



MEDFORD HAMLET COMPREHENSIVE PLAN

**TOWN OF BROOKHAVEN
SUFFOLK COUNTY, NEW YORK**

OCTOBER, 1994

THE MEDFORD COMMUNITY COMPREHENSIVE PLAN

Prepared by

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October 1994

THE HAMLET OF MEDFORD

Historical Synopsis

In contrast with many of the colonial communities in Suffolk County that have a three century-old history, Medford is very much a post World War II community.

It first came into being as a named location in 1844 as the result of the completion of the main line of the Long Island Railroad to Greenport on the north fork in the Town of Southold. The railroad installed a station to serve as the midpoint between the communities of Patchogue and Port Jefferson, (Rail service directly to Patchogue on the south shore line came in 1868, followed by service to Port Jefferson on the north shore line in 1872.)

The main line was intended as part of the proposed link between New York City and Boston. Until the turn of the century the only house in Medford was the one built by the railroad for the station master.

The origin of the name Medford is cloaked in mystery. A map of 1858 of Long Island prepared by J. Calvin Smith does show "Medford Station". Other references cite "Mid-Ford" (or crossing-over place.) Some claim the location was named after Medford, Massachusetts. A survey map prepared in 1873 by Beers, Comstock and Cline identifies the station as the "Mulford Station". In any event, the name Medford persisted.

In 1883 Austin Corbin, the President of the Railroad tried to stimulate development at Medford by creating a development company encompassing approximated 2500 acres (4 square miles). Nothing came of this effort until 1897 when the O.L. Schwencke Land and Investment Company purchased the tract and attempted to attract settlers under the aegis of the German-American Colonizing Society.

Initial development was very slow, in part because the potential settlers wanted property that was suitable for agriculture and the Medford area was largely pine barrens. In order to dispel the notion that light sandy soils were unsuitable for farming, the Railroad hired Hal B. Fullerton to prove otherwise. The Medford Demonstration Farm was started on an 80 acre tract along Long Island Avenue. The experiment was a success in terms of proving that crops could be raised - but was a failure in attracting settlers. By 1955 the Railroad lost interest in the venture and sold the land.

Although there was no community, a post office was established in 1886, presumably to serve the wayfarers. However, the first tangible evidence of a community was the creation of the school district in 1903 to meet the needs of the 14 pupils now living in the area. The students first met in one of the private homes until a one-room school was constructed later that year. By 1921 there were several hundred residents and the community created a Union Free School District. A new school building was erected in 1923 to accommodate the increase in students.

In the decade between 1900 and 1909 the population grew to 150 persons. The following 4 decades, including the post World War II period up through 1952 only saw a growth in Medford to 900 persons. Medford was served by a small business center by 1927 consisting of a bakery, hardware store and grocery. The only other job base was a small knitting mill and a concrete block manufacturing firm.

However, despite the slow growth there was a strong sense of community from

the start.

This sense of community was evidenced by the publication of the first newspaper by the Medford Village Society. Volume 1, No. 1. of the Medford Villager was published in July 1918.

Modern Medford can trace its major growth starting in 1959 when Henry Taca began to develop Eagle Estates. This residential enclave included an eventual 1400 homes and a shopping center. The homes were marketed between \$13,000 and \$16,000 and resulted in a population influx of almost 6,000 residents. The following table depicts the growth from 1960 to the present.

Table 1
Medford Population Growth
1960-1990

<u>Year</u>	<u>Population</u>
1960	2,271
1965	8,000
1983	21,055
1990	22,063

Of course, one of the factors that added to the communities' growth was the extension of the Long Island Expressway to Exit 64 which opened in 1967. Another highway impetus was the reconstruction of the one-car narrow tunnel under the Long Island Railroad at North Ocean Avenue. The road was widened from Horseblock Road to Austin Street in Patchogue in the 1950's. This was the real opening of the Medford area and was celebrated by then President Harry S. Truman who attended the opening and in country-American style led the parade commemorating the event.

Yet, up to the present the need to fully define the Medford community still exists. A Newsday story of February 22, 1989 carried the headline "Town Plan to Define: Where is Medford?" Hopefully, this hamlet study will clearly define and set the course for the future of our community.

Goals

- Create a "sense of place" in Medford through a designed center in the vicinity of the railroad station.
- Create strong economic activity to provide jobs and an adequate tax base.
- Develop appropriate zoning regulations to insure proper development.
- Bring zoning into compliance with the Hamlet Comprehensive Plan.
- Enforce existing codes and ordinances for sand and gravel removal, trees, signs, commercial vehicles, noise and junk yards.
- Develop innovative land development techniques to insure maintenance of open space including clustering and transfer of development rights.
- Provide receiving sites for the transfer of development rights for the "core areas".
- Provide open space and recreational facilities, connected with green belts to provide bike and walkways.
- Concentrate activity whenever possible to encourage public transportation usage.
- Support appropriate roadway improvements to adequately serve adjacent land use. Insure that improved roadways are aesthetically attractive.
- Provide affordable housing for all segments of the population particularly senior citizens.
- Eliminate deterioration and obsolescence.

PREFACE

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

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

The analysis of existing conditions serves as the basis for making projections of what could occur over the planning horizon. In addition, existing needs and problems are more easily identified by following a consistent process.

One of the first steps to be taken during the inventory phase is the identification of goals that reflect the visions, aspirations and concerns of the residents of the community.

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

This hamlet plan prepared by and for residents of the Medford community conforms to the comprehensive planning process. The report starts with a brief statement of goals and history of Medford. This is followed by existing demographic profiles, land use, zoning, district boundaries and public facilities, problems and opportunities; which contributed to the development of the proposed land use plan and recommendations for rezonings within the Medford community necessary for plan implementation.

The citizens who worked under the leadership of Ms. Trevan, President of the Medford Civic Association deserves the appreciation of their fellow citizens and the members of the Town of Brookhaven government for their selfless contribution of time and effort on behalf of their community.

October, 1994

Lee E. Koppelman

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Demographics

The residents of the Hamlet of Medford have determined the study area to be bounded on the north by Granny Road, on the east by Mill Road until it meets Bellport Station Road, then southerly on Bellport Station Road until Woodside Avenue (County Road 99) and on the west by North Ocean Avenue. This area contains U.S. Census tracts numbers: 1587.11, 1587.12, 1591.07, 1591.08 and that portion of tract 1588.03 (Block 2) south of the Long Island Rail Road between North Ocean Avenue and Medford Avenue. This area is sparsely developed having a population of only 789 persons. This, when added to the population of the other four census tracts, results in a 1990 population for the Hamlet of 22,063, 5.4 percent of the Town's population. Since this census block represents 3.5% of the population, the statistical analysis will be based on the four complete tracts. In the same manner, the area between Granny and Mill Roads while not a part of Medford Hamlet is included for statistical purposes (Tract 1587.11, Blocks 949, 967, 988) with a total of 198 persons.

Medford's demographic characteristics are equal to or better than the Town as a whole. That is, incomes are higher, people are younger, there is more owner occupied housing, and more people have graduated from high school (fewer have some college). The following tables present these characteristics and, where appropriate, compare them with Townwide figures.

Table 1
Age Cohorts - 1990

	Brookhaven		Medford CDP	
	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>
0-4	30,888	7.6	1,555	7.3
5-19	93,410	22.9	5,633	26.5
20-24	32,491	8.0	1,530	7.2
25-64	211,973	52.0	11,194	52.6
65-Over	<u>39,109</u>	9.6	<u>1,362</u>	6.4
Total	407,871		21,274	

Table 2

Population by Race - 1990

	Brookhaven		Medford	
	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>
White	379,528	93.0	18,408	86.5
Hispanic*	22,415	5.5	1,746	8.2
Black	14,645	3.6	795	3.7
Indian	942	0.2	46	0.2
Asian	8,260	2.0	265	1.2
Other	<u>4,540</u>	1.1	<u>14</u>	--
Total	430,330		21,274	

* Hispanic belong to any racial group.

