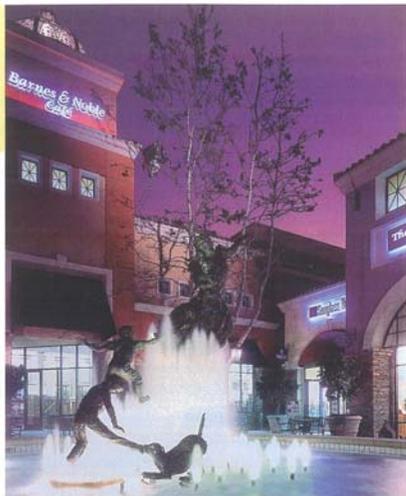


## **5.0 Recommendations**

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**23. The Mastic Beach Property Owners Association, in conjunction with the Town, should pursue a Sister City designation with a themed international city to facilitate downtown niching.**

Sister Cities International is a non-profit, citizen diplomacy network that creates and strengthens partnerships between U.S. and international communities. It strives to build global cooperation at the municipal level, promote cultural understanding and stimulate economic development. The organization is promoted as a leader in local community development and volunteer action; motivating and empowering private citizens, municipal officials and business leaders. The organization strives to create an atmosphere in which economic and community development can be implemented and strengthened.



Most sister city programs are organized with a formally incorporated non-profit citizens organization. Sister city relationships build economic ties between communities. Seventy percent of the Sister City membership surveyed estimated that their sister city program helped "...generate tourism and trade for economic development in their community.". A Sister City designation would supplement niching efforts and provide a supportive tool for economic redevelopment.

**24. Apply to the NYS Legislature to improve the Bayview Park with active recreational facilities.**

In 1998, the Town Board acquired the 4.5-acre property on Bayview Drive, which was the site of a former private hospital. The Town designated the property as parkland. The parkland designation has State regulatory ramifications that preclude active recreational development on the property.



## 5.0 Recommendations

A number of different community based planning documents, such as the Mastic Beach Vision Report and the Mastic Beach-Shirley Local Waterfront Revitalization Plan, LWRP, have memorialized recommendations that the Bayview Hospital property be improved with recreational amenities such as a marina, boat launch and gazebo. The Mastic Beach Vision Report further explored creating a boardwalk to link the riverfront to the business district through the Mastic Fire District property.



2004 Aerial

The Mastic Beach-Shirley LWRP recommended the planning process of the Bayview Hospital property include, "...provision for an appropriate level of direct physical access and visual access to the water; compatibility with the uses in adjacent Business District; benefit to the economic vitality of the District and linkage to other nodes of water related recreation, water-dependent uses and other points of interest ...". The LWRP Steering

Committee further recommended the consideration of "...launching for small



Mastic Beach Vision Report



## **5.0 Recommendations**

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boats (i.e., canoes and kayaks), picnicking, appropriate landscaping and other aesthetic enhancements, augmented ecological features to advance public

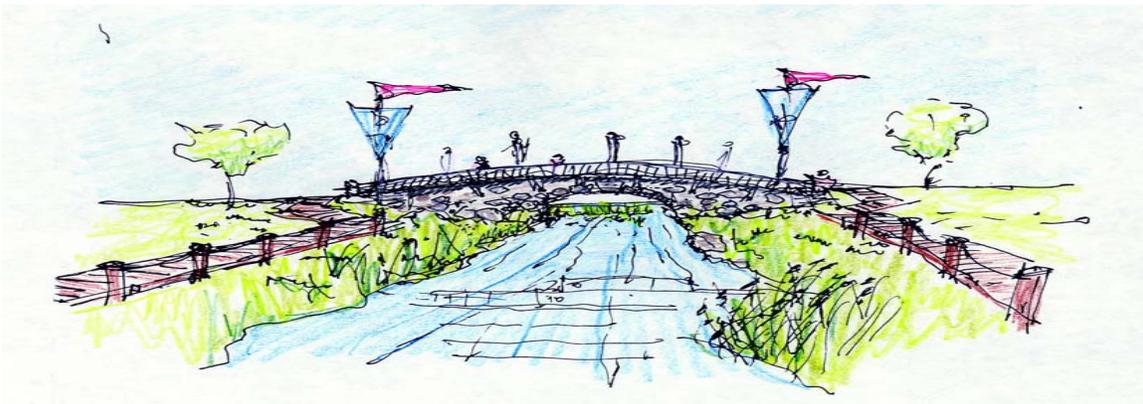
educational objectives, and docking and storage for a boat and other equipment used in scuba rescue operations.”

In order to permit any level of recreational improvements within the Bayview Hospital property, an application to the State Legislature is necessary. Based on consideration of the community vision, such an application is warranted at this time.

### **25. Commission a Bayview Park Master Plan and acquire the vacant parcels on Pattersquash Creek to embellish the Bayview parkland.**

The Town, Suffolk County, the Mastic Fire District and the Mastic Beach Property Owners Association hold title to separate parcels located adjacent to Pattersquash Creek and surrounding the Bayview Hospital property. Within the assemblage are a few privately held properties. The Town should endeavor to acquire the privately held out parcels in order to permit the comprehensive development of an active recreational park within 500 feet of the Neighborhood Road business district.

A Park Master Plan should be commissioned to assess potential design and site development alternatives for this currently vacant Town of Brookhaven parcel. The planning process should provide many opportunities for public input in order to develop a consensus among the involved regulatory agencies and interested parties. Construction cost estimates should also be prepared to assist in evaluating the various alternatives. As discussed in the Draft Mastic Beach-Shirley Local Waterfront Revitalization Program, LWRP, guiding standards should be developed to ensure that the result yields the maximum possible public benefit.



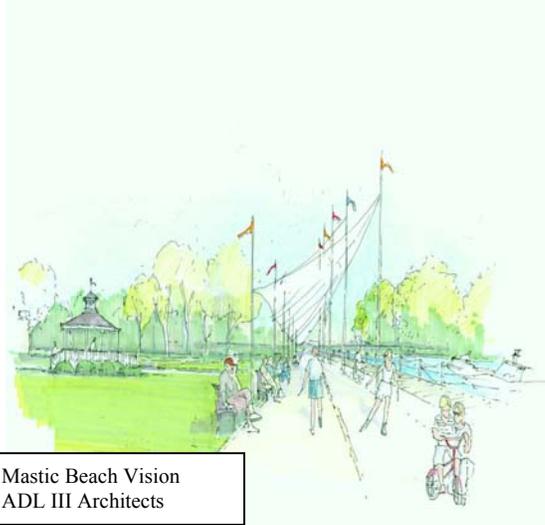
The park development study should consider recommendations brought forth during the Vision process and standards and guidelines outlined within the Mastic Beach Local Waterfront Revitalization Plan.



## 5.0 Recommendations

### 26. Augment the linkage between the business district and waterfront recreation.

Opportunities exist to develop the Neighborhood Road Business District in concert with the waterfront of Pattersquash Creek. The Pattersquash Creek



Mastic Beach Vision  
ADL III Architects

Bridge is the eastern limit of the business district. Murals, reclaimed lawn area, benches and sitting areas all could be incorporated on or near the property adjacent to the creek. The Vision report suggested a boardwalk to tie the Bayview Hospital property to the business district by way of the Pattersquash Creek Bridge. The membership of the Mastic Beach Property Owners Association has often expressed a desire to provide seating and an ice-skating pond near the

headwaters of the creek. This expressed desire to selective clear and revegetate areas adjacent to the headwaters should be explored and developed, if warranted.

### 27. Encourage the siting of community facilities in the Business District, i.e., U.S. Post Office, Libraries, Day-care

A concerted effort is required between community leaders, local government and landowners to site civic uses within or adjacent to the main street districts. A clear example is the existing Mastic-Shirley Library which is located on a small out-parcel, within a commercial center, prohibitively far from the main street districts. Library expansion at its present location is constrained by parking requirements, as the Library parcel has no parking field, nor area to provide parking. Relocation plans should be developed to accommodate any future expansion of the library within walking distance of one of the main street districts.

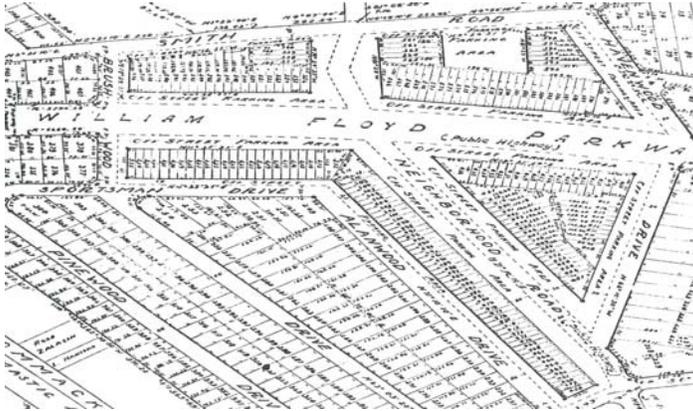
Similarly, the Colonial Youth Organization, CYO, has discussed plans to build in Shirley on the north side of the Sunrise Highway North Service Road. The CYO provides day care and athletic programs to approximately 1,000 youths. An organization such as CYO should be encouraged to site within or adjacent to the downtowns in order to encourage pedestrian activity and provide economic support to local retail and service providers.



## 5.0 Recommendations

Within the transition area between the two Mastic Beach business districts, the Mastic Beach Post Office has recently developed a new parking field, if the opportunity is presented, every effort should be expended to site this and other municipal buildings within the downtown business districts.

### 28. Support the abandonment of the fifty (50') foot on-street parking areas on the old filed maps.



The Map of Shirley, Long Island Unit F was filed on March 27, 1951. The filed map provides a number of fifty-foot wide on-street parking areas on William Floyd Parkway, Neighborhood Road and Havenwood Drive. These parking areas were provided on the map to support

commercial development planned in the 1950's. However, the evolution of the community and William Floyd Parkway no longer warrant nor can accommodate on-street parking. Therefore, as the properties are developed the Town should encourage and support the abandonment of these areas. As determined by the Planning Department, the abandonment of these on-street parking areas will require the consent of contiguous property owners.

### 29. Acquire surplus County property within the Mastic Road Business District for development as a municipal parking field.

The 1.23 acre property identified by Suffolk County tax lot number 0200 968.00

04.00 017.000 is located within the boundaries of the Mastic Road Neighborhood Center and is presently held by Suffolk County. A request to the County to transfer the parcel to the Town for downtown revitalization and development as a municipal parking field has been answered with a bill to settle the County's expenses. Presently the Town does not maintain a funding source for acquiring property for downtown revitalization. An equitable solution must be formulated to support and stimulate downtown redevelopment opportunities utilizing public land.



Revitalization Plan for Neighborhood Road & Mastic Road, Mastic Beach



## 5.0 Recommendations

### 30. Develop standards and guidelines to improve the appearance of the streetscape on Mastic Road between the business districts.

Inherent to redeveloping the two business districts, is the need to develop stated goals that will provide



landscape maintenance, street trees and continuous sidewalks on Mastic Road between the two business districts.

### 31. Commission a Highest & Best Use Study for land occupied by the Town of Brookhaven Highway Department Maintenance Yard.

The property occupied by the Mastic Beach Highway Yard, affords many



opportunities for alternative or additional uses that would support and enhance the recreational and school district uses nearby. Compatible uses would incorporate youth or day care programs that would benefit from being within walking distance to the William Floyd School District complex, the Mastic Beach pool complex and the revitalized Mastic Road Neighborhood Center. Appropriately sited, compatible uses would directly benefit the business district and reduce the need for single destination vehicular trips.

### 32. Sponsor and Fund a locally based Community Housing Trust.

The Mastic Beach community is an affordable housing enclave, however many of the residences were purchased as rental housing investments. Where home ownership generates community involvement and pride, rental properties are at risk of neglect. Absentee landlords may not prioritize the reinvestment necessary to keep properties and dwellings maintained. Reinvestment into these rental properties becomes an important downtown revitalization and redevelopment



## **5.0 Recommendations**

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goal. Reinvestment and home ownership opportunities can be prioritized and supported with the institution of a community based housing program.

Community Housing Trusts provide a mechanism for concerned community members to reclaim targeted areas that may be blighted by neglected, vacant or deteriorated residential units. Community housing trusts are established not-for profit entities that take a new and progressive approach to reclaiming predominately rental communities and redirecting investments to owner occupied home ownership.

The Trust is empowered to purchase and rehabilitate neglected residentially improved properties and sell the properties to moderate or low-income families requiring owner occupied home ownership for a stated period. Housing trusts may require future sales to be offered back to the trust or offered at a pre-determined profit margin. The by-laws of the Trust are determined at time of inception of the not for profit incorporation. Start-up funds are available from the State Division of Housing and Community Renewal and the local municipality.

The goals of the Housing Trust are centered around the premise that home ownership is the American Dream and owner occupied residences contribute to better neighborhoods and quality communities. Owner occupied residences are typically better maintained and the residents generally support neighborhood improvement projects and safety, thereby, increasing property values and the ambiance of the community.

### **33. Support a Transfer of Development Value Program**

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

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

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



## **6.0 RECOMMENDED LEGISLATION**





## **6.0 Recommended Legislation**

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### **6.1 DOWNTOWN RE-DEVELOPMENT OVERLAY DISTRICT**

The purpose of this District is to allow the Town to target certain neighborhood downtowns experiencing limited or no new job creation, that are succumbing to aging infrastructure, high commercial vacancy rates and dilapidated or neglected commercial buildings. The Overlay District is intended to revitalize older neighborhoods by providing planning, design, and infrastructure improvements, coupled with economic incentive programs, coordinated interagency expenditures, and project facilitation by the Town's Economic Development Department. The Overlay District is created to define site-specific criteria for downtown redevelopment, that adds bonus uses above the current underlying zoning districts, creates parking standards that allows for off-site use of parking facilities, and codifies streetscape standards to enhance the pedestrian experience. The design standards reduce the need for vehicular travel during the workday, prioritize the pedestrian experience and create specific criteria for site design and building form objectives.

### **6.2 DOWNTOWN PLANNED DENSITY DEVELOPMENT (DPDD)**

The implementation of planned development provides flexible but definitive standards to facilitate innovative and creative land use planning and development techniques not possible under conventional zoning ordinances. This district provides incentives for the redemption of the transfer of development rights from the Entrance Corridor Overlay District to the receiving district.

### **6.3 ENTRANCE CORRIDOR OVERLAY DISTRICT**

The purpose of the Entrance Corridor Overlay District is to protect the aesthetic and visual character of certain corridors adjacent to major and rural roads within the Town of Brookhaven. The overlay district regulations supplement the regulations of the underlying zoning districts with specific streetscape standards, site and sign design and building form objectives. The district also provides a transfer of development right incentive designed to preserve these wooded parcels.



## **6.0 Recommended Legislation: Downtown Re-development Overlay District**

### **SAMPLE LEGISLATION**

#### **Chapter 25: DOWNTOWN RE-DEVELOPMENT OVERLAY DISTRICT (DRDOD)**

##### **§ 25-1. Purpose.**

This chapter is required to permit the Town of Brookhaven to prepare and submit to the Commissioner of Economic Development an application for designation of a portion of the Town of Brookhaven as a Downtown Redevelopment Overlay District.

It is the intent of this chapter to provide the incentives necessary to attract investment from private business to the proposed Downtown Redevelopment Overlay District, as further described herein below, and to maintain the connection between such growth and the community vision within said District.

##### **§ 25-2. Composition and powers of Downtown Redevelopment Overlay District Administrative Board**

The Downtown Redevelopment District Administrative Board shall be comprised of 10 members, the Supervisor or Deputy Supervisor of the Town of Brookhaven, who shall also serve as Chairman, one member of the Town Board of the Town of Brookhaven, the Town Commissioner of Community Development, a representative of a local trade union, a representative of the School District, a representative from a local business, a representative of a local financial institution, two representatives of local Town of Brookhaven Community Organizations, and a resident of the Downtown Redevelopment Overlay District.

##### **§ 25-3. Severability.**

Should any section, subsection, paragraph, sentence or phrase of this chapter be declared unconstitutional or invalid for any reason, such decision shall not affect the validity of the remaining portions of this chapter.

##### **§ 25-4. District Designation.**

##### **§ 25-5. Neighborhood Road Downtown Redevelopment District:**

The Neighborhood Road Downtown Redevelopment District shall be designated and consist of the following now or formerly known as Suffolk County Tax Map Parcels and shall be known as a Downtown Redevelopment District.  
Suffolk County Tax Map Parcel(s):



**6.0 Recommended Legislation: Downtown Re-development Overlay District**

**SAMPLE LEGISLATION**

**DOWNTOWN RE-DEVELOPMENT OVERLAY DISTRICT (DRDOD)**

**Page 2/2**

**§ 25-6. Mastic Road Downtown Redevelopment District:**

Suffolk County Tax Map Parcel(s):

**§ 25-7. When effective.**

This chapter shall take effect upon its adoption and upon the requisite filing in the Office of the Secretary of State.

**§ 25-8. Application for designation of certain areas.**

The Town of Brookhaven is hereby authorized and empowered to submit an application for designation of certain areas within the Town of Brookhaven as an Empire Zone.



## **6.0 Recommended Legislation: Downtown Planned Development District**

### **SAMPLE LEGISLATION**

#### **ARTICLE XXVI Downtown Planned Development District § 330-240. Findings and purpose**

A. It is hereby found and determined by the Town Board of the Town of Brookhaven that there exists in the Town vast but diminishing natural resources and tracts of land deserving of preservation and maintenance for this and future generations. This need is balanced by a need to accommodate and provide for the future economic welfare and development of the Town.

