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MEDFORD VISION UPDATE - DOWNTOWN & CORRIDOR REVITALIZATION WORKGROUP MEETING #2 MINUTES

MEETING DATE:	December 2, 2009
PROJECT:	Medford Vision Update - Downtown & Corridor Revitalization
PROJECT NUMBER:	CE1766A
MEETING PLACE:	Medford Firehouse
PURPOSE:	Present project update, review project methodology, present preliminary Existing Conditions Assessment

ATTENDEES:

<u>Name</u>	<u>Representing</u>
Rich Echan	Country Road Block Association
Sandy Echan	Country Road Block Association
Joseph Theman III	Medford Fire District
Mike Barry	Medford Fire District
Barbara Bruce	Medford Master Gardeners
John Horst	Medford Taxpayers & Civic Association
Don and Pat Seubert	Medford Taxpayers & Civic Association
Ray Sperl	Medford Taxpayers & Civic Association
Nerina Sperl	Medford Taxpayers & Civic Association
Joan Travan	Medford Taxpayers & Civic Association
John Williams	Medford Taxpayers & Civic Association
Donna Murray	Medford Historical Society Committee
Tom D’Onofio	Patchogue-Medford Union Free School District
Betty Baran	Resident
Michael Breheny	Resident
Rich Coleman	Resident
Thomas Curley	Resident
Howard Flynn	Resident
Len DeCostanzo	Resident
Edward Hennessey	Resident
Susan Kelly	Resident
James Kelly	Resident

ATTENDEES (continued):

<u>Name</u>	<u>Representing</u>
Jim Kiernan	Resident
Walt Maresco	Resident
James McGrath	Resident
Susan Meresco	Resident
Arthur Meyer	Resident
James Murray	Resident
Ron Paulsen	Resident
Deborah Themann	Resident
William Toner	Resident
Joel Kleinberg	NYS Department of Transportation
Thomas Chawner	Town of Brookhaven
Brian Carrick	Town of Brookhaven
Kevin McAndrew	Cameron Engineering & Associates, LLP
David Berg	Cameron Engineering & Associates, LLP
Walter Sieber	Cameron Engineering & Associates, LLP

DISTRIBUTION:

Working Group	
Debbie Nava	Medford Volunteer Ambulance
Jim Gubitosi	Medford Chamber of Commerce
Project website	

DISCUSSION:

- I. Workgroup and Cameron Engineering introductions
- II. Update project communication (note correct website address)
 - A. Website – www.cameronengineering.com/medfordvision/index.html
 - B. Email – medfordvision@cameronengineering.com
- III. Review project scope and remaining tasks
 - A. Study areas - train station Focus Area, corridor Study Areas
 - B. Existing Conditions and Assessment Report
 1. Demographics, transportation, land use, environmental
 2. Relevant documents, pending projects, LIRR initiatives
 3. Land uses, zoning, demographics, economics (US census)
 4. Environmental data (standard radii from the train station)
 5. Open space, parks, green corridors
 6. Mobility (LIRR, roads, parking, sidewalks, bicycle paths)
 7. Wastewater collection and treatment availability
 - C. Update community goals and objectives at second Workgroup meeting
 - D. Identify Opportunities & Constraints to implement Goals & Objectives
 1. Matrix of opportunities and constraints
 2. Chart potential improvements and limitations

- E. Hold First Public Participation Planning Meeting
 - 1. Presentation of existing conditions assessment, opportunities/constraints, and small group discussions and refinement / enhancement of goals and objectives
 - 2. Develop Vision Statement
- F. Develop Draft Vision Update
- G. Hold Second Public Participation Meeting
- H. Prepare Final Vision Update
- IV. Solicit Community Input on Existing Conditions and Assessment
 - A. Overall Hamlet / Community Character
 - 1. Cameron Engineering Observations
 - a) Quiet, attractive, suburban/semi-rural neighborhoods
 - b) Large retail corridor (Horseblock) & small retail corridor (112)
 - c) Central station/park/municipal area presents opportunities
 - d) Highly variable commercial architecture
 - e) Unsightly, vehicle-dominated major corridors
 - f) Large vacant parcels & scattered smaller parcels
 - g) Few parks / lack of civic space
 - B. Hamlet Demographic Information
 - 1. Cameron Engineering Observations
 - a) Housing: owner-occupied: 6,035 (87%); renters: 859 (13%) units
 - b) Housing: single-family 6306 (91%); multi-family units 650 (9%)
 - c) Commuters: 9622 (82%) in cars alone, 1428 carpool (12%), 731 (6%) use public transportation or walk
 - C. What Might be Missing from Medford?
 - 1. Cameron Engineering Observations
 - a) Housing choices for singles, young professionals, empty-nesters, retired.
 - b) Event venues and gathering places for different age groups
 - c) Neighborhood shopping near hamlet center
 - d) Diversity of retail choices within walking distance of residential areas
 - e) Professional office space / use near hamlet center
 - f) Attractions/ destinations, adequate recreational opportunities
 - g) Design character, pleasing streetscapes
 - h) Safe walk/bike to school/playgrounds, recreation, 'downtown'
 - D. Focus Area – Train Station
 - 1. Cameron Engineering Observations
 - a) Center of Medford hamlet - large and underutilized
 - b) Little activity in station or parks - few restaurants and no theater
 - c) No facility for large format events
 - d) Close to neighborhood retail - few apartments close to LIRR
 - e) May be space for civic buildings (library, post office, etc)
 - 2. Community Commentary
 - a) May be too close to LIE
 - b) Heavy traffic along SR 112 could be a problem