Table 3
Income - 1989
(dollars)

	Brookhaven	Medford CDP
Median	46,339	50,190
Mean	51,257	53,630
Family Median	50,206	51,608
Per Capita	16,441	15,618

Table 4
Poverty

	Persons	Families	Married Couple Families	Female Household No Husband Present	Unrelated Individuals
White	558	95	49	46	237
Black	115	19			19
Hispanic*	16	--			16

* Hispanic belong to any racial group.
Note: 3.4% of the Medford population is below the poverty level.

Table 5
Value of Housing

	Brookhaven Number	%	Medford CDP Number	%
Less than \$59,999	1,063	1.2	30	.6
\$60,000 to \$99,999	7,997	8.7	280	5.6
\$100,000 to \$249,999	74,919	82.0	4,560	91.5
\$250,000	<u>7,428</u>	8.1	<u>115</u>	2.3
	91,407		4,985	
Median Value	\$147,200		\$138,400	

Copies of the pertinent tables from the 1990 U.S. Census are contained in the Appendix. The following is a list of miscellaneous characteristics of the Hamlet taken from the Census data:

1990 U.S. Census
Miscellaneous Characteristics

The median age is 30.7 compared to Brookhaven's 31.5.

. Of 6,223 occupied housing units, only 132 have 1.01 or more person per room - an indication of minimal crowded conditions.

. 93.6% of the housing units are single family compared to 80% townwide.

. The mean contract rent reported was \$747.

. 88.4% of the occupied housing units are owner occupied.

(Brookhaven 72.2)

. Median family size is 3.35, owner occupied 3.42, renter 2.87.

(Townwide 3.07, 3.20, 2.61)

. There were 542 owner occupied, 157 renter occupied and 53 vacant, condominium units.

. There are 2.2 vehicles per household.

. 62% of the housing units have been built since 1970.

. 1970-1979 was the "boom" building years. (3,429 units)

. Only 8 units lack complete plumbing facilities.

. Only 39 units pay less than \$500 per month for rent, 69% of the rental units pay \$750 or more.

. The 1989 average income of White families is \$53,554, Black families is \$51,247 and Hispanic families \$57,634.

. There are only 319 owner occupied housing units worth less than \$100,000.

. In 1990 there were 10,752 females and 10,522 males.

. Of 19,724 persons five years or older 14,146 (72%) have lived in the same house since 1985.

. Of 12,631 persons over 25 - 16% (Brookhaven 18%) do not have a high school diploma. 37% have graduated, 9% have an Associates degree, 16% a Bachelors degree or higher. (Brookhaven 21%)

. Of the 10,496 workers over the age of 16, 13% worked in Medford and 79% worked in Suffolk County.

. The leading occupation was Technical, Sales and Administrative Support (36%) and Managerial and Professional (26%). The leading industry was Retail Trade with 1,899 persons employed.

LAND USE

The existing land use pattern is shown on Plate 1. Land use is generally a result of the zoning district that applies to the property. In some cases development predates zoning or the zoning may have been changed. Sometime ago, the Town rezoned most of Medford to the A-1 Residential District, raising the minimum lot size to 40,000 square feet rendering many lots non-conforming. The "vertical" characteristic of Brookhaven's zoning ordinance permits a more restrictive use in a less restrictive zone (i.e. retail in an industrial zone). As a result, commercial uses, most notably the multiplex and Sam's Wholesale Club have located on industrially zoned land, (L-3). Heavy industrial uses have located along Peconic Avenue on L-1 zoned properties.

Significant vacant industrially zoned land is available at the eastern edge of Medford including the eastern portion of Peconic Avenue. However, the pattern of industrial development has been established. It is necessary to adopt zoning districts that appropriately control future development of this land resource.

Between North Ocean Avenue and Sipp Avenue, south of Jamaica Avenue, existing large (long) lots have been assembled and re-subdivided. Some of this has resulted in "flag" lots, while other plots have developed along short cul de sacs. While this presents a difficult and sometimes costly assembly process, as land becomes scarce, Medford could face additional subdivision of similar properties.

There is significant vacant land east of Middle Island Road (except Eagle Estates) currently zoned A-1. However, all of this land, plus the commercial and industrial lands near NYS 112 are in the "compatible growth area" of the Pine Barrens (Central Suffolk Special Groundwater Protection Area). Future development policies for this area must await final determination by the Pine Barrens Commission. This could result in higher density as a receiving area from the "core" for the transfer of development rights.

The pattern of commercial development along Route 112 south of the LIE has been set. A few vacant and some redevelopable parcels exist, but it is unlikely that the pattern will change. Site plan review can result in better aesthetics and access control.

PLATE 1

The Town-wide commercial study provided vacancy rates for the shopping centers in Medford. The Suffolk County Planning Commission, from time to time, surveys shopping centers throughout the County. It found six strip centers, four neighborhood centers and one community center as shown on Table 6. The Table indicates the Planning Commission reference number, year of construction, vacancies versus number of stores in 1989, vacancies versus number of stores in January 1993 and vacancies versus number of stores in March 1994.








EXISTING ZONING

The existing zoning in the hamlet shown on Plate 2 is typical of that found throughout Long Island. That is, along the main arterials, the lands are zoned for commercial, to a depth reaching the rear of residential properties. The lands along the Long Island Rail Road are zoned for industry. Within the islands formed by major roadways, the land is either commercial or industrial. Several other patterns emerge; a concentration of industry along Peconic Avenue, extensive industrial zoning in eastern Medford adjacent to Yaphank, and in the vicinity of Cedarhurst Avenue and Middle Island Road and an isolated parcel of L-1 north of the LIE and west of Bellport Station Road. Three parcels are zoned for Horse Farm (HF). Within the commercial zoning category there are nine J-5 parcels zoned for gasoline stations, two J-1 parcels at Horse Block Road and the LIE and several J-4 parcels. There are also two isolated parcels zoned for nursing homes and a parcel zoned PRC-3 being developed for senior citizen housing under a federal grant. The remaining land is zoned Residence A-1 (40,000 square foot lots) with the exception of a small parcel on Horse Block Road west of Fairmont Avenue zoned Residence B-1 (22,500 sq. ft.). The zoning on the western side of NYS 112 is a mix of J-2 General Business, Light Industrial L-1 and A-1 Residential. The zoning reflects the use of land rather than an overall view as to the long term development along this roadway. The J-3 District is intended to result in "commercial centers". Of the six parcels zoned J-3, two are shopping centers, one has a motel, one an amusement park, one mostly vacant with a bank and the sixth, a vacant parcel. Recently the Town Board has rezoned the southwest corner of Horse Block Road and NYS 112 and J-3 for the construction of a single (no more than three) user of 155,000 square feet. The Board is also