- b. The purpose of this planned development district (PDD) legislation is to facilitate increased flexibility to achieve more desirable development through the use of more creative and imaginative design of residential, mixed use, commercial and industrial areas than is presently achievable under conventional land use techniques and zoning regulations and to preserve, adapt and improve existing open space, land uses and communities, consistent with the recommendations of the Town's Comprehensive Plan. The implementation of planned development shall be established on a floating zone basis with attendant controls and regulations intended to provide the means to accomplish the salutary purposes and goals set out herein.

A planned development district may be established as a receiving site for development rights or Pine Barrens credits pursuant to the applicable transfer of development right portions of this chapter and § 261-a of the Town Law of the State of New York. Said transfer shall be consistent with the recommendations of the Central Pine Barrens Comprehensive Land Use Plan and/or the Town's Comprehensive Plan.

A planned development district may be established as a method of providing incentives or bonuses for development providing substantial community benefits or amenities pursuant to the applicable provisions of this article and § 261-b of the Town Law of the State of New York. The development incentives or bonuses and the community benefits or amenities shall be consistent with the recommendations of the Central Pine Barrens Comprehensive Land Use Plan and/or the Town's Comprehensive Plan.

The various long-term goals which the Town Board wishes to achieve by this legislation are:

1. Preservation and conservation of open space, natural resources, diverse ecological communities, species diversity, and groundwater quality and quantity.



## **6.0 Recommended Legislation: Downtown Planned Development District**

2. Connection of open space systems and maximization of open space corridors and to establish and maintain open space and open space corridors for active and passive uses.
3. Preservation of agricultural lands and uses.
4. Increase consideration of and coordination with school districts, utilities and governmental services
5. Encourage the most efficient and purposeful use of all remaining vacant land.
6. Preservation and improvement of existing smaller communities.
7. Preservation of a sense of place in communities and the creation and reestablishment of small hamlet communities and atmosphere, which foster the sharing of amenities and the utilization of local services.
8. Creation of planned residential communities providing an array of housing meeting the social and economic needs of the residents of the hamlets, the Town and the region.
9. Reduction in the effective cost of governmental and other public services.
10. Elimination of excessive and inefficient infrastructure and the minimization of infrastructure development and maintenance costs and maximization of efficiency and coordination of existing and planned transportation facilities and networks.
11. Prevention of inappropriate development on stale previously filed subdivision maps encompassing wetlands, high-water-table areas, steep slopes and other impractical or unsuitable terrain and topography.
12. Development of communities wherein, collectively, the mix of uses, aesthetically, physically, socially and economically encourages the creation and/or preservation of a sense of place, pride and values.
13. Provide flexible but definitive standards to facilitate innovative and creative land use planning and development techniques not possible under conventional zoning ordinances.



## **6.0 Recommended Legislation: Downtown Planned Development District**

14. Encourage the development, rehabilitation and improvement of identifiable and unique historic and architecturally significant areas and communities, "main streets" and centers of residential, commercial and industrial activities.
15. Encourage comprehensive and innovative planning and design of the highest quality, utilizing and incorporating a variety of land uses.
16. Provide reasonable incentives and standards to encourage private participation in and compliance with the comprehensive goals of this article.
17. Assure that lands set aside for receiving or sending areas are consistent and harmonious with the Town's comprehensive land use objectives and locate areas permitted to be developed in such a manner as to maximize the continuity and connection of open spaces, preserves and wildlife corridors.

### **§ 330-241. Definitions**

The terms and words used in this article shall be ascribed the meaning and uses generally attributable to them in the other sections of this chapter unless otherwise specifically interpreted or defined.

### **§ 330-242. Classifications.**

- A.** The following classifications of planned development districts (PDD) are hereby established:
  - a. Downtown Planned Density Development
- B.** The above-listed classifications may be considered on a floating zone basis, where all principal uses, special exception and accessory uses of the planned development are permitted in the previous underlying zoning districts. In such case, the restrictions, controls and incentives of the relevant planned development classification shall apply to the PDD to the exclusion of the underlying zoning classification. All properties meeting the standards and criteria set forth in the various tables, schedules, rules and regulations to be adopted consistent herewith and as may thereafter be amended shall be deemed eligible to be treated as a PDD.
- C.** In all cases where any principal use or accessory use proposed is not permitted in the underlying zoning district, an application for rezoning to a planned development district shall be required.

Uses not otherwise listed in other sections of this chapter but which are determined to provide substantial community benefits or amenities pursuant



## **6.0 Recommended Legislation: Downtown Planned Development District**

to the applicable provisions of this article and § 261-b of the Town Law of the State of New York, by specific Town Board resolution

### **§ 330-243. Planning and zoning approval.**

The Town Board may rezone land from that of the underlying zoning district to a planned development district upon its own motion or by written application of the landowner pursuant to the provisions of this article and Article 16 of the New York State Town Law. The procedure for planning and zoning approval of a PDD listed in this article shall involve the following two-stage review process:

Town Board approval of a preliminary development concept plan and the reclassification of a specific parcel(s) of land for development in accordance with that plan.

Planning Board approval of the subdivision map or site plan

### **§ 330-244. Applications; review procedure.**

**Presubmission conference.** Prior to the submission of an application for a PDD, the applicant or his agent may meet with the Planning Board and/or the Town Board. The purpose of such conference shall be to discuss proposed uses or development in order to enable the applicant to have the benefit of the Planning Board's and Town Board's input as to form, design, conformity to the Comprehensive Plan, development constraints, zoning issues, environmental impacts and other issues before making a formal application.

**Submission.** An application for the establishment of a PDD shall be submitted to the Town Board in 18 copies at a regularly scheduled meeting of said Board, except for the establishment of an Agricultural PDD, which must meet the submission requirements of Subsection B(12) of this section. The application shall include the following items of information:

1. The name(s) and address(es) of the property owner(s) and the applicant (if different from the owner) and of the planner, engineer, architect, surveyor and any other professional engaged to work on the project. If the applicant is not the owner, written authorization to submit the application, signed by each owner of the property, shall accompany the application.
2. A written statement describing the nature of the proposed project; an analysis of the relationship between the site, immediately adjoining properties, and surrounding neighborhood; conformity to the Comprehensive Plan and/or the Central Pine Barrens Comprehensive Land Use Plan; the availability and adequacy of community facilities and utilities to serve the site; the safety and capacity of the street system in the area in relation to the anticipated traffic generation; Part I of an environmental assessment form; and such other information as may be required by law or may be determined necessary by the Town



## **6.0 Recommended Legislation: Downtown Planned Development District**

Board or the Planning Board to facilitate a review of the application under other provisions of this article.

3. A written statement outlining the proposed management and operation of the use and the expected population to be served.
4. A written statement supporting the need or demand for the proposed use within the Town of Brookhaven and setting forth the nearest location of a similar facility offering a like-kind service
5. A preliminary development concept plan for the proposed project containing the following items
6. A survey map of the parcel(s) and a statement annexed to same, prepared by a land surveyor licensed to practice in New York State, showing the Suffolk County Tax Map number, the lot area of the parcel, terrain conditions such as topography, identification of soil types, existing drainage features, the extent of existing woodlands or wetlands, significant vegetation types, the location of existing structures, utility lines, easements and any restrictions on the property.
7. A site location sketch indicating the location of the property with respect to neighboring streets and properties, including the names of all owners of property within 1,000 feet thereof, the land use of said properties and the existing zoning and the location of all zoning district boundaries in the surrounding neighborhood.
8. A preliminary site plan or subdivision map indicating the approximate location, height and design of all buildings, the arrangement of parking spaces and access drives, the general nature and location of other proposed site improvements, landscaping and screening, storm drainage system, and water/sewer connection.
9. A statement setting forth the general time frame for staging and completion of the proposed project and, if the site is located in an area designated by the Town as a critical area, a specific reference to the mitigative measures intended to ensure that all environmental concerns will be met.
10. Where applicable, a statement setting forth the number of development rights or Pine Barrens credits that are to be transferred to the site or redeemed. Appropriate title and survey information, in the case of a TDR under other provisions of this chapter, or Pine Barrens credit certificate(s) related to the sending parcels shall be included.



## **6.0 Recommended Legislation: Downtown Planned Development District**

11. Where applicable, a statement setting forth the specific community benefits or amenities to be offered or incorporated in the project, and the specific zoning incentive or bonus sought.
12. A fee schedule shall be established, and changed as needed, by resolution of the Brookhaven Town Board. A copy of the fee schedule is on file with the Town Clerk's office and the Department of Land Management, and, if necessary, the cost associated with obtaining a survey and title certification will be paid by the Town Board.
13. A disclosure affidavit in the form prescribed by the Town Board.
14. The name and address of the relevant fire department, ambulance/emergency medical services agency, and other municipal agencies or districts with jurisdiction over the subject property.

### **Referral to Planning Board and other agencies.**

Upon receipt of a fully completed application for the establishment of a PDD, eight copies of the entire application shall be referred to the Planning Board for review and recommendation. Within 45 days of the date of the Planning Board meeting at which such referral is received, the Planning Board shall report its recommendation back to the Town Board. No action shall be taken by the Town Board except the action of scheduling a public hearing or the action of referring the proposed zoning amendment to the Suffolk County Planning Commission, until receipt of the Planning Board report or the expiration of the review period, whichever comes first. Said review period may be extended by mutual consent of the applicant, the Town Board and the Planning Board.

With regard to potential impacts to community services, the Town Board shall also transmit the application and/or solicit comments and preliminary review concerning the proposed PDD zoning designation from the Fire Marshal, the Fire Department with jurisdiction, or other municipal agencies or districts with jurisdiction, including agencies under contract to provide ambulance/emergency medical services to the subject property. For input from agencies under contract to provide ambulance/emergency medical services to the subject property, the Town Board shall refer conceptual plans to the EMS Advisory Association for its recommendations. The applicant shall be required to provide to the Town Board, as part of the application, the name and address of the applicable Fire Department, ambulance/emergency medical services, agency, and other municipal agencies or districts with jurisdiction over the subject property

### **Reports from Planning Board and other agencies**



## **6.0 Recommended Legislation: Downtown Planned Development District**

The Planning Board, in its report to the Town Board, may recommend approval, approval with modifications or disapproval of the establishment of the PDD.

The Fire Marshal, the Fire Department with jurisdiction, or other municipal agencies or districts with jurisdiction, including agencies under contract to provide ambulance/emergency medical services to the subject property, shall forward their comments on the applications for PDD zoning designation to the Town Board within 30 days of such request for comments and preliminary review. No response following such thirty-day period shall be construed as no potential adverse impacts to community services solicited upon preliminary review and no additional requirements deemed necessary by such agency for consideration by Board in its approval of the zone change

In preparing its report and recommendation, the Planning Board shall take into consideration the recommendations of the Comprehensive Plan, the existing characteristics and arrangement of land uses in the area, the environmental and cultural aspects of the project site and its surroundings, the relationship of the proposed design and location of buildings on the site, traffic circulation on and off the site, the adequacy of available community facilities and utilities to service the proposed project, compliance of the proposed project with the standards and requirements of this chapter, the then-current need for the requested use(s), and such other factors as may be appropriately related to the purpose and intent of this article and other provisions of the Town Code. In the event of a recommendation for the disapproval, the Planning Board report shall contain detailed reasons for such recommendation.

**Public hearing.** The public hearing shall be scheduled no later than 45 days from the date of the Town Board receipt of the Planning Board's report and recommendations with the same notice as prescribed by law for zoning amendments. The Town Board may schedule a public hearing simultaneously with the referral to the Planning Board, or, if the Town Board intends to review the Planning Board report prior to the first public hearing, the Town Board may wait until the Planning Board report on the zoning amendment has been received by the Town Board before a public hearing is scheduled on the application. In the case of an Agricultural PDD, the Town Board shall schedule and hold a public hearing, at the time of the Town Board referral, within 30 days of receipt of the report and recommendations of the Planning Board, or the expiration of the Planning Board review period, with the same notice as prescribed by law for zoning amendments.

**Town Board action.** Within 60 days of the closing date of the public hearing, the Town Board shall either approve or disapprove the establishment of the PDD. Approval is required to authorize the applicant to proceed with the detail design of the proposed project in accordance with the concept design plan and the subsequent procedures and requirements of this



## **6.0 Recommended Legislation: Downtown Planned Development District**

article. The Town Board shall amend the official copy of the Zoning Map in accordance with any such approval and shall forward a copy of the resolution containing the decision of the Town Board to the Planning Board and the applicant. In the case of an Agricultural PDD, the Town Board shall take action within 30 days of the closing date of the public hearing.

**SEQRA.** The Town Board shall consider each request for the establishment of a PDD to be a Type I action, except the SEQRA review of the establishment of an Agricultural PDD will also consider the Town of Brookhaven's generic environmental impact statement that considered the impacts of creating these Agricultural PDD's. Further SEQRA review will be required if and when the applicant submits a subdivision application for a parcel that has been zoned as an Agricultural PDD pursuant to Chapter 157 of the Town Code and for purposes of review under the applicable provisions of the New York State Environmental Quality Review Act (SEQRA). A long-form environmental assessment form shall be reviewed and the provisions of SEQRA complied with prior to Town Board approval of a PDD.

**Expiration of approval.** Approval of the establishment of a PDD shall expire 24 months after the date of approval by the Town Board unless the applicant has applied for and received site plan or subdivision approval from the Planning Board in accordance with the subsequent requirements of this article and any other provisions of this chapter and unless the subdivision map is filed in the office of the Suffolk County Clerk or a building permit is issued and rights in said permit are vested within 36 months of Town Board approval. The Town Board, upon written request of the applicant received prior to the expiration of the above time frames, may extend both time frames for two additional periods of not more than six months each. In the event of an expiration of approval, the PDD shall automatically be removed from the subject property, it shall revert to its prior zoning classification, and the Town Clerk shall amend the official copy of the Zoning Map in accordance with any such expiration of approval. Approval for a specific PDD shall be use-specific and not entitle the substitution of another PDD without an entirely new application under this article. There shall be no expiration of the approval of the establishment of a PDD where the Town Board establishes said PDD on its own motion



## **Recommended Legislation: Entrance Corridor Overlay District**

### **SAMPLE LEGISLATION**

#### **Chapter 17 A (Amended) Entrance Corridor Overlay District**

##### **Section 85-17A**

**A. Purpose & Intent.** In order to protect the aesthetic and visual character of certain corridors adjacent to major and rural roads within the Town of Brookhaven, as defined herein, and to provide for and promote orderly development. The overlay district regulations are intended to supplement the regulations of the underlying zoning districts and to provide for compatibility of development along the identified corridors. All development proposed within this Overlay District shall be subject to the procedures, standards, and guidelines specified in the following Sections, in addition to those standards pertaining to the particular base zoning district in which the development occurs. In particular, the purpose of the Entrance Corridor Overlay District is to:

1. Encourage and better articulate positive visual experiences along the Town's major and rural roads.
2. Provide for the continued safe and efficient use of these roadway corridors.
3. Maintain natural beauty and scenic, cultural, and historical character of these corridors, particularly distinctive views, vistas, and visual continuity.
4. Protect existing natural vegetation and wildlife habitats along these corridors.
5. Discourage indiscriminate clearing, excessive grading, and clear cutting along these corridors.
6. Mitigate storm water drainage problems.
7. Minimize cut and fill operations by placing emphasis on the retention of natural topography of these corridors.
8. Minimize intersections and individual site access points along these corridors.
9. Deter development outside the commercial business districts, while providing potential transfer of sanitary density for the compact and orderly development of the commercial business district.

**B.** Under existing rules and regulations the development of vacant property within the Entrance Corridor Overlay District is permitted pursuant to Section 85-208 and Section 85-226 of the Town Code or after the issuance of a variance by the Board of Zoning Appeals. With the enactment of this Article, it is intended to establish additional buffer and land clearing requirements on lots designated within the District.



## **Recommended Legislation: Entrance Corridor Overlay District**

- C. The Commissioner, or his designee, shall evaluate all proposed development activities within the Entrance Corridor Overlay District, for strict compliance with this article. The purpose of such review is to determine, in a cooperative fashion with the applicant, whether a proposed development or redevelopment plan meets the guidelines and other standards of this District.

### **Section 85-17A.1. Designation of Entrance Corridor District.**

- A. The provisions contained in this section apply to all properties within the Entrance Corridor Overlay Districts as described herein and **shown on the official Zoning Map.**
- B. **Insert metes & bounds or SCTM #'s.**

### **Section 85-17 A.2. Development permitted within the District - Standards**

- A. There shall be no alteration of the existing condition of the lands, uses or structures within the Entrance Corridor Overlay District from the date of enactment of this Article henceforth, except as provided for by this Section or by other sections of this Article.
- B. Legally existing uses shall continue and the provisions for their compliance with this Article shall be incorporated into site plan review at time of redevelopment.

### **Section 85-17A.3. General procedures.**

- A. Upon receipt of an application for approval of development or redevelopment within the Entrance Corridor Overlay District, (ECD), the Planning Commissioner, or his designee, shall review and consider the proposed development.
- B. If a portion of the District will not be visible from the roadway corridor once the project is completed, the Planning Commissioner, or his designee, may waive the special requirements of this Section for that portion.
- C. The Planning Commissioner or his designee may also review preliminary development plans or design development drawings at the request of the applicant.
- D. In review of an application for development or redevelopment, the Planning Commissioner, or his designee, shall determine whether the proposal is subject to the requirements of this section, and provide a written recommendation to the applicant outlining strict compliance with this local law. Review of all proposals shall consider whether the proposed development is consistent with the overall development goals of this Section.



