

EXHIBIT 16

PART 3 OF 3

Solid Waste

While a small component of solid waste management, the below discussions on Organic Waste Processing and Recycling are two issues at the forefront of solid waste management practices and are therefore included within this Sustainability Plan. Please reference the Town's Solid Waste Management Plan to address these two issues in detail and other solid waste issues, including residential and commercial solid waste collection and disposal (waste-to-energy), yard waste (leaves and brush) collection and disposal, household hazardous waste, e-waste, medications, construction demolition debris, among others.

Organic Waste Processing

Organic waste processing is the breaking down of organic materials, carbon-based compounds from living things that are readily biodegradable, making them a valuable resource rather than a waste. Common organic materials include animal manure, food processing waste, food scraps, yard trimmings, and others.

Best Management Practices

Home composting is one example of organic waste processing. To support this, local governments often provide compost bins for residents, as well as educational events. On a larger scale, local governments may need to review local zoning codes to ensure large-scale organic waste processing facilities are permitted in appropriate locations with minimal impacts on residents.

State solid waste regulations and organics recycling facilities are regulated under 6 NYCRR Part 360 and 361. New York's Department of Environmental Conservation (DEC) provides regulatory oversight, technical assistance, education and outreach, and funding for organics reduction and recycling.

Baseline Assessment

In 1983 New York State passed a law titled "The Long Island Landfill Law" placing additional requirements and restrictions on Long Island's landfills. The new regulations prohibit the opening and operation of any new landfills on the island, as well as provide regulations for the expansion of any of the six existing landfills. One solution that Smithtown is studying is an industrial-scale indoor composting facility. This type of facility would help reduce the monetary and environmental costs of shipping waste off the island. Smithtown is studying several viable locations. A Summary Report for Findings on Organic Waste Processing Facilities (OWPF) (May 2019) suggests that the best locations for an indoor OWPF in the Town of Smithtown would be in industrial areas located along such corridors as Old Northport Road, Montclair Avenue, south of Middle Country Road between Lake Avenue and Southern Boulevard, and Gyrodyne.

Strategies

Smithtown should continue to study indoor organic waste processing facilities and conduct siting analyses. The Town is currently undergoing zoning code review and amendments to permit such facilities. In such a case, performance standards should be written to ensure there is no impact to surrounding residential structures. The Town should also continue to review and update its Solid Waste Management Plan and incorporate best management practices for organic waste processing.

The Town should also look to partner with local institutions to help reduce waste-to-energy. These large generators of waste include restaurants, hospitals, hotels, and supermarkets. In New York State, a similar law has already passed titled the "Food Waste Bill", set to take effect beginning in 2022. The law would require generators of large-scale waste to separate excess edible food for donation for human consumption, as much as practical and food scraps could be used as animal feed.

Town of Smithtown should consider completing the following CSC Certification Action Items:

Pledge Element (PE) 5: Use climate-smart materials management

- PE-5.10 Compost Bins for Residents
- PE-5.23 Government Solid Waste Audit
- PE-5.21 Organic Waste Program for Government Buildings
- PE-5.11 Residential Organic Waste Program

Recycling

On a global level, how recyclable materials are handled is changing and is resulting in local impacts to municipalities nationwide. China is the largest foreign buyer of U.S. recyclables, but with the country's new "National Sword" policy aimed at cleaning up the nation's environmental problems, China is no longer accepting certain recyclable commodity imports, and only accepts recyclable materials with lower limits of contamination or non-recyclable scrap metals. Local municipalities and their recycling partners should prepare for higher recycling costs and should educate residents and local businesses on the new standards for accepted recyclable materials.

Best Management Practices

Communication and education of recycling best practices and enforcement of state and local recycling laws are a couple of ways local governments can ensure high residential and commercial recycling rates.

Baseline Assessment

Due to restrictions imposed by China for these recycling commodities, some plastics are no longer accepted in curbside programs, affecting municipal recycling programs, including the program for the Town of Smithtown. Acceptable plastics now include only those plastic containers coded 1 and 2. Due to these recent restrictions, the amount

of recyclable materials allowed has reduced. Waste management and recycling was identified among the top five environmental issues facing the Town of Smithtown, according to Comprehensive Plan survey respondents.

Strategies

Smithtown can minimize the many adverse health and environmental impacts of solid waste disposal by expanding the range of materials that are recycled in Smithtown and, more importantly for the longer-term, by reducing the sources of generation of such wastes. The Town should continue to review and update its Solid Waste Management Plan and incorporate best management practices for recycling.

The Town should also look to lessen the use of single-use plastics at local businesses.