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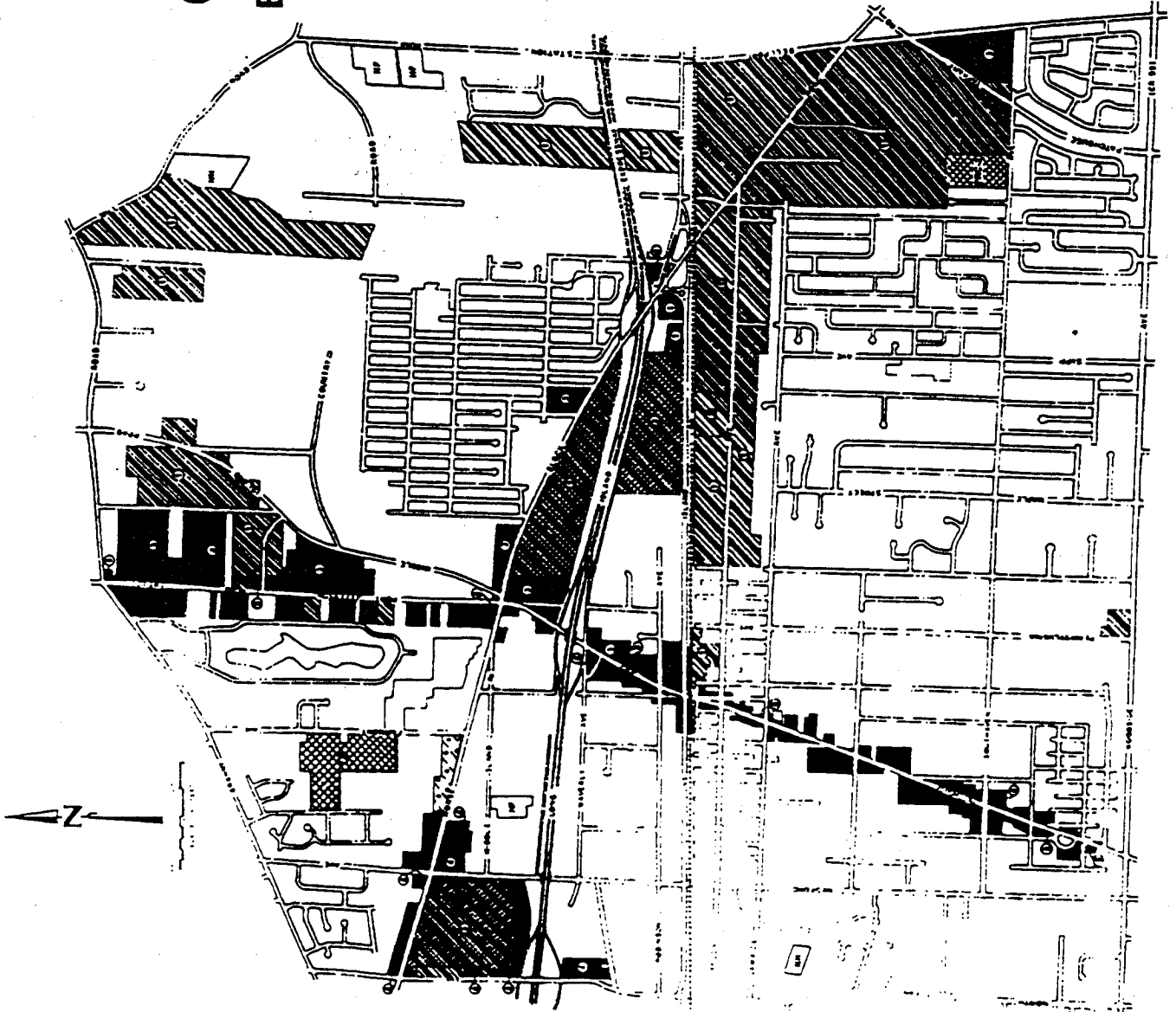
BROOKHAVEN, NEW YORK

LEGEND

	A-1 RESIDENTIAL
	B-1 RESIDENTIAL
	MULTI-FAMILY
	NURSING HOME
	COMMERCIAL
	INDUSTRIAL
	HORSE FARM

EXISTING ZONING

PLATE 2



considering a single user (125,000 sq. ft.) west of Sam's on L-3 zoned property.

The report Zoning Analysis and Recommendations suggests that a Heavy Commercial (HC) zoning district be created and the west side of NYS Route 112 between Granny and Horse Block Roads be rezoned. This district will provide better control of future development. The same report suggests alterations to all of the Town's industrial districts. It establishes permitted uses rather than prohibited ones. It establishes the L-1 zone primarily as a light manufacturing district and the L-2 zone as a heavy industrial district. As a result, it recommends that Peconic Avenue be zoned L-2 where the pattern of usage is of a heavy nature (junk yards, recycling, propane storage etc.) Further, it suggests an Agriculture Zone (AG) that would include all forms of agricultural use (nurseries, farming, vineyards, greenhouses, orchards and horse farms). It also establishes the L-3 zone as a true industrial park with strict height and bulk regulations and the formal subdivision of land if deemed necessary by the Town Board.

Table 6

Medford Shopping Centers

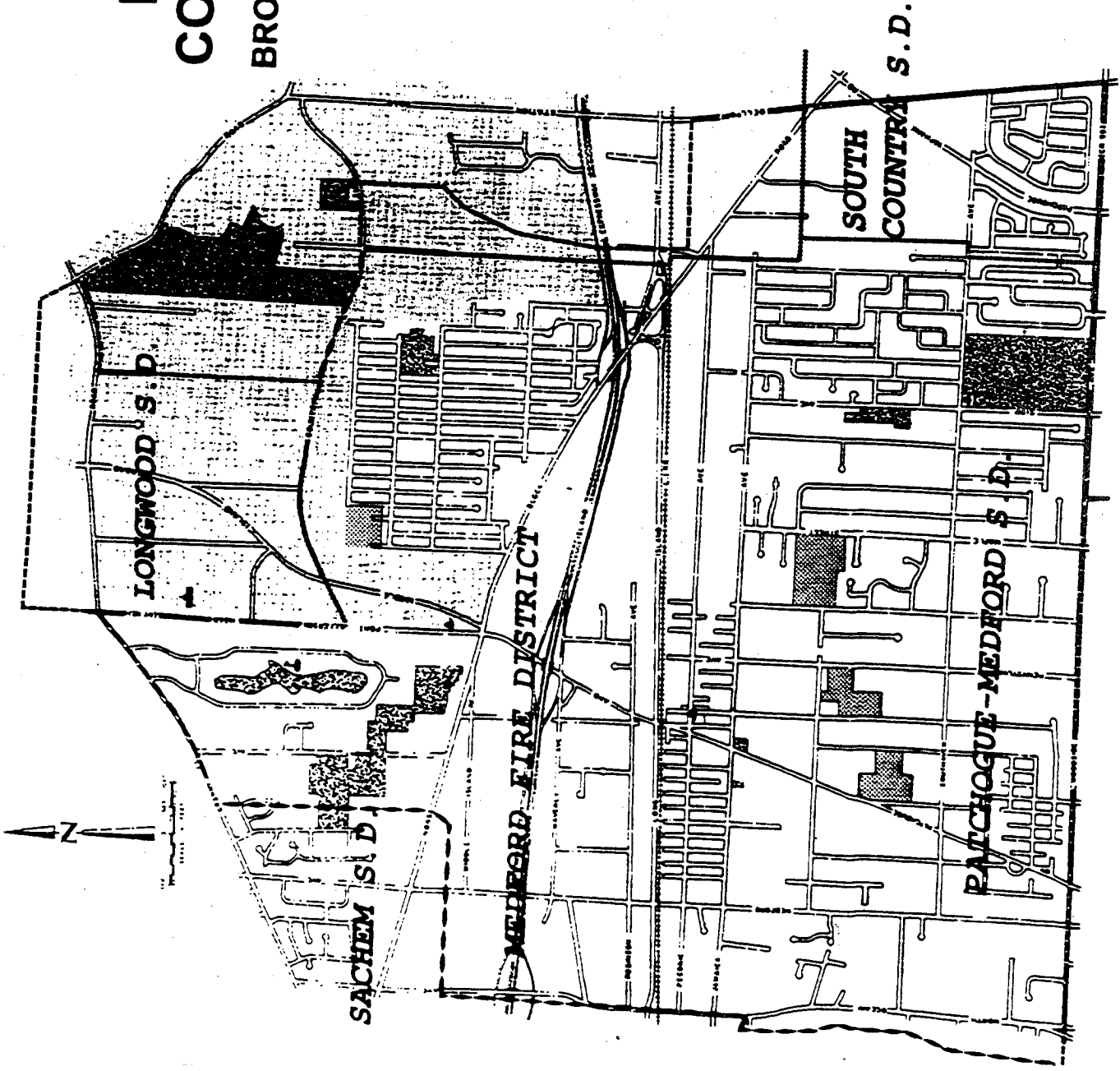
		Year			
Strip Centers		Constructed <u>1989</u>		<u>1993</u>	<u>1994</u>
S-94	3316 Plaza	1988	0/6	0/5	2/6
S-95	Plaza 112	1982	0/6	2/6	1/6
S-96	Shopworth Plaza	1988	0/12	1/6	1/6
S-100	2080 Route 112	1976	0/8	2/9	1/9
S-101	Olympic Plaza N.	1984	0/5	0/4	0/4
<u>S-102</u>	<u>Olympic Plaza</u>	<u>1985</u>	<u>0/9</u>	<u>0/9</u>	<u>0/9</u>
Total			0/46	5/39	5/40
Neighborhood Centers					
N-54	King Kullen at Medford	1986	0/21	2/19	1/19
N-55	Medford Plaza	1969	1/15	3/15	7/15
N-56	112 Expressway Plaza	1986	2/13	2/15	0/15
N-57	112 Commons	1986	0/10	0/10	1/10
Total			3/59	7/59	9/59
Community Center					
C-19	Sunshine Mall	1988	0/31	11/41	28/41
Grand Total			3/136	23/139	42/140