## **Recommended Legislation: Entrance Corridor Overlay District**

### **Section 85-17 A.4. Site Development Guidelines**

- A. Purpose and Intent. In order to assure the goals of this Article are met and to reduce incompatible and adverse impacts on the visual experience from the corridor, the following guidelines shall be incorporated into project design:
1. The design of structures and their materials and colors shall be visually harmonious with the overall natural vegetation within the corridor.
  2. Heating, ventilating and air conditioning equipment and other fixed operating machinery shall be either screened from view or located so that such items are not visible from the roadway. Large trash receptacles, dumpsters, utility meters, above ground tanks, satellite dishes, antennae, etc. shall be similarly treated. Screening materials should be consistent with building design and materials.
  3. Fencing along the corridor right of way is discouraged, but if used, such fencing shall be black vinyl clad chain link and be landscaped to minimize visibility from the highway.
  4. No portion of a building constructed of unfinished cinder block or corrugated material and or sheet metal shall be visible from any adjoining property or public right of way.
  5. Development, or redevelopment, within the District should provide for visual compatibility and harmony with surrounding natural vegetation and be protective of views and vistas from the roadway within the District.
  6. Development shall avoid unsightly grading, indiscriminate earth moving or clearing of property, and removal of trees and vegetation.
  7. Development shall be located and configured in a visually harmonious manner with the terrain and vegetation of the parcel and surrounding parcels. Structures shall be constructed or screened to not impede scenic views from the roadway and the natural environment.
  8. Architectural lighting shall be recessed under roof overhangs or generated from a concealed source of low-level light fixtures.
  9. Site lighting shall be of low-intensity from a concealed source, shall be of a clear white or amber light and shall not spill onto adjoining properties, buffers or roadways. All development plans must show the relationship of light to the roadway corridor. Overhead lights shall utilize “cut off” refractors as controls.
  10. Decorative, low-level intensity non-concealed source lighting that defines vehicular and or pedestrian ways shall be acceptable for that purpose.
  11. Parking areas shall be paved in conformance with Town requirements.



## **Recommended Legislation: Entrance Corridor Overlay District**

12. Access to any property within the ECD shall be coordinated with adjacent properties and shall attempt to eliminate curb cuts onto the designated roadway. All curb cuts and points of ingress and egress onto the designated corridor shall be eliminated where possible,

### **Section 85-17 A.5. Landscape Requirements**

- A. Purpose and Intent. A comprehensive landscaping plan for each individual lot or parcel within the District is essential for the visual enhancement of the corridor and to protect and promote the appearance, character, and economic values of land along the corridors and surrounding neighborhoods. The purpose and intent of such landscaping requirements is to reduce the visibility of paved areas from adjacent properties and streets, moderate stormwater effects, minimize noise and glare, and to enhance public safety by defining spaces so as to influence and manage mobility of all uses, including pedestrians, bicycles and vehicles. Landscaping will also provide transition between neighboring properties.
- B. Standards. The landscape plans shall provide compatible setting for structures on the lot and on adjoining or nearby lots and shall blend with the surrounding landscape. Natural appearing landscape forms are strongly encouraged. The following standards shall apply to all development or redevelopment:
  1. A landscape plan shall be submitted in conjunction with the development plan.
  2. The landscape plan shall be drawn to scale, include dimensions and distances, and clearly delineate all existing and proposed vehicular, bicycle and pedestrian movement including parking. The location, size and description of all landscaping materials shall be indicated.
  3. The property owner shall be responsible for the maintenance, repair and replacement of all landscaping materials as may be required to maintain a healthy growing condition, free from refuse and debris at all times.
  4. One street tree shall be located every 30' along properties that are adjacent to the corridors. In addition, if a parking lot fronts along a designated corridor, an evergreen hedge will be planted and maintained along the frontage. The hedge should reach 42" in height at maturity and be continuous.
  5. Underground irrigation shall be provided.
- C. Minimum Visual Buffer Along the Corridor Right-of-Way
  1. Each development plan shall provide a minimum visual buffer between the right of way line of the designated corridor and all proposed structures and parking lots to screen vehicular headlight glare on and off site and to lessen spillover light from on site lighting.
  2. The buffer shall be continuous, except as set forth below, and be no less than forty (40) feet wide from the existing right of way. The minimum buffer shall not be required at points of ingress and egress or for providing



## **Recommended Legislation: Entrance Corridor Overlay District**

clear sight distances to provide for reasonable traffic safety in accordance with accepted traffic engineering practices when recommended or required by the Division of Traffic Safety.

3. The intent of the width of the minimum visual buffer is to leave the naturally occurring vegetation intact. This buffer shall be enhanced or created, where such vegetation is insufficient or non-existent, with trees and shrubs of a variety compatible with the natural vegetation in the area.
4. In order to maintain the visual buffer and the screening effect of the buffer, the limb and branches of existing trees and the understory of shrubs and vegetation shall not be removed unless necessary as determined by an arborist or other professional.
5. The visual buffer shall determine the front yard setback for all structures and vehicular movement and parking areas. In no instance will the setback for structures and vehicular parking areas be less than forty (40) feet. This minimum setback shall strictly apply on all portions of any lot or parcel abutting the corridor designated by this Article, including corner lots. Previously developed lots, may seek relief from this section, if all other landscape and buffer requirements are met to the satisfaction of the Planning Commissioner or his designee.

### **D. Replacement of trees and vegetation**

1. Should trees or vegetation be removed without specific approval or in accordance with an approved landscape or development plan, replacement trees or vegetation shall be required.
2. The Planning Commissioner shall approve a landscape plan.
3. The minimum height of the new replacement trees shall be four (4) inches at breast height diameter or for evergreens a minimum of six (6) feet in height. The minimum height of new shrubs shall be three (3) feet.

### **Section 85-17 A.6. Signs.**

**A. Purpose and Intent.** The purpose and intent of this Section is to regulate the use of publicly visible displays or graphics within the Entrance Corridor District; to protect and enhance the character of these arterial highways and surrounding areas; to prevent diminishing property values within these area; to safeguard the public use and nature of these roadways and to minimize visual distractions to motorists along these corridors.

### **B. Signs- General regulations:**

1. All signs shall conform to the requirements of the underlying zoning district in addition to the regulations herein set forth.



## **Recommended Legislation: Entrance Corridor Overlay District**

2. Applicants for new or replacement signs in the District shall apply to the Planning Commissioner or his designee, for conformance review prior to submittal for a building permit.
3. Signs and advertising structures shall not obstruct any window, door, fire escape, stairway, or opening intended to provide light, air or ingress and egress for any building or structure.
4. Individual rate signs or price signs shall be prohibited. Motor vehicle fuel and service stations shall be allowed to integrate fuel and price information into a freestanding, detached business identification sign.
5. No more than one real estate sign shall be placed on a property. In the case of multiple listings, all information shall be contained on a single sign.
6. Portable signs and off-premises business signs shall be prohibited.
7. Materials, colors and shapes of proposed or replacement signs shall be compatible throughout the District. Wooden signs with direct lighting shall be required throughout the District.
8. No new freestanding signs shall be permitted within the District. All existing legally permitted and conforming freestanding signs shall be landscaped with a clustering of plant species to provide a native composition of natural vegetation.
9. No blinking, flashing, or rotating signs shall be permitted.
10. External lighting shall be limited to light fixtures utilizing white or amber lights. Spotlighting of signs shall be restricted to not more than one (1) 150-watt light per sign face less than forty (40) square feet and no more than two (2) 150-watt light per sign face over forty (40) square feet. The light shall be shielded from on-coming motorists and the light fixture shall be concealed.
11. Any sign located on property that is unoccupied for a period of sixty (60) days or more, shall be deemed abandoned. The owner of the sign or the owner of the property shall remove an abandoned sign. If the owner or lessee fails to remove the sign, the Town shall give the owner thirty (30) days written notice to remove the abandoned sign. Upon failure to comply with this notice, the Town may initiate such action as may be necessary to gain compliance.

### **Section 85-17 A.7. Hardship Relief - Transfer of Development Rights**

- A. The Town Board recognizes that in some instances these provisions may cause hardship for property owners affected herein. In order to provide a form of relief in cases of hardship, to provide for the fair and equitable distribution of the residual development credits on these lots and to achieve the goals of this District,



## **Recommended Legislation: Entrance Corridor Overlay District**

where the development right is being transferred from an Entrance Corridor Overlay District to a J-6 Main Street District, the development right shall be doubled. The transfer of development rights to a J-6 Main Street District shall require approval by the Planning Commissioner or his designee.

- B.** The Development Rights Clearinghouse Program may serve to provide a form of relief to the requirements of this District. The Development Rights Clearinghouse Program will provide a vehicle for the acquisition of development rights or land from property owners who make application pursuant to the provisions of the Zoning Code.

### **Section 85-17 A.8. Authority**

The Town Board of the Town of Brookhaven may acquire by purchase, condemnation, exchange, gift, grant, lease or other necessary means the interests or rights in real property situate in the Entrance Corridor Overlay District. Such interest or rights in real property may consist of the fee or any lesser interest, development right, partial development right, easement, covenant or other contractual right necessary or desirable to achieve the purposes of this article.

### **Section 85-17 A.9. General Severability.**

If any clause, sentence, paragraph, section or item of this local law shall be adjudged by a court of competent jurisdiction to be invalid, such judgment shall not impair nor invalidate the remainder hereof, but such adjudication shall be confined in its operation to the clause, sentence, paragraph, section or item directly involved in the controversy in which such judgment shall have been rendered.

### **Effective Date**

This local law shall become effective immediately upon filing with the Secretary of State of the State of New York.



**Recommended Legislation: Entrance Corridor Overlay District**

**WORK SESSION RESOLUTION SUBMISSION**

***WORK SESSION NO:***

***TOWN BOARD MEETING:***

***Originated By:*** Planning Division

***Approved By (Commissioner/Deputy Commissioner):*** David W. Woods  
X Commissioner

***Author (Department of Law):***

***Subject:*** Set Public Hearing for Amending Chapter 17A entitled “Mastic Beach Area Moratorium” by deleting it entirely and replacing it with new Chapter 17A entitled “Entrance Corridor Overlay District”

***Purpose:*** Culmination of Mastic Beach Area Moratorium Study

***History/Misc. Information:***

***Fiscal Impact:***

***Council Approval:***

***(Additional Comments) -***



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# **APPENDIX 1**

Analysis of Business Districts on Neighborhood Road and Mastic Road, Mastic Beach: Lambert, Peter K., March 2005. Suffolk County Department of Planning, Suffolk County, New York



**Analysis of Business Districts on  
Neighborhood Road and Mastic Road  
Mastic Beach, Town of Brookhaven,  
Suffolk County, New York**

**March 2005**

**Suffolk County Department of Planning**  
H. Lee Dennison Building - 4<sup>th</sup> Floor  
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*Report Preparation*  
Peter K. Lambert

**Development and Population History**

The communities of Mastic, Mastic Beach, and Shirley together comprise a 21 square mile area in the southeast area of Brookhaven Town. The focus of this report is the southern portion of those communities, specifically the area surrounding Neighborhood Road and Mastic Road in Mastic Beach and southern Mastic.

Before 1920 there was almost no development in the lower Shirley, Mastic and Mastic Beach area. In the 1920s, Mastic Beach was subdivided in a grid pattern, with small lots for sale for possible development as a summer home and marina community. The first subdivision of Mastic Beach was opened in 1926. A 1930 aerial photo of the area shows only a handful of homes in the area. Although Mastic Road and Neighborhood Road existed, there was no development along either road in 1930. Nine other subdivisions opened in Mastic Beach by 1938 with numerous summer homes constructed in the area. When the hurricane of 1938 struck, hundreds of bungalow homes were swept away, but very few residents lived there year-round at the time.

After World War II, some of the bungalows began to be converted into year-round homes. The area became a source of moderately priced housing for young families. The Smith Point Bridge to Fire Island was completed in 1959 and Smith Point County Park opened on Fire Island in 1964. The number of seasonal housing units in Mastic Beach declined in the 1970s, and there were 958 seasonal homes in Mastic Beach in 1980. Nevertheless, in 1980 Mastic Beach still had the 8<sup>th</sup> highest number of seasonal housing units of all communities in Suffolk County. By 2000, the number of seasonal homes in Mastic Beach and the surrounding area was

about one-third of what it was just 20 years prior. See Table 1.

Table 1. Number of Seasonal Homes, Mastic Beach, Mastic, and Shirley, 1980-2000.

Year	Mastic Beach	Mastic	Shirley	Area Total
1980	958	170	314	1,442
1990	486	68	188	742
2000	348	72*	122	542*

\*Census boundary revision. Data are not exactly comparable to previous years.

Source: U. S. Census Bureau

Since 1950, the year-round population in the Mastic-Shirley area (The Mastic-Shirley area includes the hamlets of Mastic, Mastic Beach, and Shirley) has steadily increased. Population growth has been generated by the continued conversion of former summer homes to year-round use and significant in-fill construction of new year-round homes. By 2000, there were 4,375 housing units in Mastic Beach, and only 348 of them (8%) were seasonal homes. The percentage of seasonal homes in Mastic and Shirley was even lower than in Mastic Beach. Table 2 shows the population change in the Mastic-Shirley area since 1950.

Table 2. Historical Population of Mastic Beach, Mastic, and Shirley.

Year	Mastic Beach	Mastic	Shirley	Area Total
1950	1,079	N/A	N/A	N/A
1960	3,035	2,931	2,986	8,952
1970	4,870	4,118	6,280	15,268
1980	8,318	10,413*	18,072*	36,803*
1990	10,293	13,642	22,936	46,871
2000	11,543	15,165*	25,395	52,103*
2003	11,956	15,824	26,311	54,091

\*Census Bureau boundary revision. Data are not exactly comparable to previous years.

Source: U. S. Census Bureau, LIPA (2003 estimate), Suffolk County Planning Department

The Mastic-Shirley area is the most densely populated area in eastern Brookhaven Town because of relatively small building lot sizes and the preponderance of residential development. While the Town of Brookhaven had a 2003 density of 1,800 persons per square mile, the density in Mastic was 3,659, in Mastic Beach it was 2,826, and Shirley it was 2,364. The three community area had a density of 2,740 persons per square mile in 2003. Construction of new homes on remaining vacant lots is expected to continue. In 1997, the Suffolk County Planning Department estimated that the population in the Mastic-Shirley-Mastic Beach area south of the railroad tracks would increase by 20% between 1990 and saturation when all land is developed according to existing zoning.

### **Local Retail Centers**

By the 1960s, a small business district had formed on Neighborhood Road in Mastic Beach to serve the growing number of households in the area. In 2005, roughly the same buildings exist as in 1966. A few new buildings have been added, but a few buildings were removed on the north side of Neighborhood Road west of Elder Drive.

In 1966, there were a few very scattered commercial structures on Mastic Road between Meadowmere Avenue and

Mastic Beach Road. In 1974, the 15,000 square foot shopping center now known as Manzella Shopping Plaza was constructed on Mastic Beach Road just off Mastic Road in Mastic Beach. By 2005, there were more numerous commercial structures in the area, but development was still scattered in nature.

There are no downtown business districts within three miles of Neighborhood Road and Mastic Road. The closest downtown center is in Center Moriches on Montauk Highway. This business district is slightly more than three miles away and has approximately 60 stores. Within one mile of the Mastic Road and Neighborhood Road study area, there are no other shopping centers or central business districts greater than 10,000 square feet in size. For this reason, a modest expansion of the business districts in Mastic Beach may be feasible.

Between one and three miles away, there are numerous shopping centers of various sizes. There are several significant shopping clusters within three miles of Mastic Beach. These retail centers contain a total of more than one million square feet of space. Table 3 displays information on all of the retail centers within three miles, including the small Mastic Beach business district and the Manzella Shopping Plaza just off Mastic Road.

Table 3. Retail Centers Within Three Miles of Neighborhood Road and Mastic Road

Center Name	Community	Address	Square Footage	Major Stores	Year Built
Mastic Beach business district	Mastic Beach	Neighborhood Rd.	48,000	—	—
Manzella Shopping Plaza	Mastic Beach	193-203 Mastic Beach Rd.	15,000	—	1974
Bell Plaza	Mastic	1682-1708 Montauk Hwy.	43,000	Movieland	1973
1495 Plaza	Mastic	1495 Montauk Hwy.	14,000	—	1992
Towne Plaza	Mastic	1355 Montauk Hwy.	10,000	—	1988
Downtown Mastic Plaza	Mastic	1494-1498 Montauk Hwy.	6,500	—	Before 1966
Mastic Shirley Plaza	Mastic	1265 Montauk Hwy.	3,500	—	1988
South Port	Shirley	999 William Floyd Pkwy.	250,000	Kohl's Waldbaums, SearsHardware	1990
William Floyd Plaza	Shirley	197-273 William Floyd Pkwy.	178,000	Home Depot, King Kullen, Eckerd	1977
Majestic Corners	Shirley	800 Montauk Hwy.	110,000	Pathmark, Amaz. Savings	1981
—	Shirley	803 Montauk Hwy.	35,000	Eckerd	Before 1966
Shirley Plaza	Shirley	51-59 Surrey Circle	28,000	—	1973
The Green	Shirley	447-467 William Floyd Pkwy.	18,000	Family Dollar	1978
Quality Plaza	Shirley	532-534 William Floyd Pkwy.	18,000	OTB	1987
Laundry Plaza	Shirley	579 Montauk Hwy.	18,000	—	2003
—	Shirley	44 Surrey Circle	12,000	Aid Auto	1988
Floyd Harbor Plaza	Shirley	464 William Floyd Pkwy.	11,000	—	1989
—	Shirley	895 Montauk Hwy.	10,000	—	1973
William Floyd Plaza	Shirley	234 William Floyd Pkwy.	8,000	—	1993
Station Shopping Ctr.	Shirley	136 Mastic Blvd. West	7,000	—	Before 1966
—	Shirley	862 Montauk Hwy.	5,500	—	1993
Floyd Harbor Commons	Shirley	427-433 William Floyd Pkwy.	5,500	—	1978
Monarch Center	Moriches	225 Montauk Hwy.	28,000	—	1992
—	Moriches	794-812 Montauk Hwy.	52,000	Waldbaums	1974
Old Neck Market	Moriches	760 Montauk Hwy.	11,000	—	1991
Senix Commons	Center Moriches	625 Montauk Hwy.	10,000	—	1988
Center Moriches Square	Center Moriches	514-552 Montauk Hwy.	70,000	King Kullen, CVS	1964
<b>TOTAL</b>			<b>1,025,000</b>		

Source: Suffolk County Planning Department

On Montauk Highway in Shirley, approximately two miles north of the study area, there is a cluster of shopping centers. The largest shopping center in that area (and the largest in the entire Mastic-Shirley area) is South Port, a 250,000 community center

built in 1990. Because the closest large regional shopping centers (Smith Haven Mall and Tanger Outlet Center) are nearly 20 miles from Mastic-Shirley, South Port contains some national retailers found in regional centers. The other large shopping

centers on Montauk Highway in Shirley are the 110,000 square foot Majestic Corners built in 1981 and a 35,000 square foot commercial building built more than 35 years ago that now contains Eckerd drugs and other retailers.