Town of Smithtown should consider completing the following CSC Certification Action Items:

Pledge Element (PE) 5: Use climate-smart materials management

- PE-5.20 Recycling Bins in Government Buildings
- PE-5.9 Recycling Program for Public Places & Events
- PE-5.13 Waste Reduction Education Campaign



Sustainability Funding Sources

While sustainability initiatives are typically funded through the Town's Capital Improvement Program (CIP), other funding sources (i.e. grants, programs) are available.

State Grants

Climate Smart Communities Grant Program

Once a community becomes a member of the Climate Smart Communities (CSC) program the CSC provides local governments with guidance on best practices for mitigating and adapting to climate change. The CSC offers grants to localities to help fund climate adaptation and mitigation projects. These funds are available in two broad categories. The first category of funds supports projects related to climate change adaptation and the second to planning projects related to CSC certification actions. All CSC grant applications are accepted through the Consolidated Funding Application (CFA). Smithtown adopted the Climate Smart Pledge and became a Clean Energy Community after having completed at least four impact actions: unified solar permit, LED streetlights, energy code enforcement training, and clean fleets. As a designated community, Smithtown is eligible for such grants.

Green Innovation Grant Program

The Green Innovation Grant Program (GIGP) authorizes the Environmental Facilities Corporation (EFC) to provide grants to projects statewide that utilize unique stormwater infrastructure design. The purpose of the grant is to assist municipalities with improving their green infrastructure systems in order to improve water quality and treat stormwater runoff at the source. The Town has already received a \$150,000 grant through this program for the Meadow Road bioswale project.

Municipal Zero-Emission Vehicle (ZEV) Rebate and Infrastructure Grant Programs

The Municipal ZEV Rebate program provides rebates to municipalities like the Town of Smithtown to purchase or lease (for at least 36 months) eligible new vehicles for fleet use. The ZEV Infrastructure Grant program provides grants to install hydrogen fuel filling station components and electric vehicle supply equipment (EVSE) for public use.

Water Infrastructure Improvement Act

The Water Infrastructure Improvement Act (WIIA) authorizes the Environmental Facilities Commission (EFC) to provide municipalities with grants that fund projects relating to water quality infrastructure. WIIA grants can also be used to fund drinking water and sewage treatment water projects.

Intermunicipal Water Infrastructure Grants

Intermunicipal Water Infrastructure grants (IMG) authorize the Environmental Facilities Commission (EFC) to provide grants for drinking water and sewage treatment water

projects that serve multiple municipalities, such as a shared water quality infrastructure project or the interconnection of multiple municipalities water infrastructure systems.

Integrated Solutions Construction Grant Program

Integrated Solutions Construction (ISC) funding authorizes the Environmental Facilities Commission (EFC) to provide grants for projects that incorporate green infrastructure into Clean Water State Revolving Fund (CWSRF) projects to encourage and support green infrastructure projects.

CWSRF projects are ones that received a low-interest loan for wastewater and water quality improvement projects in New York state. The projects generally remove stormwater from combined, sanitary, or storm systems and integrate green practices into traditional gray infrastructure practices.

Engineering Planning Grant Program

The New York State Department of Environmental Conservation (DEC), in conjunction with the EFC, offers grants to municipalities for the initial planning of eligible Clean Water State Revolving Fund (CWSRF) water quality projects. The purpose of the Engineering Planning Grant (EPG) program is to advance projects to the construction stage so applicants can receive further funding through the CWSRF program.

Sustainability Plan Recommendations

Directions

"Check off" a completed Recommendation and mark the year of completion as a way to measure progress.

Short: complete in 1-2 years; **Medium:** complete in 3-5 years; **Long:** complete in 10+ years.

<i>Recommendation</i>	<i>Implementing Party</i>	<i>Timeframe</i>	<i>Completed</i>	<i>Year Completed</i>
General				
1 Establish a Climate Smart Coordinator.	Town Board	Short		
2 Establish a Climate Smart Communities Task Force.	Town Board	Short		
3 Inventory local Greenhouse Gas (GHG) emissions and create a local Climate Action Plan to meet self-established emission reduction goals.	Climate Smart Coordinator, Climate Smart Communities Task Force	Medium to Long		
4 Create a Climate Resilient Action Plan.	Climate Smart Coordinator, Climate Smart Communities Task Force	Medium to Long		
Land Use				
5 Promote the smart growth strategy of Transit Oriented Development (TOD) around the Town of Smithtown's train stations in updating the Zoning Code.	Planning Department, Planning Board	Short		
6 Minimize chemical use (i.e. pesticides, herbicides, fertilizers) in parks and other Town-owned lawns and open spaces.	Parks, Buildings & Grounds Department	Short		
7 Prepare an Impervious Cover Assessment and Reduction Action Plan to address localized street flooding.	Town Board	Ongoing		
8 Continue to reference the NYS DEC Stormwater Management Design Manual for design standards and siting and maintenance guidance for green stormwater infrastructure.	Town Board, Engineering Department	Short		
9 Create a Green Techniques Checklist and integrate into the development application process	Town Board, Planning Department, Planning Board, Engineering Department	Short to Medium		
10 Integrate opportunities for green infrastructure such as tree pits or bioswales to capture stormwater with new road projects	Town Board, Highway Department	Short to Long		
Economic Development				
11 Consider implementing a green business program in downtown Locatino's and the Long Island Innovation park at Hauppauge, to showcase environmentally friendly businesses	Town Board, HIA-LI, Chamber of Commerce	Short to Medium		
12 Adopt a local green building code	Town Board, Building Department	Medium to Long		