Note: Vacant Stores/Total Stores

MEDFORD HAMLET COMPREHENSIVE PLAN

BROOKHAVEN, NEW YORK

- LEGEND
- PINE BARRENS SGA
 - PARKS AND OPEN SPACE
 - GOLF COURSE
 - FIRE STATION
 - TOWN HALL
 - SCHOOL
 - SCHOOL DISTRICT BOUNDARY
 - FIRE DISTRICT BOUNDARY
 - SCHOOL, FIRE - COMMON BOUNDARY



DISTRICT BOUNDARIES
AND
PUBLIC FACILITIES

Over time, the number of stores vary as centers re-configure space to accommodate Blockbuster or the Department of Motor Vehicles. During field observation, often times, vacancy is measured by doors leading to space that can change. A review of Table 6 reveals little in terms of trends in strip centers. There has been minimum turnover in tenants and the overall vacancy rate is unchanged (12.5%). The overall vacancy rate in neighborhood centers is 15.2%, most of this attributable to the seven vacant stores at the Medford Plaza. This center, constructed in 1969 is in need of rehabilitation. The other three centers are experiencing normal turnover and vacancy. The Sunshine Mall could be classified as a major disappointment. A year ago, the vacancy rate was an unacceptable 26.8%, only to find that it is now 68.3%. The reasons for this are unclear; possibly the downturn in the economy, the opening of Sam's Warehouse Club or the lack of supporting population within the standard three mile service radius. The existing centers, plus the two new proposals and North Ocean Avenue and Horse Block Road (K Mart under construction) offer ample shopping facilities for the community.

DISTRICT BOUNDARIES AND PUBLIC FACILITIES

Plate 3 shows that the northeast portion of the community is in the Pine Barrens Central Suffolk Special Groundwater Protection Area (SGPA). Special legislation has determined that this area is in the "compatible growth area". As a result, it can anticipate receiving some of the density that will be transferred from the "core area" and requires special consideration.

The plate also shows the boundaries of the key service delivery districts in Medford, school and fire. The community is protected by the Medford Fire District. The district has the main fire house on Peconic Avenue and sub stations on NYS 112 north of Horse Block Road and at Sipp and Southaven Avenues. The district boundary is slightly different (as shown) than the study area.

The community is served by four school districts. It is served mostly by the Patchogue Medford District. A small section of the northwest corner is in the Sachem School District, the northeast corner is in the Longwood District and

the southeast corner is in South Country School District. Only the Patchogue Medford District has buildings within the community, Eagle Drive Elementary, Tremont Avenue Elementary, Oregon Avenue Middle School and Patchogue Medford High School located on Buffalo Avenue. A recent Newsday article reported that the 92-93 enrollment was 8,544 down from 10,186 ten years ago.

There are ten parcels of land set aside as open space. Of these, six have some developed facilities:

Race Park on Race Avenue has one lighted baseball field, three slow pitch fields, a Little League field, playground equipment, basketball court, handball and a picnic shelter.

Medford Farmingville Athletic Complex has two new lighted baseball fields and parking.

Farmingville Recreation Center has a building, playground equipment and parking.

Twelve Pines Park (North Patchogue Medford Youth Athletic Complex) has tennis, Little League baseball, hockey rink, model car racetrack, playground, basketball court, parking and rest rooms. The Town leases two parcels to two youth athletic leagues for baseball and soccer.

Medford Memorial Park has a memorial and benches (.23 acres).

There is a vacant parcel of .48 acres on Jamaica Avenue.

The School District owns a parcel at the corner of NYS 112 and Jamaica Avenue that has playground equipment and parking. (Peppermint Park).

The Town owns a vacant parcel on the west side of Sipp Avenue north of Southaven Avenue.

Suffolk County has 105.48 acres (vacant) designated as Gordon Heights Nature Preserve located between Mill and Country Roads and the Town, through subdivision clustering owns an adjacent 12.8 acre vacant parcel.

Suffolk also has a 7.6 acre vacant parcel in the same general area called Country Road Nature Preserve.

Town Hall is located on the east side of NYS 112 just south of Granny Road in multiple buildings on a lease basis. Over the years, there has been discussion of relocating Town Hall. If this occurs, the buildings will revert to general office buildings.

PROBLEMS AND OPPORTUNITIES

Viewing land use and zoning as interlocking aspects of community development, Medford has some problems and opportunities. The major areas of concern were highlighted in the aforementioned Zoning Analysis and Recommendations report.

Other areas of concern are located along the major roadways where the lands are zoned for business for narrow depths and abut residential A-1 (40,000 sq. ft.) or where surrounding uses and proximity to roadways will likely result in requests for higher density/intensity. There will be pressure to extend the depth back to the end of current development, to in-fill commercial uses and intrude into residential areas (particularly North Ocean Avenue). Plate 4 locates the problems and opportunities throughout the community. A description of each follows:

- A. Parcel A is located between two gas stations (North Ocean and Medford) and contains a nursery and vacant/underused land. Several dwelling units are on the site. The frontage is zoned J-2 business for a 200 foot depth, the land behind vacant and zoned A-1. It is recommended that this area be rezoned to Residence B-1.
- B. Parcel B, zoned J-2, is vacant except for a storage building and should also be rezoned to Residence B-1. Parcels A and B are deep enough for homes to back on Horse Block Road and be a continuation of the residential subdivisions to the north.
- C. Parcel C is zoned Residence B-1 and should remain in this district. In this manner parcels A,B and C will be consistent.
- D. Parcel D consists of all the land adjacent to the westerly side of NYS 112. Previously, it has been recommended that a new Heavy Commercial (HC) zone be established and these properties be rezoned HC. This is a recognition of the existing land uses while introducing appropriate controls to insure proper long range development. When Route 112 is improved by the State, consideration should