There are also several shopping centers on William Floyd Parkway, the largest of which is the 178,000 square foot William Floyd Plaza (containing Home Depot), built in 1977 and recently expanded. Other large shopping centers in the Mastic-Shirley area include the 41,000 square foot Bell Plaza (with Movieland Cinemas, built in 1973) in Mastic, the 52,000 square foot Waldbaums shopping center in Moriches (built in 1974), and the 70,000 square foot Center Moriches Square (containing King Kullen) in Center Moriches, built in 1964. With the exception of South Port, most of the large shopping centers in the area were built in the 1960s and 1970s.

The three mile area surrounding the Neighborhood Road and Mastic Road area is served by several large retailers. Within three miles, there are five supermarkets, five large drug stores, two large home improvement stores and one department store. There are no wholesale club stores within three miles.

### Proposed Retail Centers

Future additional shopping center development in the area is possible. In 2002 developer Wilbur Breslin proposed building two new large shopping centers on Montauk Highway in Moriches, a 147,000 square foot and an 81,000 square foot center. A 63,000 square foot “downtown style” shopping center (with parking in the rear of shops) near the intersection of William Floyd Parkway and Montauk Highway in Shirley

has been proposed.

In 2004, after two years of study and consultations with local residents, the Town of Brookhaven produced its *Montauk Highway Corridor Study and Land Use plan For Mastic and Shirley*. The study envisioned three neighborhood downtown centers along Montauk Highway, with a mix of retail, service, office and high density residential. The three areas are the Shirley Main Street District near South Port shopping center centering on Grand Avenue; Mastic West Main Street District centering on Titmus Drive; and Mastic East Main Street District centering on Herkimer Street near Mastic Road.

If built as envisioned, these three proposed downtown districts would add significant retail center square footage to the area. The square footage of commercial space in these proposed downtown areas was estimated by scaling the proposed layout maps on pages 27 through 31 of the *Montauk Highway Corridor Study and Land Use plan For Mastic and Shirley*. The Shirley downtown area would be 373,000 square feet, the Mastic West would be 172,000 square feet, and Mastic East would be 141,000 square feet. When existing shopping centers in these areas are excluded, **the net increase in square footage would be 362,000 square feet for downtown Shirley, 158,000 square feet for Mastic West, and 98,000 for Mastic East.**

In early 2005, the zoning was changed to J-6 commercial in two of the three proposed downtown areas, Shirley and Mastic East, which will help enable the development pattern envisioned in the *Montauk Highway Corridor Study and Land Use Plan For Mastic and Shirley* for these two areas to occur. The addition of commercial square footage in these two

areas is important when analyzing the business areas of Mastic Road and Neighborhood Road, since the downtown areas proposed for Montauk Highway are 1.5 miles from the Mastic Road business area and 3 miles from the Neighborhood Road business district.

**Retail Square Footage Per Capita**

Several areas in Brookhaven Town were selected to compare per capita retail square footage to that of the Mastic-Shirley area. These areas were selected because they are similar in geographic size to Mastic-Shirley, they have some significant retail development but like Mastic-Shirley they are not major retail destinations such as Patchogue or Lake Grove. Retail square footage includes only planned shopping centers (including small strip centers) and definable downtown districts within these census designated areas.

Table 4 details the commercial square footage in shopping centers, downtown districts, and per capita in the Mastic-Shirley area and in the selected areas of Brookhaven Town.

At 16.4 square feet per person, the Mastic- Mastic Beach - Shirley area has a lower retail square footage per capita compared to the other selected areas in the Town of Brookhaven. Of the other areas, the Medford area has the highest per person retail square footage (33.1), followed by the Mount Sinai - Miller Place - Sound Beach - Rocky Point area (28.4), Coram (23.6), and the Moriches - Center Moriches - East Moriches area (22.1). Based on this analysis, the Mastic - Mastic Beach - Shirley area seems less served with retail commercial than these other areas. Other areas in Brookhaven Town not selected for analysis, such as the Patchogue area, the Lake Grove area, and Centereach and Selden along Middle Country Road, have even more retail square footage per capita. These areas have many large scale destination retail centers. Brookhaven Town as a whole contains 14,088,000 square feet of retail in shopping centers and downtown districts. This translates into 30.2 square feet per capita, far higher than the per capita retail square footage in the Mastic-Shirley area.

Table 4. Retail Center Square Footage Per Capita, Mastic-Shirley and Other Areas\*

	<b>Mastic Beach Mastic Shirley</b>	<i>Mastic Beach Mastic Shirley With Two New Downtowns</i>	Moriches Ctr. Moriches East Moriches	Medford	Coram	Mt.Sinai Miller Place Sound Beach Rocky Point
Shopping Centers	<b>843,000</b>	<i>843,000</i>	190,000	758,000	851,000	1,109,000
Downtowns	<b>48,000</b>	<i>508,000</i>	132,000	0	0	48,000
Total	<b>891,000</b>	<i>1,351,000</i>	322,000	758,000	851,000	1,157,000
Sq. Ft. Per Capita	<b>16.4</b>	<i>24.9</i>	22.1	33.1	23.6	28.4

\* Using 2003 LIPA population estimates and current inventory of existing retail centers.

Source: Suffolk County Planning Department

If the two proposed downtown areas are developed, downtown Shirley and downtown Mastic East, the square footage in the Mastic-Shirley area would increase significantly. The retail square footage per capita would increase to 24.9 (See Table 4), still lower than the per capita square footage in Medford, Mount Sinai - Miller Place - Rocky Point - Sound Beach area, and Brookhaven Town as a whole. Based on this population analysis, it seems that the Mastic Beach area could support some additional retail space and still not contain more retail space per capita than other areas of Brookhaven Town.

**Income Per Square Foot of Retail**

The Mastic-Shirley area has a lower median income than most other areas in Suffolk County and Brookhaven Town. The 2000 Census showed that median household income was \$57,300 in Shirley, \$53,700 in Mastic, and \$44,900 in Mastic Beach. These figures were 8% to 28% lower than Brookhaven Town’s median household income of \$62,500. The lower incomes in the area will affect purchasing power and the ability of residents to support local retail.

An analysis of income per square foot of retail space was performed. The aggregate income of residents, divided by the square footage of retail yielded a figure of \$1,065 in income per square foot of retail

in the Mastic-Shirley area. (See Table 5.) Even in this analysis, when income, population, and retail square footage are taken into account, the Mastic-Shirley area’s available income per square foot of retail is higher than all the other selected communities (and higher than Brookhaven Town’s \$770 income per square foot of retail). However, because of the Mastic-Shirley’s lower income, its income per square foot of retail figure is barely higher than that of the Moriches - Center Moriches - East Moriches area and the Coram area. Income per square foot of retail in the Mastic-Shirley area is significantly larger than in the Mount Sinai - Miller Place - Sound Beach - Rocky Point area and the Medford area.

The conclusions change when the two proposed downtown areas on Montauk Highway are factored into the analysis. In this case, if these two downtown areas emerge as planned, the available income per square foot of retail in the Mastic-Shirley area falls to \$705, the lowest of the selected areas, and 8% lower than the figure for Brookhaven Town as a whole. **This finding may indicate that the Mastic-Shirley area, because of its lower income, may not be able to support significant additional retail beyond the proposed downtown districts on Montauk Highway.**

Table 5. Total Income Per Square Foot of Retail

	<b>Mastic Beach Mastic Shirley</b>	<i>Mastic Beach Mastic Shirley With Two New Downtowns</i>	Moriches Center/East Moriches	Medford	Coram	Mt.Sinai Miller Place Sound Beach Rocky Point
Income Per Square Foot Retail*	<b>\$1,065</b>	\$705	\$1,062	\$814	\$1,009	\$884

\* Aggregate income from the 2000 census divided by current shopping center and downtown square footage.  
Source: Suffolk County Planning Department

## **Population of Service Area**

A neighborhood shopping center generally serves a population of 7,500 to 20,000 people and a catchment area of approximately 1.5 miles from the center. The Neighborhood Road and Mastic Road business districts were analyzed using 1.5 mile service radii. The radii were drawn on a map, and modifications to the service areas were made based on the particular constraints of the street systems in this area. For example, areas west of William Floyd Parkway north of the William Floyd Plaza were excluded because travel times from these areas to Neighborhood Road and Mastic Road would be significantly longer.

A block by block population count from the 2000 U. S. Census was made for the service areas of Neighborhood Road and Mastic Road. Within the modified 1.5 mile radius of the Neighborhood Road business district, the 2000 population was 15,684 (4,939 households). Within the modified 1.5 mile radius of the Mastic Road business area, the 2000 population was 15,807 (4,990 households). In addition, there are three large public schools of Mastic Road that lie in the service area of the Mastic Road business area. The schools have approximately 6,000 students (many of whom are residents of the existing local neighborhoods) and 650 employees. These figures indicate that there is significant local population to support neighborhood retail in Mastic Beach.

However, there is significant overlap between the Neighborhood Road and Mastic Road service areas. In fact, 6,680 residents live within the service area of both

Neighborhood Road and Mastic Road. In addition, the 1.5 mile service area of the proposed Shirley downtown area and the proposed Mastic East downtown area significantly encroach into the service area of the Mastic Road business area. Half of the service area of the Mastic Road business area is overlapped by both the Shirley downtown 1.5 mile service radius and the Mastic East 1.5 mile service radius. These facts indicate that although the Mastic Road business area is in close proximity to the local schools with their built-in market of students and staff, the location of the Mastic Road business area sandwiched between the Neighborhood Road business district and the proposed business districts on Montauk Highway is not favorable. It seems that because of its location, a small compact business area could be supported along Mastic Road, but not a larger central business district. Neighborhood Road, however, since it is further removed from the Montauk Highway corridor, may be better able to stand on its own as a business district because its service area does not overlap with Montauk Highway.

## **Business District Analysis**

The Mastic Beach business district is located along Neighborhood Road and has traditionally been defined by the Suffolk County Planning Department as the area on Neighborhood Road between Commack Road on the west and Mastic Road on the east. Over the years, the Suffolk County Planning Department has undertaken several field inspections of downtown areas and shopping centers in Suffolk County. The number of occupied stores and the number of

vacant stores was noted. Vacancy rates were computed by dividing the number of vacant stores by the total number of stores. These vacancy rates are not based on square

A store is defined as vacant if it is not occupied and is not in the process of being re-occupied. A store undergoing renovations or displaying a new sign indicating that a store is “coming soon” is considered occupied. Buildings used simply for storage purposes were considered vacant. Non-traditional buildings along the streets within the business area were included in the calculations as storefronts, such as gas stations, offices and churches. Table 6 displays the results of the storefront analysis.

Table 6. Vacant Storefronts, Mastic Beach Business District

Year	Occupied Store-fronts	Vacant Store-fronts	Total Store-fronts	Vacancy Rate	Suffolk Vacancy Rate
1978	31	10	41	24%	8%
1982	32	9	41	22%	5%
1989	35	5	40	13%	8%
1996	26	6	32	19%	11%
2000	25	9	34	26%	8%
2005	26	10	36	28%	—

Source: Suffolk County Planning Department

Mastic Beach’s downtown district has had a vacancy rate consistently above the County average. For the past ten years, the vacancy rate has been about or above 20%. In 2005, the vacant storefronts were scattered throughout the business district.

The Mastic Road area has not been classified as a defined central business district by the Suffolk County Planning Department. Therefore there is no historical data for the Mastic Road business area. Based on a recent field inspection, its 2005

footage.

vacancy rate was 14%. See Table 7.

Table 7. Vacant Storefronts, Mastic Road Study Area

Year	Occupied Store-fronts	Vacant Store-fronts	Total Store-fronts	Vacancy Rate
2005	25	4	29	14%

Source: Suffolk County Planning Department

The Mastic Road study area contains one small shopping center, Manzella Shopping Plaza, built in 1974 on Mastic Beach Road just south of Quay Avenue and just off Mastic Road. The vacancy rate history of this shopping center is displayed in Table 8.

Table 8. Vacant Storefronts, Manzella Shopping Plaza

Year	Occupied Store-fronts	Vacant Store-fronts	Total Store-fronts	Vacancy Rate	Suffolk Vacancy Rate
1988	9	0	9	0%	7%
1990	7	2	9	22%	12%
1996	5	4	9	44%	19%
2000	5	4	9	44%	12%
2005	8	1	9	11%	—

Source: Suffolk County Planning Department

The use of an occupied storefront or non-residential building was classified as either retail or non-retail. Examples of non-retail uses found in today’s downtown areas include: church, bank, theater, travel agency, barber shop, beauty salon, dry cleaner, tanning salon, dance, karate, printing, insurance, real estate, medical office and law office. Downtown areas, with their mostly

smaller stores, are more likely to contain these types of uses than are shopping centers.

The percentage of storefronts used for retail versus non-retail uses was calculated for downtown Mastic Beach and for the Manzella Shopping Plaza, for 2005 and for several other study years in the past. Typical of many shopping areas, especially downtown areas, the percentage of occupied storefronts that were retail stores has been declining. The retail percentage in the downtown Mastic Beach CBD was 77% in 1996, 44% in 2000 and 41% in 2005. See Table 9.

Table 9. Percentage of Occupied Storefronts Used For Retail

Year	Mastic Beach Business District	Manzella Shopping Plaza
1988	N/A	56%
1989	57%	N/A
1996	77%	60%
2000	44%	80%
<b>2005</b>	41%	50%

Source: Suffolk County Planning Department

Retail uses comprised 56% of the non-residential uses in the entire Mastic Road study area. A tally of the number and type of storefront uses is listed on the following page.

**Storefront uses, January 2005, Downtown Mastic Beach** (broader definition, includes area east of Mastic Road)

**Storefront uses, January 2005, Mastic Road Business Area**

*Eating and Drinking:*

Restaurant	1
Bar	1
Ice Cream	1
Pizza	1
Chinese	1

*Eating and Drinking::*

Restaurant	1
Bar	1
Ice Cream	1
Pizza	2
Chinese	1

*Food Stores:*

Supermarket	1
Grocery	1
Deli	1

*Food Stores:*

Grocery	2
Deli	2

*General Merchandise:*

Variety	2
---------	---

*Building Materials:*

Hardware	1
----------	---

*Home Furnishings:*

Carpet	1
--------	---

*Apparel:*

Thrift	1
--------	---

*Automotive:*

Gas Station	1
Auto Body	1

*Automotive:*

Gas Station	2
Auto Body	1

*Other Retail:*

Video	1
-------	---

*Other Retail:*

Bait and Tackle	1
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*Non-Retail:*

Barber	1
Laundromat	1
Tanning Salon	1
Nail Salon	1
Dog Grooming	1
Bus Service	1
Industrial/Wholesale	1
Contractors Yard	2
Gravel/Stone	1

*Non-Retail:*

Church/Temple	3
Shoe Repair	1
Hair Salon	1
Nail Salon	1
Plumbing & Heating	1
Laundromat	1
Dance	1
Office	2
Real Estate	2
Government (senior center)	1
Industrial/Wholesale	2

The Neighborhood Road and Mastic Road business areas are lacking in certain uses that are common in many downtown districts in Suffolk County. There are very few restaurants in Mastic Road or Neighborhood Road. In addition, **the following common downtown storefront uses are absent: bakery, book store, drug store, card/gift store, jewelry store, florist, fitness center, dry cleaner, bank, travel agent, insurance office and medical office.**

### **Conclusions**

Existing population statistics and projections for future growth, in conjunction with an analysis of existing retail space in the Mastic, Mastic Beach, and Shirley areas indicate that the area could accommodate additional retail space. The proposed downtown districts in Shirley and Mastic East could accommodate this need. However, when the relatively low household income values in the area are taken into account, the area seems less able to absorb significant retail space beyond two proposed downtown districts on Montauk Highway.

Nevertheless, a modest intensification and redevelopment of the Neighborhood Road business district within its present boundaries seems feasible. This area is sufficiently distanced from the Montauk Highway retail centers (both existing and proposed), and would be the closest retail center to thousands of residents who live south of Neighborhood Road. The Mastic Road business area is perhaps too closely situated to the potential business districts on Montauk Highway. If the Mastic Road business area were to expand, it should do so only within a very small core area.