- c) Could be a destination for community
 - d) Satellite library considered a few years ago for this location
 - e) May be good area for a museum (Medford history?)
 - f) Community Center (funded by Town) being considered for area other than hamlet center
 - g) May be better location for auto dealership than Train Station
 - h) Train schedule not adequate – LIRR considering shuttles to Ronkonkoma from Medford Station
 - i) Storage yards east of station might be better located further east in industrial zone. Properties could become part of station redevelopment
 - j) More parking may be required
 - k) Could put pedestrian ‘tunnel’ under LIRR to connect north and south sides of station area
- E. Study Area 1 – Hotel & Retail Area
- 1. Cameron Engineering Observations
 - a) Shopping center retail to north, neighborhood retail to south
 - b) Few pedestrian amenities, though walking distance to station area
 - c) Poor streetscape design, no architectural consistency
 - d) Limited residential connections
 - e) Small historic district west of SR 112 on Long Island Ave
 - 2. Community Commentary
 - a) First house on Long Island Ave may be former train station
 - b) Shopping center on west side of SR 112 is dated, vacant stores
 - c) Could be pedestrian link to hamlet center
 - d) Little connection to the north (LIE is a barrier)
 - e) Signage and streetscape needs attention
 - f) Consider median plantings on SR 112
 - g) Need way to announce entry to Medford from LIE onto 112
- F. Study Area 2 - S. Service Rd - Long Island Ave
- 1. Cameron Engineering Observations
 - a) Large undeveloped parcels
 - b) Buffered by the Long Island Expressway & Long Island Railroad
 - c) Adjacent to major roadways
 - d) Small residential area to the west
 - e) Green corridor along LIRR to SR 112
 - f) East end connects to large undeveloped parcels to the south – possible greenway
 - 2. Community Commentary
 - a) Potential for office and hi-tech uses here, no retail or storage yards
 - b) Community park might be possible here, biking/hiking
 - c) Truck traffic should be confined to Service Rd – preserve quiet nature of Long Island Ave

- G. Study Area 3 - Peconic Ave. - Industrial Area
 - 1. Cameron Engineering Observations
 - a) Heavy industrial Peconic Ave to LIRR, some south of Peconic Ave
 - b) Mix of light and heavy industrial uses along Industrial Blvd.
 - c) Undeveloped parcel west of Industrial Blvd buffers industrial and residential uses
 - d) Little buffer between Peconic Ave industrial uses and residential area
 - e) Through trucking to SR 112 is a problem now and could be more so if hamlet center developed around train station
 - 2. Community Commentary
 - a) Medford has major portion of Brookhaven's industrial land uses
 - b) Could Peconic Ave be closed to trucks travelled toward SR 112? Or, could new road be introduced between LIRR and industrial uses for truck traffic?
 - c) Undeveloped industrially zoned property west of Munsell Rd (unpaved) offers buffer between residential zone and industrial area between Munsell Rd and Bellport Rd. Development could eliminate buffer
 - d) Should be transitional area between station and industrial uses; consider neighborhood retail/office
 - e) Industrial uses throughout Medford should be consolidated
 - f) Where are Empire Zone limits?
- H. Study Area 4 – Rt. 112 – LIRR south to Woodside Ave
 - 1. Cameron Engineering Observations
 - a) Large lot car dealerships, strip malls
 - b) Heavier development on west side
 - c) Cluttered, unattractive streetscape, no consistent architecture
 - d) Car focused corridor - sidewalk, few pedestrian accommodations
 - e) Minimal setbacks provide little opportunity for landscape/streetscape treatments
 - f) Post Office isolated from possible hamlet center
 - 2. Community Commentary
 - a) Consolidate car dealerships to this area
 - b) Vacant parcel found here for Community Center
- I. Study Area 5 – SR 112 - Horseblock Rd. north to Granny Rd.
 - 1. Cameron Engineering Observations
 - a) Mix of heavy/light industrial uses on east
 - b) Strip development on west side – predominantly light industry (automotive service, landscape & material yards, etc.)
 - c) Two multifamily developments on the east of the corridor
 - d) Family entertainment
 - e) Some undeveloped areas
 - f) Cluttered, unattractive streetscape, no consistent architecture
 - g) Vehicle dominated – fragmented sidewalk, few pedestrian features

- 2. Community Commentary
 - a) State (DOT) plans to widen SR 112 as early as 2013. May be opportunity to introduce streetscape features, bike lanes, sidewalk. Boulevard look has appeal.
- J. Other Medford Areas - Community Commentary
 - 1. LIE north to Horseblock Road – N. Ocean to Rte 112
 - a) What will become of horse farms and small residential area? Community is enclosed by industrial use to west and commercial uses to east.
- V. Next scheduled meeting
 - A. First Community meeting on January 13, 2010, 7 pm at firehouse