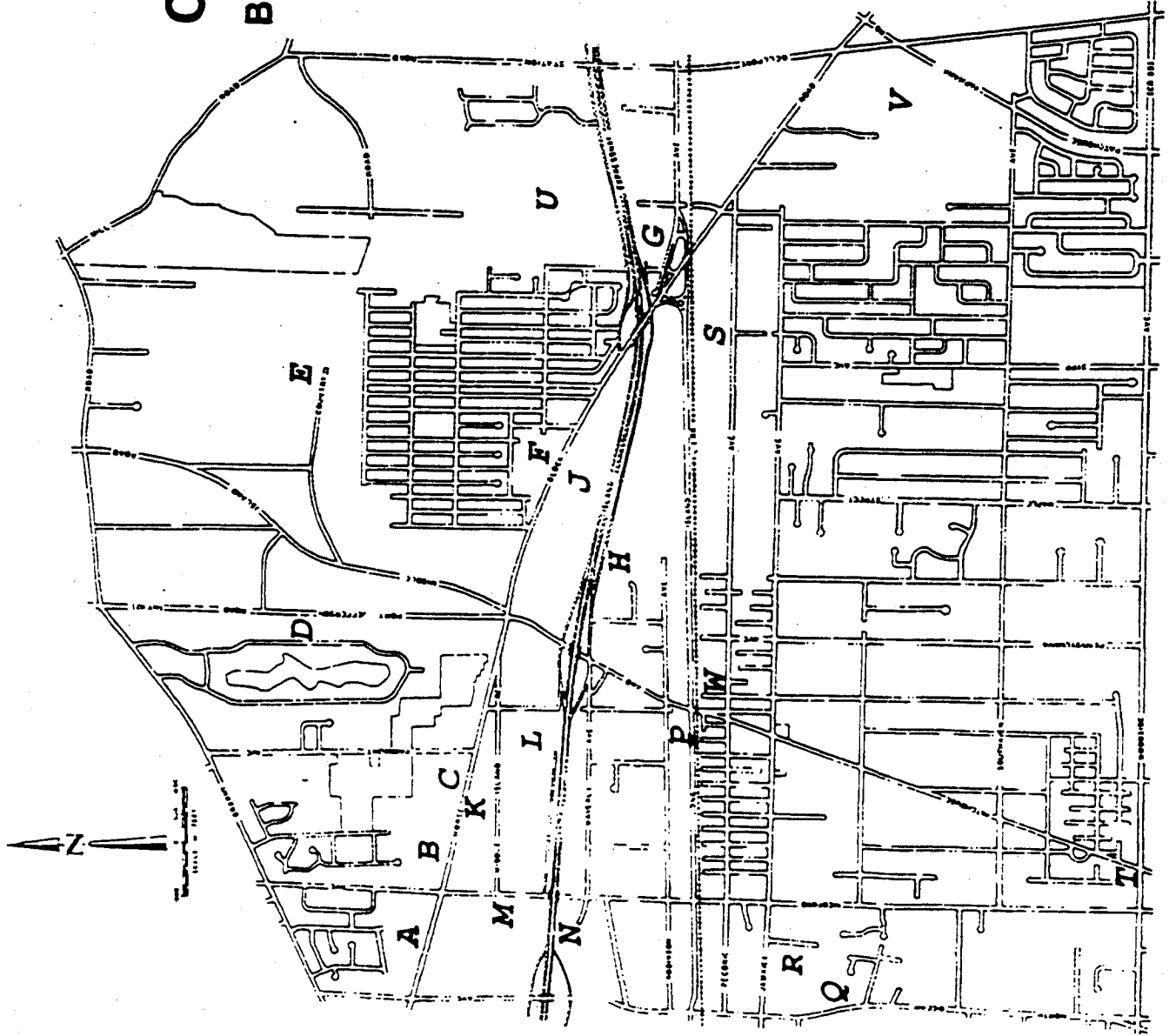
MEDFORD HAMLET COMPREHENSIVE PLAN

BROOKHAVEN, NEW YORK

NOTE: A - SEE TEXT FOR
RECOMMENDATION

PROBLEMS
AND
OPPORTUNITIES

PLATE 4



be given to landscape treatment along the roadway.

E. Parcel E is all the land within the compatible growth area of the Pine Barrens SGPA. Most of the land east of Middle Island Road is vacant and will serve as a receiving area from the Pine Barrens "core". The existing commercial and industrial uses at the westerly edge lend this area to more intense development. Multi-family development would be suitable in the area of Town Hall, currently zoned for commercial use. This could extend southward to the fire station. North of Eagle Estates and east of Middle Island Road the lands are in large holdings. While originally subdivided into long narrow lots, many are in common ownership. It is recommended that this area be rezoned to Residence A-2 (80,000 sq. ft.).

F. Parcel F could be developed by extending existing roadways terminating in cul de sacs with lots backing onto Horse Block Road. An alternate use would be a professional office building or nursing home.

G. Parcel G is an isolated triangle formed by the LIE and Horse Block Road. There are currently several dwelling units on the properties. Assemblage of parcels should be encouraged and the property developed for office space easterly to the storage facility.

H. Parcel H is adjacent to the LIE service road. The lots fronting on the service road should be developed as office space (J-4) while the lands fronting on Robinson Avenue should remain residential. There is currently a request to rezone some of this property for multi-family; this request should be denied. The noise levels created by the LIE, the service road and acceleration lane make it inappropriate for residential use.

J. Parcel J is probably the most controversial property in Medford. Two large vacant parcels remain, zoned L-3. However all the properties to the east could be considered "soft". These lands are occupied by heavy commercial uses, trucks and equipment, van line, auto auction, tires, used trucks and a storage facility.

Sam's Warehouse Club establishes an intense commercial pattern. The vacant parcels, to the east, could develop commercially (currently under consideration) as an extension or could continue to be set aside for industrial development. However, the L-3 district provides "...premises may be used for any lawful business or industrial use...". Adoption of the proposed revisions to the L-3 District would result in industrial use of these properties. The determination of the use for the vacant parcel is likely to set a precedent, in the years ahead, for the remainder of Horse Block Road.

K. Parcel K contains a LILCO right of way that severely restricts the property resulting in a long triangle parcel containing two lots. A single professional office would be the best use of the properties.

L. Parcel L contains a series of small lots resulting from the construction of the LIE. Therefore, there are small lots under common ownership on both sides of the expressway. The lots on the north present a problem; the service road would have to be constructed to provide access. The noise levels of the LIE would make these lots undesirable. Possibly, some assembly coupled with the long lots on Middle Island Avenue could result in an acceptable cluster approach away from the expressway.

M. Parcel M is the area west of Medford Avenue and backing to the United Parcel lot. These lots are 440 feet by 88 feet. The lands north of the LIE to the LILCO power line should be rezoned from I-3 to Residence A-1 similar to the lands on the easterly side.

N. Parcel N is the area between Petty's Lane and the LIE. It should remain residential.

P. Parcel P are those sites along Long Island Avenue and the Railroad zoned industrial and commercial that could be rezoned to residential.

Q. Parcel Q extends for the entire easterly side of North Ocean Avenue. It

is imperative that there be no commercial rezoning along this stretch of roadway. In view of the high occupancy vehicle lane on the LIE, the State should consider purchasing the vacant parcel north of the LIE to expand the park n_ride facility as well as a strip behind the gas station to provide direct access to the LIE service road.

R. Parcel R is a interior site zoned for Nursing Home. There seems to be no reason why this exists and is clearly spot zoning.

S. Parcel S is all that land at the easterly end of Peconic Avenue. The land use along this roadway represents the worst of industry. It is recommended that within the changed industrial zoning district regulations, the easterly property line of Gershow Recycling be the end of a L-2 zone that begins at Buffalo Avenue. On the south side, the L-2 zone should end at the westerly property line of Lot 11.1. The lands to the east, on both sides, should be zoned L-1 under the revised regulations. Every town has some undesirable industry and this area represents Brookhaven. Since it is unlikely to disappear, it is incumbent that special permits and other zoning regulations control the uses in the best possible legal manner.

T. Parcel T Woodside and NYS 112 is 3.1 acres. It should be developed residentially with lots fronting on an extended Syracuse Avenue.

U. Parcel U is an industrially zoned piece of land in the SGPA, surrounded by residential. It is recommended that this parcel be rezoned to A-1.

V. Parcel V is a large parcel utilized for sand and gravel. Over the long range, this will change. The parcel should be rezoned to the revised L-3 District to insure proper future development.

W. Parcel W represents the last opportunity to create a center in Medford around the fire station, Memorial Park and the railroad station. This area

currently zoned L-1 and A-1 is recommended to be rezoned to J Business to permit a small retail complex.