Both business districts should remain relatively compact, and the gateways to these business areas should ideally contain open space or residential development to prevent unsightly and inefficient strip commercial development along Neighborhood Road and Mastic Road. A small core commercial center along Mastic Road, and a redeveloped Neighborhood Road central business district would be desirable in Mastic Beach, to improve the aesthetics of the area and to improve the viability of these two areas as small local commercial centers.

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## **APPENDIX 2**

Preliminary Visioning Report Mastic Beach. Suffolk County NY:  
Town of Brookhaven, March 2006.. ADL III & Vision Long Island



# MASTIC BEACH



A vision report on the concepts developed during the public workshops held September and October, 2005 and January, 2006 in Mastic Beach, New York

PREPARED BY: ADL III ARCHITECTURE, PC & VISION LONG ISLAND

# PRELIMINARY VISIONING REPORT

# MASTIC BEACH

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HOPES & HORRORS RESULTS

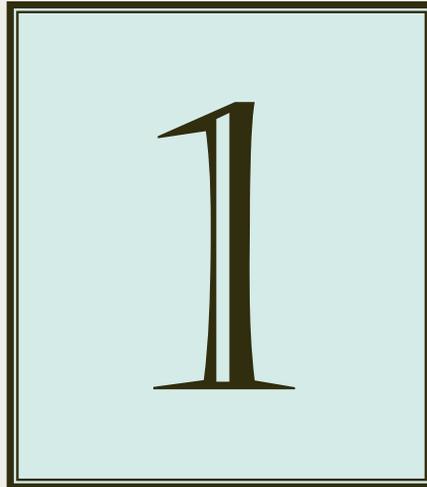
COMMUNITY IMAGE SURVEY RESULTS

OUTREACH

**Disclaimer**

*The contents of this report represent the knowledge, experience and expertise of the citizens and authors in providing ideas and concepts to improve safety, livability and enhance community character through streetscaping, beautification, walking, bicycling, zoning, economic incentives and other community enhancement strategies. This report does not constitute a standard, specification, or regulation; it is not intended to be used as a basis for establishing civil liability. The decision to use a particular measure should be made on the basis of an engineering study of the location. This report is not a substitute for sound engineering judgment. Adherence to the principles found in this report can lead to an overall improvement in neighborhood and community livability and traffic safety. This report represents the input from the public workshops held in September and October 2005 and January 2006. Additional input from the community should be added to this report to create a final report.*

*This report was prepared for the hamlet of Mastic Beach in the Town of Brookhaven by ADL III Architecture, PC. For further information on details found in this report contact Alex Latham, Architect, 631-754-4450.*



SECTION I: INTRODUCTION & BACKGROUND

# SECTION I: INTRODUCTION & BACKGROUND

## INTRODUCTION & BACKGROUND

On June 18th, 2002 the Town of Brookhaven adopted a building moratorium in areas of Mastic Beach. A primary goal was to update the 1996 Comprehensive Land Use Plan. To accomplish this, the Town wished to "identify and address present and future development needs," which included the "assessment of appropriateness of existing zoning and development patterns" with the "minimization of potential vehicular conflicts." Additionally, the moratorium was intended to preserve neighborhood character, maintain scenic vistas and benefit contiguous communities.

As a part of the moratorium, which was set to expire in August of 2005 after four extensions, a civic involvement campaign was implemented to address the needs and wants of Mastic Beach area residents. An analysis of business districts on Neighborhood Road and Mastic Road was completed in March of 2005 by the Suffolk County Planning Department. In May of 2005, as a component of meetings with the Mastic Beach Property Owners Association and Town of Brookhaven surveys, ADL III and Vision Long Island were retained to coordinate a visioning.



Image 1.2



Image 1.3



Image 1.1

The events and outcomes in this report describe a process conducted as one of the elements of public involvement. The purpose of the Community Workshop described in this document was to engage the public in discussions of their concerns, issues, and ideas regarding the planning of Mastic Beach.

This document includes discussions of the need to protect the existing neighborhood integrity while providing the framework for growth that can enhance the physical, social and economic basis of the community.



SECTION II: EXISTING CONDITIONS

MASTIC BEACH VISION REPORT  
SECTION II: EXISTING CONDITIONS

GENERAL OBSERVATIONS:

Mastic Beach is a neighborhood on the south shore of Long Island. It is a working class beach community with many long term residents. Many of the homes are former beach cottages that have been converted for year-round use. The existing streets follow a traditional grid system that provides for good connectivity and a good base for improvement. Although there exist a number of “paper streets,” the majority are paved, without curbs, and are a reasonably narrow width. William Floyd Parkway and Mastic Road are the primary roads leading into and out of the area. Many parts of the community are run-down, although some new investment is being made by developers putting up new, larger homes.

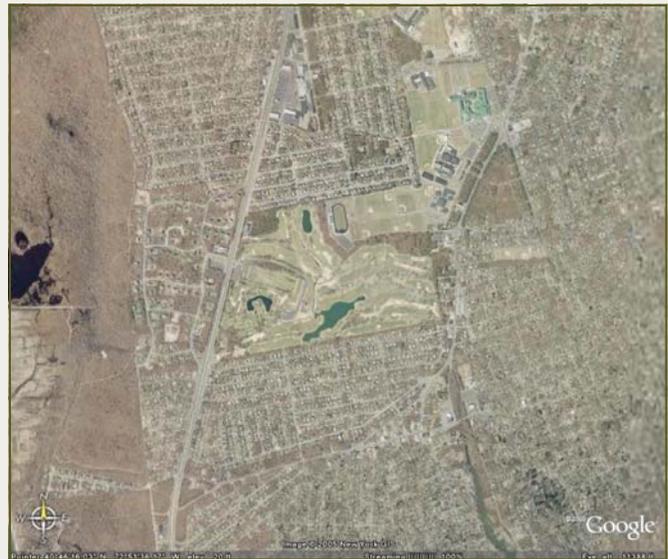


Image 2.1



Image 2.2



Image 2.3



Image 2.4



Image 2.5

MASTIC BEACH VISION REPORT  
EXISTING CONDITIONS  
NEIGHBORHOOD ROAD



Image 2.6

Neighborhood Road, in many ways, is the heart of Mastic Beach. It lies near the center of the community and is the location of the majority of the local businesses in the area. It begins at William Floyd Parkway along a wooded triangular piece of land. The western portion of the road is mostly undeveloped, with many wooded lots. There are several houses scattered along the stretch. Once it crosses Commack Road it turns into a more commercial area. Most of the businesses are housed in one story buildings, many near the sidewalk, but there is relatively little foot traffic. Just east of this commercial area, Neighborhood Road crosses Pattersquash Creek and passes several churches and eventually becomes a residential road again. The aerial photograph above shows this progression along its length and the photos to the right show some of the existing businesses and street conditions.

MASTIC BEACH VISION REPORT  
EXISTING CONDITIONS  
NEIGHBORHOOD ROAD



Image 2.7



Image 2.8



Image 2.9



Image 2.10



Image 2.11



Image 2.12

MASTIC BEACH VISION REPORT  
EXISTING CONDITIONS  
MASTIC ROAD



Image 2.13

Mastic Road connects Neighborhood Road with Montauk Highway. It is primarily a commercial road with a stretch of undeveloped, wooded land just south and east of the schools. The aerial photo above shows Mastic Road in the area of the schools and the photos to the right show some of the businesses along this road.



Image 2.14



Image 2.15



Image 2.16



Image 2.17



SECTION III: VISIONING PROCESS OVERVIEW

## SECTION III: VISIONING PROCESS OVERVIEW

This section provides highlights of the activities conducted during the Visioning Workshop in September and October, 2005 and January, 2006. The workshops were some of several public involvement efforts used to clarify the community's issues, concerns and priorities. The issues, concerns and priorities identified during the process are discussed in this report.

*"It is essential to 'know' the community's values in order to avoid, minimize, and mitigate impacts as well as narrow the field of alternative modes (for planning) and alignments (for projects). The community also needs to understand the tradeoffs and constraints behind the process, and to 'buy-in' to the project. Public involvement allows the State and resource agencies to know the impacts as viewed by the community...allows us to know the problems/impacts up front and deal with them early."*

This guidance goes on to point out that once community members have provided input on their values, insights and desires, the designer can choose design options that incorporate, "avoidance, minimization and mitigation of impact as well as adding enhancements into the design."

The objectives of the vision workshops were to develop options for community design that are responsive to the most important values and needs of the hamlet and the Town, as expressed by citizens, staff and leaders.

### OUTREACH

It can be challenging to grab the public's attention in a process that won't show results for several years. Numerous events and multiple opportunities for involvement were used to attract the maximum number of participants. Efforts to notify the public of these opportunities included:

- Media alerts
- Brochures / Posters
- Direct mailings and flyers
- Word-of-mouth by community leaders

### Schedule for Mastic Beach Visioning Process:

Ongoing:	Meetings with key stakeholders
August 4 <sup>th</sup> :	Mastic Beach Property Owners Association general meeting: "Save the Date" announcement
September 1 <sup>st</sup> :	Mastic Beach Property Owners Association general meeting: (20-30 minute presentation) Presentation content: - Explanation of process - Smart Growth concepts - "Walk-ability" concepts
September 17 <sup>th</sup> :	Community Visioning Workshop 9:30 am Opening Presentation: Smart Growth concept Walk-ability concept National & local examples 10:30 am "Hopes and Horrors" exercise 12:00 pm Break for lunch 1:00 pm Community Image Survey 1:45 pm Table Design Workshop 4:00 pm Presentations from table designs 5:00 pm Conclusion
October 15 <sup>th</sup> :	Community Visioning Workshop #2: Present results and get feedback.
November 3 <sup>rd</sup> :	Mastic Beach Property Owners Association general meeting: Presentation
January 11 <sup>th</sup> :	Community Visioning Workshop #3: Final Presentation

MASTIC BEACH VISION REPORT  
VISIONING PROCESS OVERVIEW

PUBLIC WORKSHOP

The first public workshop was held on Saturday, September 17, 2005 at the Mastic Beach Property Owner’s Association building. Participants included members of the general public, members of the MBPOA and Town staff. The events were structured to build off of each other, but also allowed for participants to join in whenever they could

OPENING PRESENTATION



Image 3.1

The opening presentation began with an examination of the existing conditions of the two areas that were the focus of this study— Neighborhood Road and Mastic Road. A general description of conventional suburban development followed. This was concluded with an

explanation of the ways that Smart Growth principles can be used to improve these conditions.

After the opening presentation, audience members were invited to participate in two exercises to prioritize the community’s concerns. The first exercise, called “Hopes and Horrors,” utilized a dialogue to help list both the potential horrors and hopes that the community has for itself and its physical environment. Then, the community members were asked to vote on the issues that were most important to them.

The other exercise asked community members to put colored dots on aerial maps of Neighborhood Road and Mastic Road. Red dots were used to point out areas and things that they did not like and green dots were placed on things that they did like. This exercise helps the design team and other community members understand where the areas of greatest concern are, as well as giving the design team good examples from within the community.

As shown in the photo (below), the audience was engaged in the process as they were encouraged to describe important issues facing Mastic Beach, categorized into “hopes” and “horrors.” When there were no more suggestions, each participant cast a vote for their top priorities.



Image 3.2

COMMUNITY IMAGE SURVEY

Community members were asked to rate a number of different images. The images related to certain categories such as town center, architecture and street design. The results of the survey help the design team to understand what kind of aesthetics members of the community like the best.



Above: Samples of positively & negatively rated images from survey.

Image 3.3

MASTIC BEACH VISION REPORT  
VISIONING PROCESS OVERVIEW

TABLE DESIGN PROCESS

Participants gathered around several tables to discuss the issues, share ideas, and develop conceptual drawings of the elements that they thought should be included in the various street alternatives. The groups sketched the street elements they wanted to see on aerial maps and provided notes about related items. They also made reference to the land uses that they felt were appropriate. Each group then presented their designs and recommendations to the rest of the participants. (see photos below)



Image 3.4

The visions offered by the table design groups were subsequently reviewed and compared to other input received during the events. This information was then incorporated into a more cohesive vision. The design team then prepared visuals of the design scheme to present the project to the community for further feedback.

FOLLOW UP PRESENTATIONS

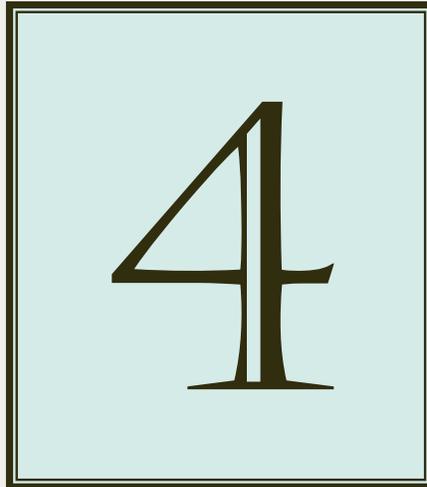
On October 15, 2005, another presentation was given at the Mastic Beach Property Owner's Association Building. Topics included an explanation of the public process, background on the commercial corridor in relationship to the area's evolution and the options developed. During this

meeting, the public was invited once again to contribute any ideas that had not been included. Those comments have been addressed in materials presented in this report.

Follow-up presentations, made in November and January, 2006 informed residents who were unable to participate in the previous workshop about the process and its results. The design team presented sketches and designs based on the public workshop and were able to gather additional input.



Image 3.5



SECTION IV: ISSUES, CONCERNS & PRIORITIES

SECTION IV: ISSUES, CONCERNS & PRIORITIES

The community was given an opportunity to express their hopes for the future of Mastic Beach as well as discussing some of their concerns and fears, which were put into the categories called “hopes and horrors.” The community voted for which hopes and horrors they felt were most important by placing a colored dot on the lists posted on the wall.

Additionally, the community was given red dots (used to indicate an existing problem area) and green dots (used to indicate an existing positive area) to place on aerial maps of the Mastic Beach. Areas that showed a large number of green dots were undeveloped greens spaces, a community center and an occasional popular store. Areas that that showed a large number of red dots were primarily industrial site as well as run down commercial properties.

COMMUNITY “HOPES” (in order of most to least votes):

- Clean up area
- Code enforcement
- Bank, nice restaurant, pharmacy & bakery
- Police substation on Neighborhood Road & walking patrol
- Artist colony (resident artists selling their art)
- Village square adjacent to nutrition center
- Change to J-6 zoning (neighborhood)
- Small family owned drug store
- Improve Sanitation
- Enhance intersection of Neighborhood Rd.& William Floyd
- Million dollar homes
- Wide sidewalks for seating
- Off street parking
- Public Restrooms

COMMUNITY “HORRORS” (in order of most to least votes):

- Rentals / low income housing
- No ‘Section Eight’
- No rental community
- Slum lords make problems worse
- Lack of security
- Mosquitoes
- Community won't support itself (\$,work)
- More 40-50 foot / oversize buildings on small lots
- Improvements won't be maintained
- Drugs
- Litter
- Coastal Evacuation



Image 4.1



Image 4.2

TOP VALUES EXPRESSED BY COMMUNITY

- Maintain historic character
- Safe drug free community
- Retain small town feel
- Environmental friendliness

MASTIC BEACH VISION REPORT  
ISSUES, CONCERNS & PRIORITIES  
Hopes & Horrors

**General Comments:**

- Why do we go to other downtowns? We can have it here!
- Protect nice parts and the enhancement of the rest.
- Like the quaint community town.
- Illustrate and discuss live/work units.
- Existing places are grandfathered.
- A project like this can be the first step towards getting undesirable people out.
- Plan is beautiful- infill development, code enforcement, do something about illegal housing, police sub-station is good.
- Need State, Federal & County involved- stop them from dumping programs here.
- Do something like 'Alive at Five' like Patchogue does.
- Meetings happen every month and people need to show up to be effective.
- Ambulance company is left behind- need to address this.

**Questions:**

- Is there a target date?
- How do we determine consensus?
- Are people going to use the downtown?
- Is there a stylistic theme?
- Who formulates incentives?
- How can we organize to get funding?
- Do taxpayers pick up the costs?
- Don't BIDS set up special taxes?
- What is low-income here?
- Is the Town behind this project?
- Do we pick what building goes where and the town zones for this? Or does the town zone first?
- What can we do to prevent the slum lords from destroying the vision?
- Does J-6 zoning specify what the 2<sup>nd</sup> floor uses can be- such as no housing, only offices.
- What is J-6 zoning?
- If we delay, how does this affect the timing (J-6, Moratorium etc.)
- How do we keep the community here?
- Is this going to be like the project on Montauk Highway where building occurs before it has occupants or the other way around?

**Retail Questions & Comments:**

- The community doesn't provide enough support for multiple areas for retail.
- How do we get merchants to come here?
- What if we did a survey of shop owners to get them involved?
- Community has to patronize local places.
- Long Beach is a good example (no big box stores).
- How do we involve merchants? Do they have a say in what happens to their building?
- Need to be aware of traffic with development (parking behind stores is good).
- Need more in terms of retail than gas, food, beer & cigarettes.

**Parks and Recreation Questions & Comments:**

- Who maintains the parks?
- Is green area on Neighborhood Road the place where the center's septic goes?
- Is the green area still an overgrown green area?
- Are there any athletic facilities in the design (Softball, baseball fields, basketball)?

**Housing Questions & Comments:**

- Can we get senior housing here?
- We need Senior Housing- not Section 8
- Talk to local real estate professionals
- "Code Enforcement Quality of Life Group" tries to enforce illegal housing etc.
- Senior-rental Fairfield plans have been submitted for Neighborhood Road.