HIGHWAY IMPROVEMENTS

The Nassau Suffolk Transportation Coordinating Committee has recently adopted the Transportation Improvement Program (TIP) for 1994 through 1999. The Medford community is earmarked for considerable road improvements. The long awaited north service road between exits 64 and 65 is scheduled to begin in the program year 1994-95 at a cost of 3.08 million dollars. This project includes widening of the south service road between exits 63 and 64. The following projects (year construction begins) are also included in the TIP:

#22861	Resurface I-495	\$ 8.715M	1995-96
#22862	Service Rd. 63-64	\$ 8.518M	1996-97
#22865	East Service Rd. 65-67	\$ 9.976M	1996-97
#22881	4th Lane 61-64	\$44.207M	1995-96
#22868	Express Bus	*	1994-95
# 1620	NYS 112 Rehab.	\$56.548M	1998-99
#22888	Inform 61-64	\$ 2.536M	1995-96
#75654	Bike Rte. LI Ave. to 112	*	1994-95
#80445	Repair Park n Ride	*	1995-96
SC5513	CR83-LIE-Granny	\$ 1.000M	1994-95

* Part of larger project

In addition, engineering and right of way acquisition funds are included in the current TIP for the North Ocean Avenue Bridge over the LIE (\$1.891M) and widening of Horse Block Road from CR 83 to CR 21 (\$3.859M). Construction on these projects will begin after 1999. Conversation with the New York State Department of Transportation revealed that design for these improvements has not begun. It will be one year before proposals are advanced to a point for public participation. It is anticipated that Route 112 will have two lanes in each direction, a center turning lane, shoulders and a sidewalk area within a 108 foot right of way. There will be land acquisition that will delay the construction schedule. Exits 63 to 65 improvements are considered as one project and will include a south service road and a full diamond interchange at Horse Block Road.

It is evident that improvements are required to accommodate increased volume as well as to serve changing land use patterns. The following table

indicates the dramatic increase in traffic on two major roads:

Table 7

Average Annual Daily Traffic (AADT)

	1987	1992	Percent
Route 112			
Granny to Horse Block	17,100	23,000	34.5
LIRR to Woodside	16,600	19,600	18.1
I495 (LIE)			
Exit 63 to 64	51,100	76,800	50.3
Exit 64 to 65	48,060	64,800	34.8

Mass Transportation

The Census reported the journey to work pattern by Medford residents. Seventy-nine percent reported that they worked in Suffolk County. As expected, the "drive alone" represented the most popular choice with 8447 trips. In addition, 1223 persons chose to car pool. The use of public transportation is very small, 71 reported using a bus, while 370 use the Long Island Rail Road. In 1991, the railroad reported 27 westbound Medford Station boardings. There is one westbound and eastbound peak hour trip serving the station and the City. It is likely that most residents avail themselves of the electrified service at the Ronkonkoma Station and to a lesser degree at Patchogue.

Bus service is provided along Route 112 between Port Jefferson and Patchogue between 7 AM and 8 PM, Monday through Saturday. Feeder bus service is provided between Patchogue and the Department of Motor Vehicles building from approximately 7 AM to 7 PM also serving Brookhaven Hospital. Headways are about one hour.

Other Concerns

Conversation with various local leaders have expressed a list of concerns for the Hamlet of Medford. Many of these have been expressed by civic leaders

in other communities as well. An extremely small response to a questionnaire did reveal some unanimity among the respondents. They were satisfied with Medford as a place to live and very concerned with school taxes. Similarly most were dissatisfied with traffic, zoning patterns, the attention given to Medford by officials and very concerned about the garbage problem and the future of the community. A copy of the questionnaire with the number of respondents in the Appendix.

They feel dis-enfranchised from the decision making process of the Town. They question why variances are granted for signs, commercial uses in industrial zones and why parcels of land are subdivided when the zoning is one acre. It must be remembered that land has value, that value is established by zoning and other regulations. Some "upzonings" can become confiscatory and eventually voided by courts. Certain land uses remain with non-conforming status and may never go away. It is sometimes better to recognize undesirable uses and control them through regulation, rather than a non-conforming status. Furthermore, they question the lack of enforcement of existing codes. They would like to see an identity for Medford, a "sense of place".

In 1990, The Department of Planning, Environment and Development prepared a Revitalization Study for the "traditional" business area of Medford. The study area encompassed one block either side of Route 112 between north of Robinson Avenue and south of Jamaica Avenue. While this study must be complemented for its sense of aesthetics and history, it is short on reality in that area is too small to become much more than a town square (Memorial Park), because it lacks an attraction. Although difficult, expansion to include all the land north of Peconic and west of Pennsylvania Avenues could evolve into a small center. This action would preclude any expansion of the station area for rail purposes. This is further complicated by the needs of the Fire Department. Currently the area zoned L-1 is in dispute over its future use.

There is ample land designated as open space within Medford. However there are limited active recreational facilities. The area west of Route 112 is lacking in both open space and recreation. Medford is a "young" community and should provide adequate recreation for its children, while not solving the recreation needs of the Town at large.

recreation needs of the Town at large.

The Town should consider changing portions of the existing Building Zone Ordinance to reflect current development practices. This should include the elimination of "verticality", that is, permitting a less restrictive use in a more restrictive zone. (i.e. business in industrial zoning). The Town should adopt revised zoning districts as previously recommended in Zoning Analysis and Recommendations. Many issues raised by members of the community can be addressed through the enforcement of existing codes and ordinances. The creation of separate laws pertaining to junk yards, transfer stations, sand and gravel removal, noise and sign regulation can tend to remove them from the land use thought process. They become singular issues rather than being considered in the total context of land development and control. They may be deliberated by agencies and boards without benefit of the expertise of the Planning Department. Attention should be given to control of "flag lots". Current practice allows one home to be constructed behind another. The addition of a minimum of fifteen (15) feet of street frontage while disallowing an access strip ten (10) or less from inclusion as lot area would reduce the number of "flag lots".

Future Land Use

Plate 5 reflects the land use plan for the Medford Hamlet. It must be reviewed in conjunction with Plate 6 Recommended Rezoning. This is a result of discussions with the community reviewing the specifics presented in Problems and Opportunities. This represents the long range interests of the Hamlet for the foreseeable future. These recommendations rely on the adoption of amended zoning district regulations as previously proposed. They include the creation of a Heavy Commercial District (HC), an Agricultural District (AG) and revisions to all the industrial districts.

MEDFORD HAMLET COMPREHENSIVE PLAN

BROOKHAVEN, NEW YORK

LEGEND

-  SINGLE FAMILY RESIDENTIAL
-  MULTI FAMILY RESIDENTIAL
-  COMMERCIAL
-  INDUSTRIAL
-  PARKS AND OPEN SPACE
-  PUBLIC AND SEMI-PUBLIC
-  AGRICULTURE



LAND USE PLAN

PLATE 5

MEDFORD HAMLET COMPREHENSIVE PLAN BROOKHAVEN, NEW YORK

LEGEND

AREA TO BE REZONED
PROPOSED DISTRICT
NEW ZONING DISTRICT
NEW DISTRICT REGULATIONS

NOTE: ALL BOUNDARIES ARE APPROXIMATE

RECOMMENDED REZONING

PLATE 6



APPENDIX

MEDFORD RESIDENT QUESTIONNAIRE

The Medford Civic Association, in cooperation with Brookhaven Town's Master Plan Consultant Dr. Lee Koppleman, wishes to secure the opinion of residents in regard to their feelings about the community of Medford.

In regard to the following items of community interest I am: (Please check)

	Very Satisfied	Satisfied	Not Satisfied
Medford as a place to live	_____	_____	_____
Medford as a place to raise children	_____	_____	_____
Medford as a place to grow old	_____	_____	_____
School System	_____	_____	_____
Parks and Recreation	_____	_____	_____
Shopping	_____	_____	_____
Proximity to Jobs	_____	_____	_____
Traffic	_____	_____	_____
Attention given to Medford by officials	_____	_____	_____
Zoning Patterns	_____	_____	_____

My concerns with the following issues are: (Please Check)

	Very Concerned	Somewhat Concerned	Not Concerned
School Taxes	_____	_____	_____
County Taxes	_____	_____	_____
Town Taxes	_____	_____	_____
Zoning Decisions	_____	_____	_____
Traffic on Route 112	_____	_____	_____
Traffic on the LIE	_____	_____	_____
Noise	_____	_____	_____
Garbage	_____	_____	_____
Housing	_____	_____	_____
Pine Barrens	_____	_____	_____
The Future of Medford	_____	_____	_____

COUNTRY: 103 NCD: 010 PLACE: 2218 TRACT/BNA: 22 4/92

P1/2/3/6 PERSONS	P44 RESIDENCE IN 1985 -- NSA/PMSA LEVEL	P43 RESIDENCE IN 1985 -- STATE & COUNTY LEVEL
TOTAL	LIVING IN AN MSA/PMSA IN 1990	SAME HOUSE IN 1985
UNWEIGHTED SAMPLE	SAME HOUSE IN 1985	DIFFERENT HOUSE IN U.S. IN 1985
100% COUNT	DIFFERENT HOUSE IN U.S. IN 1985	SAME COUNTY
URBAN	THIS NSA/PMSA IN 1985	DIFFERENT COUNTY, SAME STATE
INSIDE URBANIZED AREAS	CENTRAL CITY	DIFFERENT STATE
OUTSIDE URBANIZED AREAS	REMAINDER OF THIS NSA/PMSA	NORTHEAST
RURAL	DIFFERENT NSA/PMSA IN 1985	MIDWEST
RURAL FARM	CENTRAL CITY	SOUTH
RURAL NONFARM	REMAINDER OF DIFFERENT NSA/PMSA	WEST
	NOT IN AN MSA/PMSA IN 1985	ABROAD IN 1985
	ABROAD IN 1985	PUERTO RICO
P8 RACE		FOREIGN COUNTRY
WHITE	NOT LIVING IN AN MSA/PMSA IN 1990	
BLACK	SAME HOUSE IN 1985	P36 YEAR OF ENTRY INTO U.S. (FOREIGN BORN)
ASIAN OR PAC ISL	DIFFERENT HOUSE IN U.S. IN 1985	1987 TO 1990
OTHER RACES	IN AN MSA/PMSA IN 1985	1985 OR 1986
	CENTRAL CITY	1982 TO 1984
P10 HISPANIC ORIGIN	REMAINDER OF NSA/PMSA	1980 OR 1981
	NOT IN AN MSA/PMSA IN 1985	1975 TO 1979
P4 FAMILIES	ABROAD IN 1985	BEFORE 1950
P5 HOUSEHOLDS		
	P28 LANGUAGE SPOKEN AT HOME AND ABILITY TO SPEAK ENGLISH	P54 SCHOOL ENROLLMENT AND TYPE OF SCHOOL (UNIVERSE: PERSONS 3+)
P22 FAMILY TYPE AND PRESENCE OF CHILDREN OVER 18 YEARS	SPEAK ONLY TO SPEAK ENGLISH	
FAMILIES	SPEAK SPANISH	ENROLLED IN PREPRIMARY SCHOOL
MARRIED-COUPLE FAMILY	SPEAK ENGLISH "VERY WELL"	PUBLIC SCHOOL
WITH CHILDREN OVER 18	SPEAK ENGLISH "WELL"	PRIVATE SCHOOL
NO CHILDREN OVER 18	SPEAK ENGLISH "NOT WELL"	
	OR "NOT AT ALL"	
OTHER FAMILY	SPEAK ASIAN OR PAC ISL LANG	ENROLLED IN ELEMENTARY OR HIGH SCHOOL
MALE HOUSE HOLDER, NO SPOUSE	SPEAK ENGLISH "VERY WELL"	PUBLIC SCHOOL
WITH CHILDREN OVER 18	SPEAK ENGLISH "WELL"	PRIVATE SCHOOL
NO CHILDREN OVER 18	SPEAK ENGLISH "NOT WELL"	
	OR "NOT AT ALL"	
FEMALE HOUSE HOLDER, NO SPOUSE	SPEAK OTHER LANGUAGE	ENROLLED IN COLLEGE
WITH CHILDREN OVER 18	SPEAK ENGLISH "VERY WELL"	PUBLIC SCHOOL
NO CHILDREN OVER 18	SPEAK ENGLISH "WELL"	PRIVATE SCHOOL
	SPEAK ENGLISH "NOT WELL"	
	OR "NOT AT ALL"	
P57/58/59/60 EDUCATIONAL ATTAINMENT BY RACE AND HISPANIC ORIGIN		
PERSONS 18+		
TOTAL	WHITE	ASIAN & PAC ISL
	BLACK	OTHER
	HISPANIC ORIGIN	
ELEMENTARY (0 TO 8 YEARS)		
HIGH SCHOOL (1 TO 4 YEARS), NO DIPLOMA		
HIGH SCHOOL DIPLOMA		
SOME COLLEGE, NO DEGREE		
ASSOCIATE DEGREE		
BACHELORS DEGREE		
GRADUATE OR PROFESSIONAL DEGREE		

P80/81/107/108 HOUSEHOLD AND FAMILY INCOME IN 1989										P117/119/120 POVERTY STATUS IN 1989 (UNIVERSE: PERSONS FOR WHOM POVERTY STATUS IS DETERMINED)										P114A8B/115A/116A PER CAPITA INCOME IN 1989																																																	
HOUSEHOLDS										FAMILIES										PERSONS										AT OR ABOVE POVERTY										BELOW POVERTY										TOTAL PERSONS IN HOUSEHOLDS IN GROUP QUARTERS										ALL PERSONS									
0 - 4,999										54										1412										20467										711										\$15,618										\$15,652									
5,000 - 9,999										54										336																																																	
10,000 - 12,499										46										1884																																																	
12,500 - 14,999										37										2450																																																	
15,000 - 17,499										90										2145																																																	
17,500 - 19,999										103										3330																																																	
20,000 - 22,499										137										3734																																																	
22,500 - 24,999										196										2592																																																	
25,000 - 27,499										192										757																																																	
27,500 - 29,999										92										539																																																	
30,000 - 32,499										191										868																																																	
32,500 - 34,999										95										420																																																	
35,000 - 37,499										167																																																											
37,500 - 39,999										141																																																											
40,000 - 42,499										149																																																											
42,500 - 44,999										169																																																											
45,000 - 47,499										245																																																											
47,500 - 49,999										255																																																											
50,000 - 54,999										215																																																											
55,000 - 59,999										236																																																											
60,000 - 74,999										227																																																											
75,000 - 99,999										591																																																											
100,000 - 124,999										407																																																											
125,000 - 149,999										951																																																											
150,000 OR MORE										894																																																											
MEAN										820																																																											
										178																																																											
										64																																																											
										39																																																											
										39																																																											
										\$50,190																																																											
										\$53,630																																																											

P70/71/72 LABOR FORCE STATUS BY SEX AND RACE/HISPANIC ORIGIN
(UNIVERSE: PERSONS 16 YEARS AND OLDER)