**Traffic Questions & Comments:**

- 1<sup>st</sup> and 2<sup>nd</sup> traffic lights are a problem.
- Only two routes to get here.



SECTION V: COMMUNITY DESIGN & PRESENTATIONS

SECTION V: COMMUNITY DESIGN & PRESENTATIONS

After the “Community Design Survey” , community members divided into groups around tables and were given aerial maps, tracing paper and markers. Some groups had maps of Neighborhood Road and the surrounding area and some groups had maps of Mastic Road. The groups were asked to come up with their own designs for Mastic Beach and draw them onto the maps. After a couple hours of designing, the groups presented their ideas to the community.

NEIGHBORHOOD ROAD PRESENTATIONS

*Group 1*

The members of this group emphasized the entrance to Neighborhood Road from William Floyd Parkway, explaining that this area should be beautified and planted with flowers. They proposed that the currently problematic Floyd Estate be redeveloped as a park with a deep water marina, pond with grassy area. In the town they want to keep open space in Mastic Beach. The group wanted to limit development on Neighborhood Road between William Floyd Parkway and Commack Rd by preventing the construction of new housing in this area, although they did say that the existing houses should remain. The town center and business district was proposed to run along Neighborhood Rd from Commack Road to the Fire Department. This area would include two story buildings with apartments above stores.



Other thoughts included the stores on other side of Cranberry, and the group proposed that the empty lot in this area be transformed into a parking lot. They also believed that Mastic Road should remain retail. The overall feeling from the group was that the infrastructure already exists in Mastic Beach although it needs improvement.

*Group 2*

This group also emphasized the intersection at Neighborhood Road and William Floyd Parkway. They proposed that the area become a park entrance to the community and recommended adding grass, trees, fountains, chess tables, parking areas and a merry-go round. The park would help to signal the entrance to the community. They envisioned the existing residential area on Neighborhood Road being interspersed with park areas, not just empty treed lots which are currently there. The group called for the addition of flowering trees and street trees along the road approaching the downtown area, such as pink dogwoods. The intersection of Neighborhood Road and Commack Road should be made into a civic space, helping to signal the beginning of the commercial district.

The group discussed the problems in attracting business to their downtown because it is not on the main route of William Floyd Parkway. They did not like idea of CVS (or any big chain store) along William Floyd Parkway because they believe that it will prevent people from actually coming into



MASTIC BEACH VISION REPORT  
COMMUNITY DESIGN & PRESENTATIONS

Mastic Beach. They noted the existing industrial areas and wanted to eliminate these. They also felt that Environmental Services (ESI), currently located on Mastic Road, should be relocated.

In developing the Neighborhood Road area, the group relocated the post office to the corner across from Handy Pantry on Mastic Road. The group also showed a park/marina at the creek and extended it right up to fire department area with a park on both sides of the creek. They also added a small park at the entrance to downtown from Mastic Road to give locals the same park experience in entering the downtown that people would have coming from William Floyd Parkway. Among other infrastructure improvements, the group asked for covered bus stop shelters.

*Group 3*

This group also wanted to keep the ‘green’ entrance to the downtown. They wanted to maintain the existing homes and add plantings along the road.

They mentioned a need for public parking along with retail areas, and explained that non-metered parking could be a good choice. Because of its location, the area behind John’s Pizzeria was cited as a good place for a public parking lot since people could really walk anywhere within the commercial downtown from there. The group felt that parking areas should be screened with trees to prevent the road from looking like a parking lot.

The group also believed that the area needed to be made more pedestrian friendly to get people out of their cars. They proposed that the open lot at the Nutritional Center should be made into open space with a gazebo. They felt that businesses that served the community would be the best to have, since they felt that it would be difficult to attract outsiders to their downtown. Among the possible retail uses that they felt would be appropriate were a bakery, art gallery, etc. Professional office space was proposed above the stores, with some spaces for local artisans that would allow them to live upstairs and sell their creations in the ground floor retail space. Some specific recommendations included diagonal parking at Flower Road with cafes, a park area and benches. The triangular area at Bayview and Cranberry was proposed as a green space with a nautical theme. The cannon, an existing civic monument, would remain to maintain a historical piece of town.

The Bayview Hospital site was proposed as a public family oriented space. Amenities such as a ball field would attract people to this area. Other thoughts included dredging the creek to make it navigable up to Neighborhood Road so that people could see boats from the road and strengthen the idea that Mastic Beach is a waterfront community. The group showed walkways along the marina, so that everyone could have access to the water. The group also called for help in dealing with their mosquito problem.



MASTIC BEACH VISION REPORT  
COMMUNITY DESIGN & PRESENTATIONS

To summarize, the group felt that attracting people do the downtown was important if the vision is to become a reality. However, they cautioned that this needed to be balanced with the other needs of the community, and mentioned the importance of maintaining the homes and buffering the residential areas from parking lots and the retail area.

*Group 4*

This group also wanted to keep the entryway to Mastic Beach green. The commercial area was shown extending to the fire department and green open space was shown to the east of this, this way green areas flank the downtown and note the entrance at both ends of town. The area at the fire house would have benches and paths, and the area north of Neighborhood Rd was shown as a space for cultural events.

They noted that Neighborhood Road is a residential street that then transitions into a commercial district at a gas station. They suggested that the gas station and fire house define the downtown area, creating its edges. This group showed the commercial district as a triangular shaped area, running up Commack Road, and back down Mastic Road, as well as along Neighborhood Road. They felt that it was important that parking within this area served the retail.

This group wanted to add a second story above the stores along Mastic Road. The following retail uses

were identified as appropriate: a pharmacy, bakery and a bank as well as a police substation.

The members also felt that a Medical Arts building is needed within the community, which could take the form of a two story building with a very nice entrance with an elevator. The street level should have interesting shops or possibly a spa or acupuncture. The group felt that a two story building brings people downtown and fills the need for offices, medical and legal facilities. This group preferred professional offices on the second floor, **not** rental apartments.

The essence of this revitalization is to have two stories, and a number of different place with different uses that would attract many people. Keeping parking behind the stores was emphasized in order to make the area more visually pleasant.

*Group 5*

The group wanted to focus on bringing back the feeling of community in Mastic Beach by addressing the basic needs of the residents. This group showed commercial activity on both sides of the street with a bakery, laundromat, pharmacy, stationary store and nail places etc. Restaurants with outdoor dining in front were also recommended. Additional ideas were to add mini-golf, and bring back something like the Cozy Corner, so that there are places for kids to play and have ice cream, and for families to be together.



# COMMUNITY DESIGN & PRESENTATIONS

The second story would serve as professional offices. However, the group said that there could be some owner occupied housing above the retail spaces as well.

The group felt that it was important to make it convenient and east to gain access to all of the stores. In order to do this diagonal parking was proposed in front of stores with parking in the back also. However, this group expressed safety concerns about the parking behind the stores and felt that these issues needed to be addressed.

## MASTIC ROAD PRESENTATIONS

### *Group 1*

The group discussed the possibility of using the empty site across from the school for soccer and baseball fields. This group proposed a park at the area where there is currently a corner store, and placed a William Floyd Statue in the park.

They showed Colonial Gardens with a gazebo across the street and two story shops for artisans, craftsmen etc. with housing for young people and adults above shops. This group also showed a skate park so that there would be somewhere positive for kids to go.

The group noted that Fairfield properties wants to put senior condos in the empty lot where they have

proposed the ball fields. The group was willing to consider the idea of 92 senior units here, as long as the units were owner occupied. However, they suggested a moratorium on this project as well as an additional 17 acres currently available for development in order to provide the community with time to help plan for their future development.

### *Group 2*

This group emphasized eateries, professional offices and mom & pop stores in their commercial development. They felt that it was important that the area businesses served the other professional members of the community.

The group showed a green area at the Northern end of Mastic Road, and maintained the green area to the south as well. A traffic circle was placed at the center of the development with a civic monument in the center.

At the schools a park with softball fields was shown, and a pool was suggested. A picnic area, a gathering space, and an amphitheater were also proposed in order to give the community a place to gather as a whole. The group also wanted to enhance the American Legion Hall and the space around it. Finally, they suggested keeping the green belt area along the west side of Mastic Road to provide a buffer for the schools.



## COMMUNITY DESIGN & PRESENTATIONS

### *Group 3*

This group proposed a pharmacy and other stores near the school, so that the students would have easy access to food etc.

An emphasis on parks and open space was made. New trees were shown at the entrance to the school as well.

They suggested that a civic group needs to come out of this process to help incorporate the community point view. This group could help resolve the current conflict between residents and business owners.

### *Group 4*

This group developed a plan as far north as Eleanor. They left residential areas intact. At the north end, the triangular property would be maintained as open space. They suggested a face lift on the property at the south and also thought that Sal's auto-garage should be relocated so that a park could be located in that spot. The small area of Market street that creates an unusual intersection is proposed to be closed off. The commercial area would begin at the current Handy Pantry location.

Within the commercial area, the Kevin Smith Park would remain. The group envisioned an area with the amenities of Bellport, Sayville and East Islip etc. The group wanted to create and maintain the downtown as a walkable community. This group felt that if second story housing is approved, it should be owner occupied. They suggested interspersing retail space and commercial space. They relocated the post office and ice cream parlor to the location of the existing bagel store and relocated the gas station to the northwest corner, showing a community theater in its place. They noted that the Post Office and schools would help to anchor the area. A new school administration building was suggested in the existing video store. A new community center was also suggested as a way of anchoring the area. Improvements to the front of Smitty's and the existing strip mall were also recommended. New small retail shops (such as

bakeries etc.) could be set back so that there could be seating in front of the stores. The group also thought that a bank would be appropriate in this location.

The group proposed that the Town of Brookhaven should acquire the large parcel of open space from Fairfield Properties and maintain it as passive open space.



SECTION VI: VISION & ANALYSIS

MASTIC BEACH VISION REPORT  
SECTION VI: VISION & ANALYSIS



Image 6.1

The vision for Mastic Beach included developing a business/village center and planning for the future of Neighborhood Road and Mastic Road.

Image 6.2 is a birds-eye view of the entire study area. The highlighted portion near the bottom is the Neighborhood Road corridor, which extends from the William Floyd Parkway to Pattersquash Creek and beyond. The upper highlighted portion is the Mastic Road corridor that features a revitalized Mastic Road School park and commercial center, as well as landscaped green space.

### CONCEPTS FOR VILLAGE CENTERS

The evolution of an envisioned village center is shown in the drawings on the following pages. This type of development is contingent upon public / private partnerships and is considered a long range project. However the street can be designed with this vision in mind so that money is not wasted on elements that will later need changing.

The Village/Business Center can be made more livable by making it more walkable. A walkable community core is a compact neighborhood that is mixed use, mixed income and limited in area by a walking distance of five minutes from center to

edge. A walkable community core is conceived to fulfill most ordinary human needs including those of transportation. The community can encourage this by promoting mixed use, higher density infill at existing shopping areas. The community can also support the provision of facilities to encourage walking and bicycling between nearby residential areas and the community core.

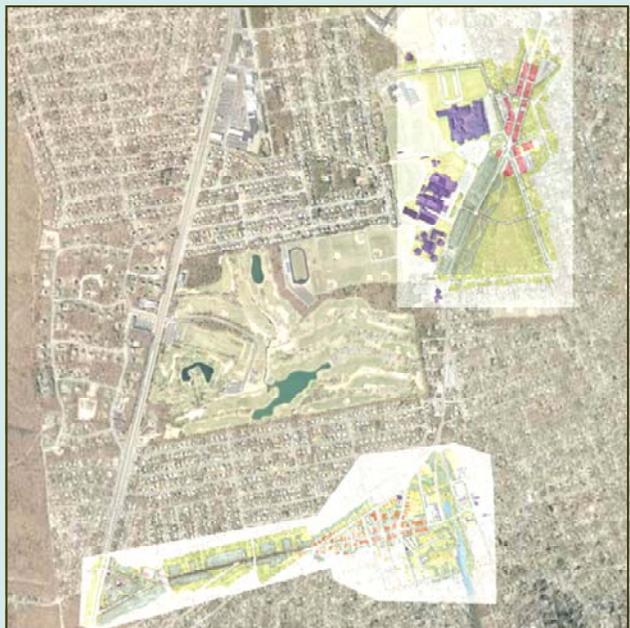


Image 6.2

MASTIC BEACH VISION REPORT  
VISION & ANALYSIS  
Mastic Beach



Image 6.3

The village center should include a balanced set of activities such as shopping, work, recreation and dwelling. It is particularly useful for the young, old and working families. In addition the village center should provide housing for a variety of incomes. Inclusive housing includes backyard apartments, housing above stores and small apartment buildings adjacent to workplaces. Housing should include all income levels including affordable and market-rate dwellings.

A variety of business types need to be accommodated, from retail to professional offices and outbuildings for business incubation. The village center needs both a center and an edge. The combination of a focus and a limit contributes to the social and economic identity. The center needs a public space which may be a plaza, a square, a green or an important street intersection. A street network that shortens pedestrian routes and provides multiple routes that diffuse traffic. In addition the center needs to have a transit stop to provide access to the larger transit system.

The village center should seek to fulfill the goal of

balancing uses such that under ideal conditions, the daily needs of the residents can be met within the area. Achieving even an approximation to this goal fosters community formation, reduces motor vehicle trips, aids in the establishment of a stable tax base and retail sector and allows residents who do not drive to live full lives. The village center can be contrasted with pseudo suburban oriented development. Much of Mastic Beach was designed using the conventional model—a planning system characterized by single use zones with a housing pod, a shopping center and a business park as its basic elements, requiring frequent and lengthy automobile trips to move from one single use zone to another.

#### NEIGHBORHOOD ROAD

The primary entrance into Mastic Beach from William Floyd Parkway is a triangle of green space leading into a green corridor along Neighborhood Road. Mastic Beach residents feel their town deserves a true entryway and part of this vision is to create a gateway and a park at this entrance. A garden wall made of stone as well as two towers

MASTIC BEACH VISION REPORT  
**VISION & ANALYSIS**  
 Neighborhood Road

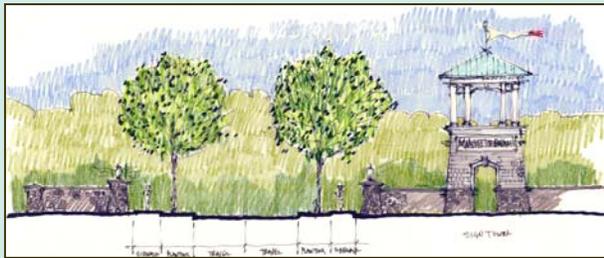


Image 6.4

reminiscent of lighthouses welcome you into Mastic Beach. (image 6.4) The existing greenway along Neighborhood Road is to be enhanced with sidewalks, street trees and a planted center median to create an attractive, as well as pedestrian friendly, entrance as you approach the downtown area of Mastic Beach. (image 6.6)

When you arrive at the downtown portion of Neighborhood Road, the character of the road will change from a rural, greenway into a small pedestrian scale village. This transition occurs as Commack Road crosses Neighborhood. A landscaped “commons” punctuates the transition from greenway to Main Street. It crosses in a sort of “Flatiron” fashion which creates a triangular island that currently has a lighthouse and flagpole that can be further enhanced as a welcome into the downtown.



Image 6.5



Image 6.6



Image 6.7



Image 6.8

*Above: photo of existing restaurant and sketch showing outdoor dining and infill development*

MASTIC BEACH VISION REPORT  
VISION & ANALYSIS  
Neighborhood Road

The most notable changes to the village can be seen here in the commercial center of Mastic Beach, the primary focus of the redevelopment plan which features significant upgrades. Once you cross this street the sidewalks will get wider, without planting strips, to maximize space for pedestrians as well as street furniture. Street lights, benches, trash cans and bike racks shall be located to maximize comfort and convenience for the pedestrian. Striped, bricked or raised crosswalks shall be provided at all intersections to provide a safe crossing as well as a stronger connection between both sides of the street. Many buildings are already built to the sidewalk. These buildings can be enhanced with some cosmetic improvements that can dramatically improve their



Image 6.9



Image 6.10

*Above: Sketch of potential façade improvements for existing row of stores. Below: Street Elevations of future developments showing a phase 1 of façade improvements and a second phase with second story build out and proposed theater.*



Image 6.11



Image 6.12

MASTIC BEACH VISION REPORT  
**VISION & ANALYSIS**  
 Neighborhood Road



Image 6.13

appearance. Simple additions such as canvas awnings, decorative lighting, paint and signage can help improve the overall appearance. Moving security gates to the inside rather than the outside of the storefronts can also increase the feeling of

safety in the area. New buildings to infill empty lots within this downtown area can increase the viability of existing businesses by attracting more customers to the area. Adding second floors to existing one story buildings and infilling with two



Image 6.14

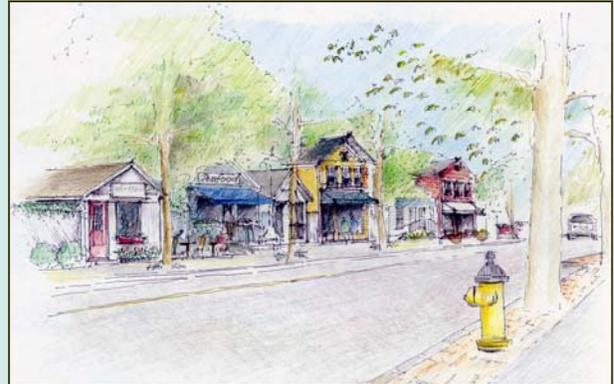


Image 6.15

*Above: photo of existing stores along Neighborhood Road and rendering of proposed façade improvements and infill buildings. Below: photo of existing parking lot and sketch of parking lot with screening, sidewalks and additional plantings*



Image 6.16



Image 6.17

MASTIC BEACH VISION REPORT  
VISION & ANALYSIS  
Neighborhood Road

story mixed use buildings can bring enough cohesiveness to the area to create a sense of place and identity for Mastic Beach. Image 6.8 details the beautification and infill development proposed. The addition of a striped awning to the “Coney Island” store is a great complement to the updated façade of Barbara’s Kitchen, which could also offer outdoor patio dining. A retail/residential building with a traditional pitched roof replaces the empty lot next to Barbara’s and potted plants line the brick sidewalk border.

Further east on Neighborhood Road are more opportunities for redevelopment and revitalization. To add visual detail and beauty to existing structures, this rendering features new awnings and façades of assorted colors (Image 6.10). Image 6.11 is a street elevation for a “Phase 1” façade improvement, which includes awnings, building lamps and new paint. “Phase 2” (Image 6.12) offers an additional level of development. Second floors are added with space for living or working, topped with traditional pitched roofs for a distinct “neighborhood feel.” The corner building, a possible theater, sufficiently anchors the block with



Image 6.19

a multistory presence. At the other end of the block is space for a small community garden or park to enhance the pedestrian experience and promote civic pride. Amongst the stores is a police substation which would offer the security that Mastic Beach residents desire.

Image 6.13 offers a greater scope of renovation from the previous elevation. It features a statue or civic monument at a prominent corner, in the plaza in front of the proposed theater. On the other side of



Image 6.20

MASTIC BEACH VISION REPORT  
VISION & ANALYSIS  
Neighborhood Road

the street is a much-requested classically styled bank. To the left of the bank is a small cluster of traditional houses capable of supporting both retail and living space. Image 6.15 is another rendering of façade improvements and infill buildings. Like previous renderings, improvements include new paint and awnings, which can go a long way towards the renewal of a Main Street corridor. The lot behind the pink pizzeria is a wonderful site for municipal parking. Image 6.17 enhances the look of the lot with attractive landscaping and trees.

Just to the east of the commercial downtown area lies Pattersquash Creek.

One of the most exciting features of Mastic Beach's vision is an enhanced waterfront area. Image 6.19 illustrates the proposed improvements for pedestrians. Its centerpiece is a stone bridge, with boardwalks lining the inlet/river with rustic post and rope railings similar to marinas. A bridge, as well as removing a few trees to open up the view will strengthen the connection between the downtown and the water. A bridge also serves as a gateway letting drivers and pedestrians know that they are entering or leaving the downtown. Figure 6.20 shows a park near the creek with a gazebo and outdoor festival area, as well as possible ball fields and public restrooms. Continuation of the boardwalks and possibly expanding the creek to allow boats further up allows more people to enjoy the water. This changes can help to strengthen the connection between Mastic Beach and the water, giving residents a way to enjoy their environment.

MASTIC BEACH VISION REPORT  
VISION & ANALYSIS  
Mastic Road

MASTIC ROAD

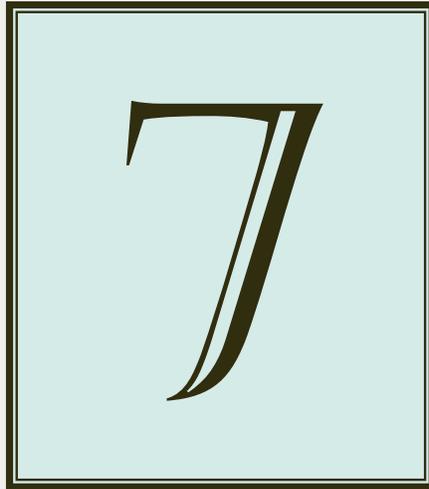
Along Mastic Road the overall concept was to enhance the commercial development near the schools to create a more pedestrian friendly environment for both shoppers and students. This is a good location for a small commercial center, although the main commercial area would remain on Neighborhood Road. In the development of this center, new parking would be added behind stores and the existing stores would be modified to be more accessible to pedestrians from the sidewalk. New stores should be built to the sidewalk, with awnings and storefront windows to attract pedestrian traffic. The green space south of the intersection of Mastic and Mastic Beach Roads is proposed to remain undeveloped as are the lots along the west side of the road which would provide buffer to the schools. However, new pedestrian pathways are proposed through these areas to both improve the pedestrian experience and provide shorter connections for students walking to and from the schools. Image 6.22 shows the commercial areas in red image 6.21 focuses on the intersection of Mastic and Mastic Beach Roads.



Image 6.21



Image 6.22



SECTION VII: FEEDBACK

MASTIC BEACH VISION REPORT  
SECTION VII: FEEDBACK

FEEDBACK

The townspeople have expressed an interest during previous meetings and general public opinion in updating or designing a marina, fire department, better parking, and a strong feeling of community. They were adamant about preventing further suburban sprawl, big box stores, and a “neon strip”.

After viewing and rating other towns in a community image survey during a previous meeting, the community liked the look of Northport Harbor and Westhampton Beach. They disliked the architecture of Rocky Point’s new development and preferred a more traditional style that includes columns and porches, like the bungalows presented in the Community Image Survey, with lots of street activity and vitality.

They enjoyed the narrow, tree-lined streets, village greens, sidewalks and picket fences (which allow for elevation and privacy), parallel parking, and ‘street furniture’ such as street lights.

During previous visioning meetings, the community made a list of hopes and horrors for their town. Their hopes included cleaning up the area, enforcing codes, establishing a bank, nice restaurants, pharmacy, artist colony, village square adjacent to a nutrition center, and a police substation. They also wished to maintain the town’s historical character, create a neighborhood patrol, and allow for J6 zoning.

Their horrors included allowing low income rentals and housing, having no section 8, making the town a rental community, big box stores, slum lords, lack of security overall, mosquitoes, fears that the community won’t be able to support itself, and more 40-50ft oversized buildings.

The vision for Mastic Road includes lots of green space, the school, the YMCA, retail and civic areas, and senior housing. The school would be transformed to sit on tree-lined streets with sidewalks to connect it to the YMCA and downtown

areas to make it more pedestrian-friendly. The vision also includes live-work units, which would be 2 stories tall with urban street frontage and an entrance to go upstairs. There would be a tree-lined boulevard feeling, with sidewalks to add to the envisioned connectedness of the community. The vision also calls for proposed changes in septic rights for downtown to allow for more greenspace and also for residential living above retail shops.

In addition, the vision will create more of an open green space when people turn onto Neighborhood Rd. from William Floyd Pkwy, much like other towns have a village green to signal that you are entering downtown. There are also proposed gateways, pillars, or towers at the entrance to Neighborhood Rd. along with local artists’ sculptures.

A point of contention is the proposed CVS. As of the meeting, it was slated to be built on the corner at the entrance to downtown. Some community members expressed a concern that people would go to CVS and not bother to travel further downtown to patronize the mom-and-pop shops. Other community members said that they need a big-name anchor store to alert people that there is something worth exploring.

The proposed vision does not entail much bulldozing and instead is looking to infill the existing properties with an appropriate scale for the community. This would be much smaller and intimate than Sayville and Patchogue. The infill would consist of cafes and buildings instead of fences and concrete barriers, with enhanced parking in the rear of buildings and on side streets. The fork at the intersection of Mastic Road and Neighborhood Road, offers the community a chance to place a significant civic building there, such as a bank or the firehouse.

The visioning for the greenspace by the Pattersquash Creek, Bayview Drive and to the north of Neighborhood Road includes a proposed pond, since one had previously existed there. There was also the possibility of building a gazebo, a bandstand, and

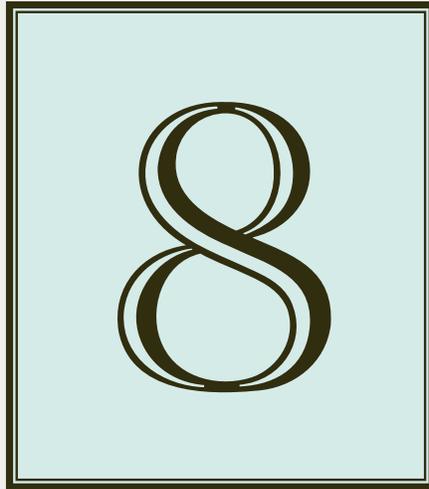
## FEEDBACK

public restrooms. There would also be walkways so that the community could enjoy the bridge, pond, and wetlands. The pond could double as a winter ice skating rink for families. The vision is also tied to the old hospital property. It proposes to create basketball and other playing fields as a recreational connection for the kids and families to the downtown. Further in the future, the vision suggests a possible medical clinic.

Some of the premier intersections in the proposed development area currently house structures that are not ideal for the location. Long-range planning is necessary for structures such as the gas station so that when it is ready to move or close, there will be appropriate measures in place to properly use the space. One idea calls for a cinema to be placed there.

Across the street from the current gas station is the site for the proposed bank. There are also plans for a plaza to host a statue, though not William Floyd, along with small restaurants, galleries, and multipurpose fields and pedestrian access to the park.

A long-time resident asked how the vision proposed people are going to bring in merchants and retailers. He wondered if there was a black mark on the town because Associated Foods had already come in and did not survive, thrive, or function properly and how that would possibly impact potential retail. Communities that have visions such as this don't have just one item that needs to function. It is a collaborative effort that has multi-faceted aspects of implementation and support, including code enforcement, an overall marketing plan, support of retail by the community itself, clean streets, and the like. Things have to work together. This includes the town, county, and unified community. Similar demographics around the country have brought in retailers and that the trend of Mastic Beach could be reversed by looking at what has failed in the past.



SECTION VIII: APPENDICES

# HOPES

<b>HOPES BY # OF VOTES</b>	
Clean up area	24
Code enforcement	22
Bank	21
Nice resteraunt	21
Maintain historic character	21
Pharmacy	21
Police substation on Neighborhood Road	20
Artist colony (resident artists selling their art)	18
Village square adjacent to nutrition center	18
Walking patrol	15
Change to J-6 zoning (neighborhood)	14
Bakery	13
Small family owned drug store	13
Safe drug free community	11
Sanitation	11
Enhance intersection of Neighborhood Rd.& William Floyd	11
Million dollar homes	11
Wide sidewalks for seating	11
Retain small town feel	10
Sayville,Bellport,Hampton Bays,Babylon Vill.,Mastic Beach CA	10
Enough off street parking	9
Better sanitation pickup (treat the same as Stonybrook)	9
Move post office into town	9
More environmental friendliness	9
Public restrooms	9
Investment in community	8
Improve drainage	8
Place for families to spend time	7
Public support for improvements	7
Professional offices	6
More community spirit	6
Town apply for certified local government	6
Visitors center	5
Incorporate as village	5
Dredging waterways	5
Architectural / color review	4
Preserve wetlands	4
More youth participation	4
Balance between bucolic community and growth	3
"Cozy corner" for children	3
Reuse existing buildings	3
Community outreach before proposals	2
Lights on buoys	2
Expand Mastic Beach parking lot	2
Improvements beyond Neighborhood Road	2

MASTIC BEACH VISION REPORT  
**HORRORS**

<b>HORRORS BY # OF VOTES</b>	
Rentals / low income housing	20
No section eight	20
Not rental community	18
Slum lords make problems worse	13
Lack of security	11
Mosquitos	11
Community won't support itself (\$,work)	10
More 40-50 ft / oversize buildings on small lots	10
Won't be maintained and wil lreturn to the way it is now	8
Drugs	8
Litter getting worse	6
How to evacuate in bad storm	6
Open space not maintained on neighborhood road	5
Sewage treatment plant outlet @ Forge river or bay	5
No big boxes	3
That we don't have pink buildings	2
Neon signs	2
Building while others fall apart	2
Resort for rich	1
Elevating house for septic	1
Don't stop @ neighborhood road	
Queens	

MASTIC BEACH VISION REPORT  
COMMUNITY IMAGE SURVEY RESULTS  
Community Spaces and Parks



Rating -2.00



Rating -1.00



Rating 0.00



Rating +1.00



Rating +1.00



Rating +1.00



Rating +1.00



Rating +1.00

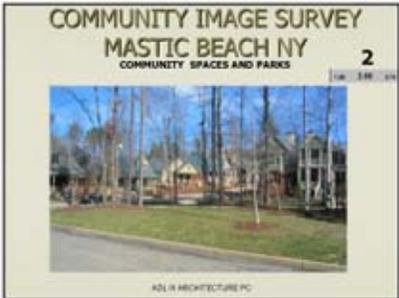
MASTIC BEACH VISION REPORT  
**COMMUNITY IMAGE SURVEY RESULTS**  
 Community Spaces and Parks



Rating +1.00



Rating +1.00



Rating +2.00



Rating +2.00



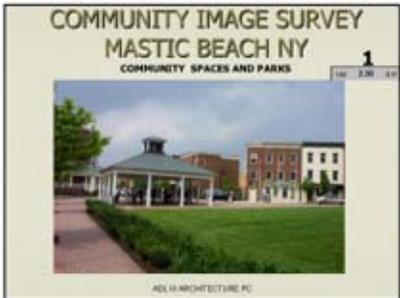
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Rating +2.00

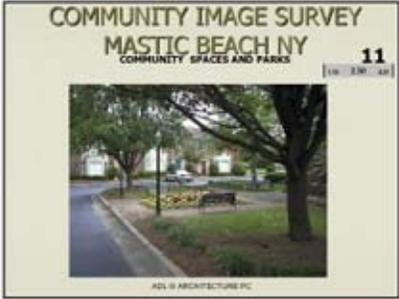


Rating +2.00



Rating +2.50

MASTIC BEACH VISION REPORT  
COMMUNITY IMAGE SURVEY RESULTS  
Community Spaces and Parks



Rating +2.50



Rating +3.00



Rating +3.00



Rating +4.00



Rating +4.00



Rating +4.00

MASTIC BEACH VISION REPORT  
COMMUNITY IMAGE SURVEY RESULTS  
Architecture



Rating -4.00



Rating -2.00



Rating -2.00



Rating -2.00



Rating -1.00



Rating -1.00



Rating -1.00



Rating -1.00

MASTIC BEACH VISION REPORT  
COMMUNITY IMAGE SURVEY RESULTS  
Architecture



Rating -1.00



Rating -1.00



Rating -1.00



Rating -1.00



Rating +1.00



Rating +1.00



Rating +1.00



Rating +1.00

MASTIC BEACH VISION REPORT  
COMMUNITY IMAGE SURVEY RESULTS  
Architecture



Rating +1.00



Rating +1.00



Rating +1.50



Rating +2.00



Rating +2.00



Rating +2.00



Rating +2.00



Rating +2.00

MASTIC BEACH VISION REPORT  
COMMUNITY IMAGE SURVEY RESULTS  
Architecture / Town Center



Rating +2.00



Rating +2.00



Rating -3.00



Rating -2.00



Rating -2.00



Rating -2.00

MASTIC BEACH VISION REPORT  
COMMUNITY IMAGE SURVEY RESULTS  
Town Center



Rating -2.00



Rating -1.00



Rating +1.00



Rating +2.00



Rating +2.00



Rating +3.00



Rating +3.00



Rating +3.00

MASTIC BEACH VISION REPORT  
**COMMUNITY IMAGE SURVEY RESULTS**  
 Streets



Rating -3.50



Rating -3.00



Rating -2.00



Rating -1.00



Rating -1.00



Rating 0.00



Rating 0.00



Rating +0.50

MASTIC BEACH VISION REPORT  
COMMUNITY IMAGE SURVEY RESULTS  
Streets



Rating +1.00



Rating +1.00



Rating +2.00



Rating +2.00



Rating +2.00



Rating +3.00

MASTIC BEACH VISION REPORT  
**COMMUNITY IMAGE SURVEY RESULTS**  
 Sidewalks



Rating -5.00



Rating -3.00



Rating -1.00



Rating +2.00



Rating +2.00



Rating +3.00



Rating +3.00



Rating -5.00

Note: This image is not rated for its sidewalk, it was added to the end of the presentation by request of a participant

MASTIC BEACH VISION REPORT  
COMMUNITY OUTREACH FLYERS

PLEASE PARTICIPATE IN  
MASTIC BEACH'S FUTURE

LET YOUR VOICE BE HEARD

SAVE THE DATE  
September 17th, 2005



- |                                     |                          |
|-------------------------------------|--------------------------|
| Saturday Sept. 17 - 9:30 - 10:30 am | OPENING PRESENTATION     |
| - 10:30 - 12:00 am                  | HOPES & HORRORS EXERCISE |
| - 12:00 - 1:00 pm                   | BREAK FOR LUNCH          |
| - 1:00 - 1:45 pm                    | COMMUNITY IMAGE SURVEY   |
| - 1:45 - 4:30 pm                    | TABLE DESIGN WORKSHOP    |

WORKSHOP LOCATION- TBD

For more information contact: Vision Long Island at  
(631) 262-0242 or info@visionlongisland.org

PLEASE PARTICIPATE IN  
MASTIC BEACH'S FUTURE

LET YOUR VOICE BE HEARD

SAVE THE DATE  
October 15th, 2005



- |                                      |                 |
|--------------------------------------|-----------------|
| Saturday, Oct 15th - 9:30 - 10:30 am | PRESENTATION    |
| - 10:30 - 12:00 am                   | Q&A, DISCUSSION |

LIGHT LUNCH TO FOLLOW

WORKSHOP LOCATION- MASTIC BEACH PROPERTY OWNERS ASSOCIATION  
31 NEIGHBORHOOD RD, MASTIC BEACH, NY 11951

For more information contact: Vision Long Island at  
(631) 261-0242 or info@visionlongisland.org

PLEASE PARTICIPATE IN  
MASTIC BEACH'S FUTURE

LET YOUR VOICE BE HEARD

SAVE THE DATE  
January 11th, 2006

Community participation is requested to provide guidance & recommendations for Town Land Use Planning Study of Mastic Road and Neighborhood Road



- |                                |                    |
|--------------------------------|--------------------|
| WEDNESDAY, January 11th - 7 PM | PRESENTATION       |
|                                | with Q&A to follow |

WORKSHOP LOCATION- MASTIC BEACH PROPERTY OWNERS ASSOCIATION  
31 NEIGHBORHOOD RD, MASTIC BEACH, NY 11951

For more information contact: Vision Long Island at  
(631) 261-0242 or info@visionlongisland.org







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# **APPENDIX 3**

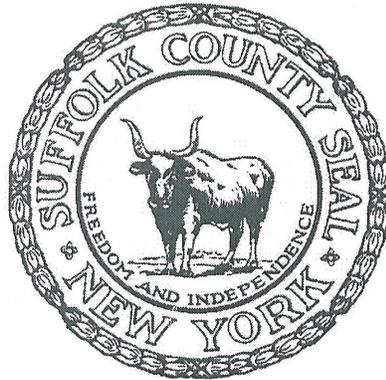
## Suffolk County Industrial/Commercial Incentives Plan Exemption Schedule, November 2001



**Report to the Suffolk County Legislature**

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**Industrial / Commercial  
Incentives Plan**



**Suffolk County Industrial and Commercial Incentive Board**

**Revised November 2001**

## Introduction

Pursuant to New York State Chapter 305 of 1994 (Appendix B) and Suffolk County legislative Resolution No. 48-1995 (Appendix C) the creation of the Industrial/Commercial Incentive Board (I.C.I.B.) was in response to an identified need to improve the ability of our municipalities to deliver economic development services to strategic industries. The enabling legislation authorizes townships and villages to grant tax incentives to spur selective growth and job generation within their jurisdiction. These incentives authorized are intended for use by the County's small business sector as their access to similar programs through Industrial Development agencies is limited by project size.