P70/71/72 LABOR FORCE STATUS BY SEX AND RACE/HISPANIC ORIGIN (UNIVERSE: PERSONS 16 YEARS AND OLDER)									
	TOTAL	WHITE	BLACK	AMR IND/ ESK/ALEUT	ASIAN/ PAC ISL	OTHER	HISPANIC ORIGIN		
MALE									
LABOR FORCE	6153	5721	190	29	119	94	491		
IN ARMED FORCES	44	44	0	0	0	0	0		
CIVILIAN	6109	5677	190	29	119	94	491		
EMPLOYED	5883	5465	176	29	119	94	479		
UNEMPLOYED	226	212	14	0	0	0	12		
NOT IN LABOR FORCE	1363	1263	30	0	40	30	79		
FEMALE									
LABOR FORCE	5170	4846	160	15	77	72	480		
IN ARMED FORCES	0	0	0	0	0	0	0		
CIVILIAN	5170	4846	160	15	77	72	480		
EMPLOYED	4824	4548	138	15	56	67	466		
UNEMPLOYED	346	298	22	0	21	5	14		
NOT IN LABOR FORCE	2928	2650	141	5	71	61	199		
P79 CLASS OF WORKER (UNIVERSE: EMPLOYED PERSONS 16+)									
WAGE AND SALARY	7254								
PRIVATE FOR PROFIT	812								
PRIVATE NOT FOR PROFIT	446								
SELF-EMPLOYED									
P73 PRESENCE AND AGE OF CHILDREN AND EMPLOYMENT STATUS (UNIVERSE: FEMALES 16 YEARS AND OVER)									
	MALE	FEMALE							
16-64 YEARS	479	383							
WITH A WORK DISABILITY	0	14							
WITH A MOBILITY OR									
SELF-CARE LIMITATION									
NO MOBILITY OR									
SELF-CARE LIMITATION									
NO WORK DISABILITY	95	56							
WITH A MOBILITY OR									
SELF-CARE LIMITATION									
NO MOBILITY OR									
SELF-CARE LIMITATION	6330	6850							
65+ YEARS									
WITH A WORK DISABILITY									
WITH A MOBILITY OR									
SELF-CARE LIMITATION									
NO MOBILITY OR									
SELF-CARE LIMITATION									
NO WORK DISABILITY	136	133							
WITH A MOBILITY OR									
SELF-CARE LIMITATION									
NO MOBILITY OR									
SELF-CARE LIMITATION	0	16							
NO WORK DISABILITY									
WITH A MOBILITY OR									
SELF-CARE LIMITATION									
NO MOBILITY OR									
SELF-CARE LIMITATION	26	19							
NO WORK DISABILITY									
WITH A MOBILITY OR									
SELF-CARE LIMITATION									
NO MOBILITY OR									
SELF-CARE LIMITATION	401	621							
P74 LABOR FORCE STATUS OF PARENTS (UNIVERSE: OWN CHILDREN UNDER 18)									
	1000								
LIVING WITH TWO PARENTS	541								
ONE IN LABOR FORCE	624								
LIVING WITH ONE PARENT	30								
NOT IN LABOR FORCE									
P77 INDUSTRY (UNIVERSE: EMPLOYED PERSONS 16+)									
AGRICULTURE, FORESTRY, & FISHERIES	105								
MINING	12								
CONSTRUCTION	689								
MANUFACTURING									
NONDURABLE GOODS	522								
DURABLE GOODS	1055								
TRANSPORTATION	681								
COMMUNICATIONS & OTHER									
PUBLIC UTILITIES	377								
WHOLESALE TRADE	555								
RETAIL TRADE	1899								
FINANCE, INSURANCE, & REAL ESTATE	672								
SERVICES									
BUSINESS & REPAIR	502								
PERSONAL	197								
ENTERTAINMENT & RECREATION	163								
PROFESSIONAL & RELATED									
HEALTH	885								
EDUCATIONAL	1012								
OTHER PROF & REL	587								
PUBLIC ADMINISTRATION	794								

P45/46/47/48	PLACE OF WORK (UNVERSE: WORKERS 16+) WORKED IN STATE OF RESIDENCE WORKED IN COUNTY OF RESIDENCE WORKED OUTSIDE COUNTY OF RESIDENCE WORKED OUTSIDE STATE OF RESIDENCE	P50/51 MINUTES	TRAVEL TIME TO WORK	P33/34/35	ANCESTRY	SINGLE ANCESTRY	FIRST MULTIPLE ANCESTRY	SECOND MULTIPLE ANCESTRY
8336	LIVING IN AN MSA	0	243	ARAB	4	4	4	14
2062	WORKED IN MSA OF RESIDENCE	5	950	AUSTRIAN	86	132	132	82
98	CENTRAL CITY	10	1613	BELGIAN	0	0	0	12
10490	REMAINDER OF THIS MSA	15	1464	CANADIAN	14	14	14	53
0	WORKED OUTSIDE MSA OF RESIDENCE	20	1152	CZECH	40	77	77	79
9431	CENTRAL CITY	25	506	DANISH	16	34	34	52
940	REMAINDER OF A DIFFERENT MSA	30	210	DUTCH	64	97	97	138
109	WORKED OUTSIDE OF ANY MSA	35	238	ENGLISH	134	719	719	891
16	NOT LIVING IN AN MSA	40	835	FINNISH	0	21	21	13
	WORKED IN AN MSA	45	1043	FRENCH	73	343	343	301
	CENTRAL CITY	60	675	FRENCH CANADIAN	85	79	79	79
	REMAINDER OF MSA	90	189	GEMAN	969	3433	3433	1864
	WORKED OUTSIDE OF ANY MSA	WORKED AT HOME	30	GREEK	138	216	216	43
		AVG TRAVEL TIME		HUNGARIAN	60	82	82	114
		P53 PRIVATE VEHICLE OCCUPANCY		IRISH	1847	3738	3738	2142
	LIVING IN A PLACE	IN 2-PERSON CARPOOL	8447	ITALIAN	3395	5511	5511	1236
	WORKED IN PLACE OF RESIDENCE	IN 3-PERSON CARPOOL	1049	LITHUANIAN	27	51	51	36
	WORKED OUTSIDE PLACE OF RESIDENCE	IN 4-PERSON CARPOOL	123	NORWEGIAN	57	106	106	129
	NOT LIVING IN A PLACE	IN 5-PERSON CARPOOL	34	POLISH	513	975	975	733
	WORKED IN MCD OF RESIDENCE	IN 6-PERSON CARPOOL	0	PORTUGUESE	64	85	85	52
	WORKED OUTSIDE MCD OF RESIDENCE	IN 7-OR-MORE CARPOOL	17	ROMANIAN	15	32	32	12
		OTHER MEANS	826	RUSSIAN	219	428	428	167
		P52 TIME LEAVING HOME TO GO TO WORK		SCOTTISH IRISH	80	173	173	24
		12:00 AM - 4:59 AM	248	SCOTTISH	42	106	106	171
		5:00 AM - 5:29 AM	246	SLOVAK	19	45	45	57
		5:30 AM - 5:59 AM	327	SUBSAHARAN AFRICAN	10	20	20	0
		6:00 AM - 6:29 AM	1045	SWEDISH	44	116	116	79
		6:30 AM - 6:59 AM	1191	SWISS	0	13	13	7
		7:00 AM - 7:29 AM	1530	UKRAINIAN	32	51	51	110
		7:30 AM - 7:59 AM	1172	U.S. OR AMERICAN	576	576	576	0
		8:00 AM - 8:29 AM	1275	WELSH	16	48	48	50
		8:30 AM - 8:59 AM	699	(EXC HISPANICS)	62	85	85	6
		9:00 AM - 9:59 AM	812	YUGOSLAVIAN	8	8	8	4
		10:00 AM - 10:59 AM	242	RACE OR HISPANIC	1847	2080	2080	226
		11:00 AM - 11:59 AM	105	ORIGIN GROUPS	532	663	663	207
		12:00 PM - 3:59 PM	652	OTHER GROUPS				
		4:00 PM - 11:59 PM	763	UNCLASSIFIED OR				
		WORKED AT HOME	189	NOT REPORTED	1003	1003	1003	12091
				P27 SEX BY MARITAL STATUS				
				NEVER MARRIED	2201	2201	2201	2054
				MARRIED	5000	5000	5000	4833
				SPOUSE PRESENT	62	62	62	238
				SPOUSE ABSENT	133	133	133	114
				SEPARATED	105	105	105	537
				OTHER	280	280	280	569
				WIDOWED				
				DIVORCED				

110

11-1-11