The I.C.I.B. has recommended that the following accelerated exemption schedule be applied to those eligible industries and jurisdictions identified within this plan.

Year of Exemption	Percentage of Exemption
1	50
2	50
3	50
4	40
5	30
6	20
7	10
8	10
9	10
10	5

It is further recommended that application of this schedule be necessary to encourage targeted economic development, create or retain permanent private sector jobs and that there be a need to provide employment opportunities and broaden the tax base; and that application be limited to projects where the cost of construction, alteration or improvement exceeds the sum of \$50,000.00; and provide that such exemptions are restricted pursuant to subdivision ten of Chapter 305 of the laws of 1994 of the State of New York.

Each of the participating townships/villages has selected strategic industries identified by the Standard Industrial Classification (S.I.C.), which represent potential growth in keeping with their individual goals/plans.

Further, they have denoted the geographic locations and specific schedule of incentives to be applied.

Subsequent to the development of the township plans contained within this report, contact was established with the Village governments in Suffolk to assess their interest in participating. At present, plans have been developed for the villages of Patchogue and Port Jefferson.



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# **APPENDIX 4**

## **Industrial/ Commercial Incentive Plan Corridor Amendment: Mastic Road Downtown Area & Map**





# Industrial/Commercial Incentive Plan Corridor Amendment Mastic Road Downtown Area

Suffolk County Tax Map Number	Item Number	Lot Acreage
0200 93900 0100 024001	4100599	1.0000
0200 93900 0100 024002	4100598	0.5000
0200 93900 0400 005000	4103710	0.2000
0200 93900 0400 006000	4103720	0.1500
0200 93900 0400 007000	4103730	0.1200
0200 93900 0400 008000	4103740	0.1300
0200 93900 0400 009000	4103750	0.1000
0200 93900 0400 010000	4103760	0.1000
0200 93900 0400 011000	4103770	0.1000
0200 93900 0400 012000	4103780	0.1500
0200 93900 0400 016001	4103801	0.7800
0200 93900 0400 017000	4103850	0.0900
0200 93900 0400 018001	4103867	0.0800
0200 93900 0400 018002	4103866	0.0200
0200 93900 0400 019000	4103870	0.1000
0200 93900 0400 020000	4103880	0.1500
0200 93900 0400 021000	4103890	0.1000
0200 93900 0400 022000	4103900	0.1000
0200 93900 0400 024000	4103920	0.0500
0200 93900 0400 025000	4103930	0.1000
0200 93900 0400 026000	4103940	0.1500
0200 93900 0400 027000	4103950	0.1000
0200 93900 0400 028000	4103960	0.1000
0200 93900 0400 029000	4103970	0.1500
0200 93900 0400 030000	4103980	0.1000
0200 93900 0400 032001	4103990M	0.2500
0200 93900 0400 038000	4104982	1.5000
0200 96800 0300 002000	3916140	0.1400
0200 96800 0300 003000	3916130	0.1400
0200 96800 0300 004000	3916120	0.1400
0200 96800 0300 006001	3916100	0.5400
0200 96800 0300 015001	3915410M	0.4300
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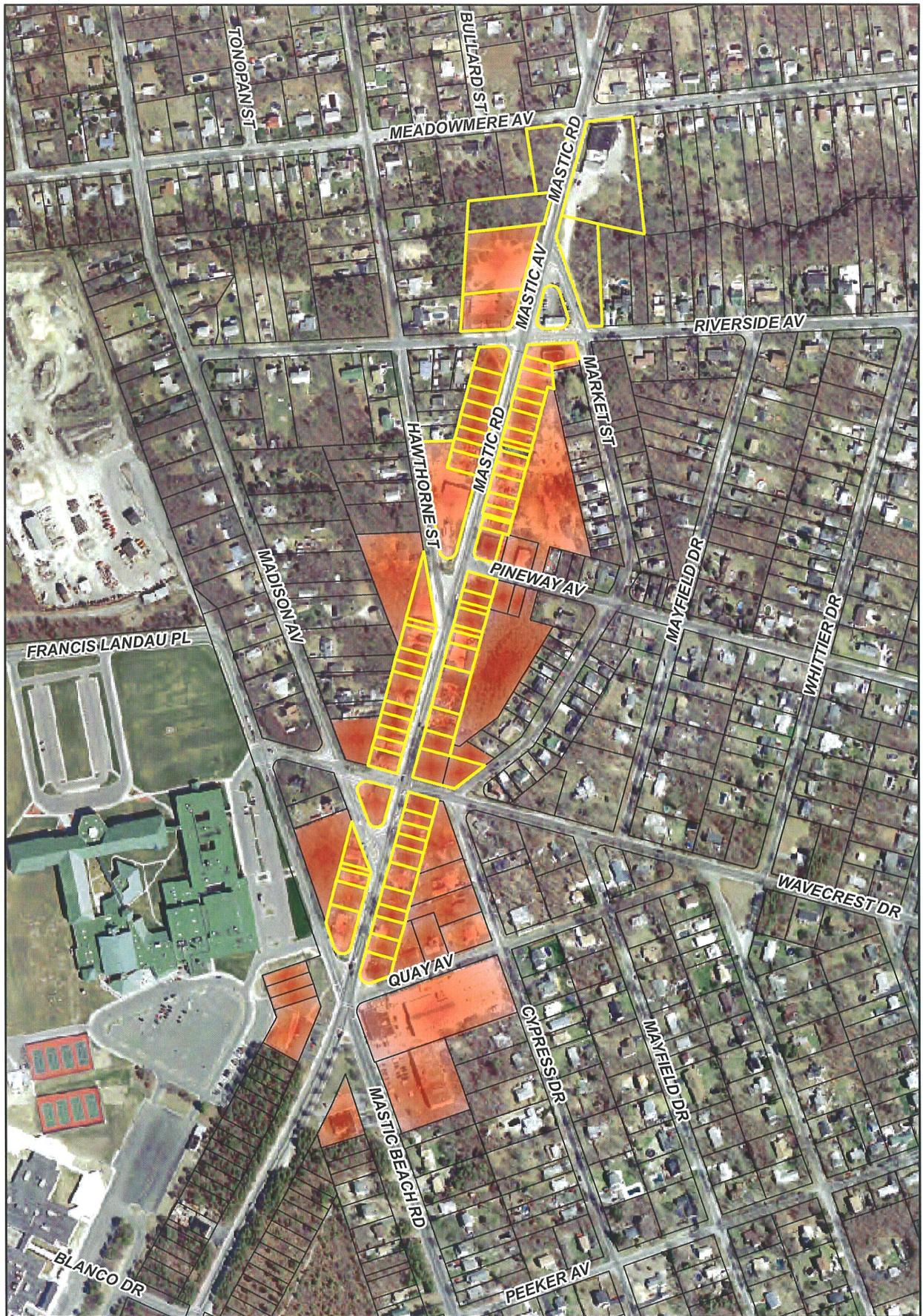
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0200 96900 0100 024000	4104640	0.1500
0200 96900 0100 025000	4104650	0.1000
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0200 96900 0500 005000	4104850	0.1500
0200 96900 0500 006000	4104860	0.2000
0200 96900 0500 007000	4104870	0.1500
0200 96900 0500 008000	4104880	0.1000



0200 96900 0500 009000	4104890	0.1500
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0200 96900 0500 041000	4100665	0.4000
0200 96900 0500 043002	4009321	1.8800

**The Commercial Industrial Incentive Plan Corridor Amendment of the Mastic Road Corridor is defined by Suffolk County Tax Map Numbers and Town of Brookhaven Item Numbers now or formerly known as the above mentioned.**

**Revised 10/02/2006  
JR**



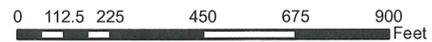
Existing Commercial Industrial Incentive Plan Corridor  
Mastic Rd

Proposed Commercial Industrial Incentive Plan Corridor  
Mastic Rd Downtown

Proposed Industrial Commercial Plan Corridor  
Mastic Road Downtown



No warranties are made, expressed or implied concerning the accuracy, completeness, reliability or suitability for any purposes of the data or information contained or furnished in connection herewith.





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# **APPENDIX 5**

## **Industrial/Commercial Incentive Plan Corridor Amendment: Neighborhood Road Downtown Area & Map**





# Industrial/Commercial Incentive Plan Corridor Amendment Neighborhood Road Downtown Area

Suffolk County Tax Map Number	Item Number	Lot Acreage
0200 97890 0400 022000	3820720	0.33
0200 97890 0400 023000	4720130	0.57
0200 97890 0400 034000	4720020	0.23
0200 97890 0400 036000	4720240	0.13
0200 97890 0400 037000	4720280	0.09
0200 97890 0400 038000	4720250	0.22
0200 97890 0400 040001	4720270	0.32
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0200 97890 0400 042000	8515330	0.17
0200 97890 0400 043000	4720370	0.18
0200 97890 0400 044000	4720360	0.18
0200 97890 0400 045000	4720350	0.14
0200 97890 0400 046000	4720300	0.32
0200 97890 0400 047000	4720310	0.28
0200 97890 0400 048001	4720322	0.16
0200 97890 0400 048002	4720324	0.13
0200 97890 0400 049000	4720330	0.27
0200 97890 0400 050000	4720340	0.44
0200 97890 0400 051000	8513490	0.18
0200 97890 0400 052000	8512580	0.34
0200 97890 0400 053000	8511700	0.19
0200 97890 0400 054003	8511798	0.69
0200 97890 0400 055000	8512440	0.11
0200 97890 0400 056000	N/A	N/A
0200 97890 0400 057001	8511715	0.06
0200 97890 0400 057002	8511796	0.10
0200 97890 0400 058000	8514270	0.05
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0200 97890 0500 002000	4720390	0.23
0200 97890 0500 004000	4720410	0.24
0200 97890 0500 005000	4720420	0.42
0200 97890 0500 006000	4720430	0.32
0200 97890 0500 007000	4720440	0.46
0200 97890 0500 008000	4720450	0.21
0200 97890 0500 010001	8513826	0.58
0200 97890 0500 011000	8514640	0.25
0200 97890 0500 012000	4720500	0.26
0200 97890 0500 013000	4720510	0.20
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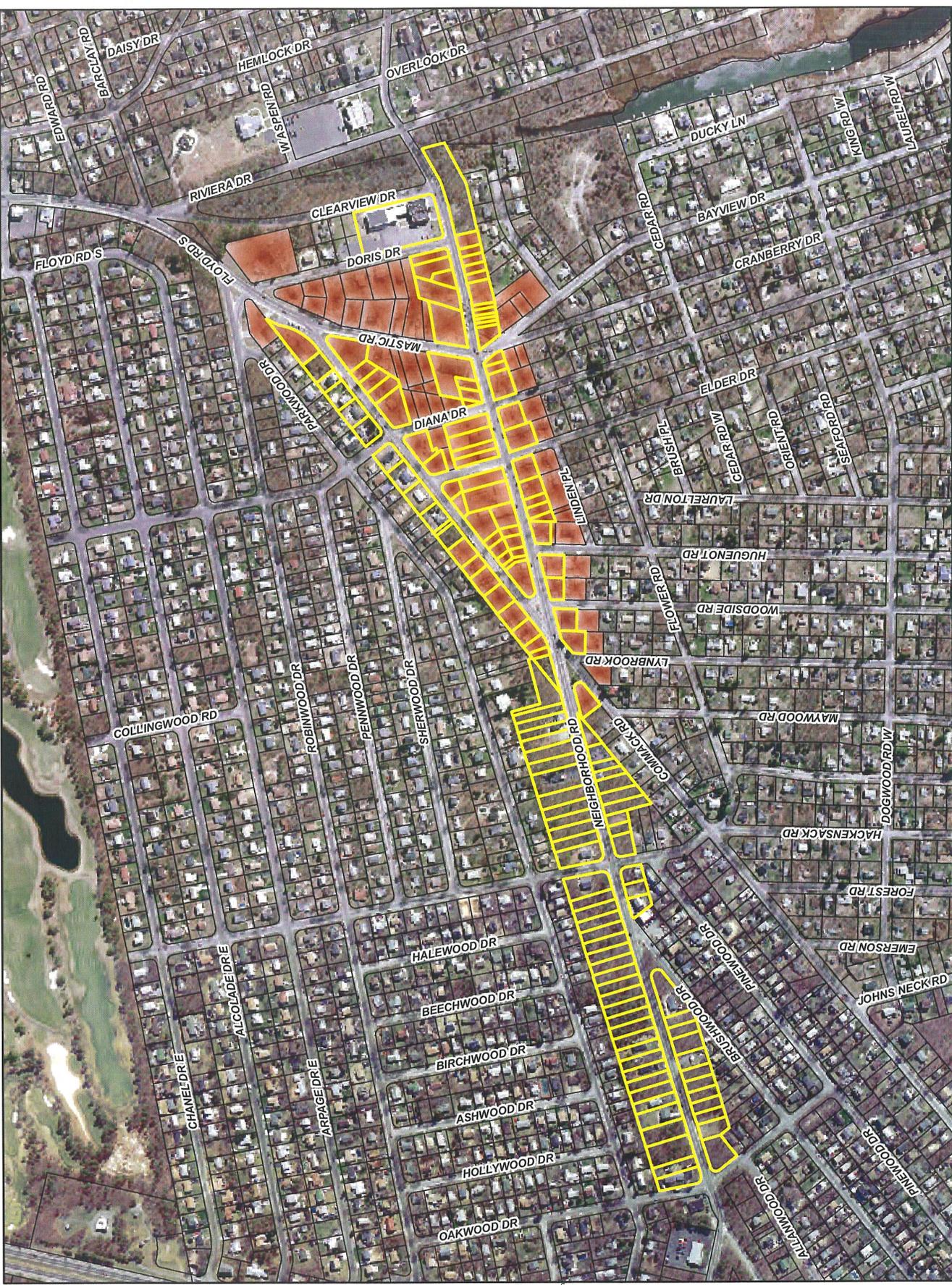
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0200 97890 0500 019000	4720460	0.18
0200 97890 0500 020000	4720580	1.00
0200 98040 0300 037000	4719960	0.09
0200 98040 0300 038000	4719970	0.14
0200 98040 0700 014000	4419550	0.23
0200 98040 0700 040000	4416630	0.27
0200 98040 0700 046000	4416510	0.23
0200 98040 0700 047000	4416520	0.18
0200 98050 0100 003000	4719980	0.23
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0200 98050 0100 006000	4720010	0.14
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0200 98050 0100 009000	4720195	0.17
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0200 98050 0100 032000	4416380	0.27
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0200 98050 0400 003000	8513500	0.28
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0200 98050 0500 012000	8512720	0.14
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0200 98050 0500 049000	8512028	0.04

**The Commercial Industrial Incentive Plan Corridor Amendment of the Neighborhood Road Downtown is defined by Suffolk County Tax Map Numbers and Town of Brookhaven Item Numbers now or formerly known as the above mentioned.**

**Revised 09/22/2006  
JR**



Proposed Commercial Industrial Incentive Plan Corridor  
 Neighborhood Rd Downtown



Existing Commercial  
 Incentive  
 Plan Corridor's  
 Commack Rd  
 Neighborhood Rd

Proposed Commercial  
 Industrial Incentive  
 Plan Corridor  
 Mastic Beach South

No warranties are made, expressed or implied concerning the accuracy, completeness, reliability or suitability for any purposes of the data or information contained or furnished in connection herewith.