Sustainability Plan Recommendations

<i>Recommendation</i>	<i>Implementing Party</i>	<i>Timeframe</i>	<i>Completed</i>	<i>Year Completed</i>
Economic Development				
13 Require a green building analysis when new municipal construction exceeds a minimum threshold.	Town Board, Building Department	Medium		
14 Continue to attend meetings with the County in the development of the updated Hazard Mitigation Plan	Department of Safety	Short		
15 Continue to implement mitigation initiatives outlined in the Suffolk County Hazard Mitigation Plan.	Town Board, Various	Ongoing		
16 Encourage local farmers markets, especially in the Town's downtown and other core locations.	Local Civic Organizations or Chambers of Commerce, Town Board	Ongoing		
Energy				
17 Continue to implement LED lights for new streetlights and continue to install LED indoor lighting at the municipal buildings to reduce overall energy consumption.	Town Board, Director of Traffic and Safety	Ongoing		
18 Adopt a "benchmarking" program for municipal buildings and large private buildings.	Parks, Buildings & Ground Department	Medium		
19 Complete an energy audit of all Town-owned buildings to determine energy usage and the need to achieve greater energy efficiency.	Town Board	Medium to Long		
20 Explore energy aggregation options to benefit residents	Town Board	Short to Medium		
21 Explore the installation of solar photovoltaic (PV) panels or other renewable energy installations at Town-owned properties.	Town Board, Parks, Buildings & Grounds Department	Ongoing		
22 Reduce permitting fees on certain energy conservation or alternative energy devices	Town Board	Ongoing		
Transportation				
23 Pass a "Complete Streets" Policy Resolution	Town Board	Short		
24 Conduct a "gaps" analysis of sidewalk and bicycle infrastructure	Town Board, Highway Department, Planning Department	Short		
25 Encourage electric vehicle (EV) chargers to be installed, especially in new multi-family construction and new non-residential construction of a certain size.	Planning Department, Planning Board, Town Board	Short		
26 Amend the Town's Zoning Code to provide definitions related to Alternative Fuel Vehicles (AFV) fueling, introduce AFV signage, and streamline the permitting and inspection processes.	Planning Department, Planning Board, Town Board	Short		
27 Retrofit, lease, or purchase AFVs for Town use, when feasible	Town Board, Purchasing Department	Ongoing		

Sustainability Plan Recommendations

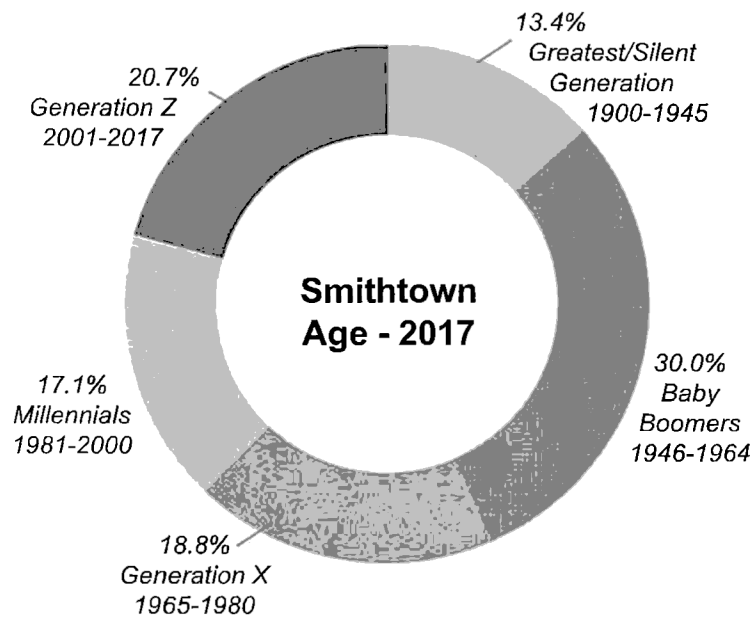
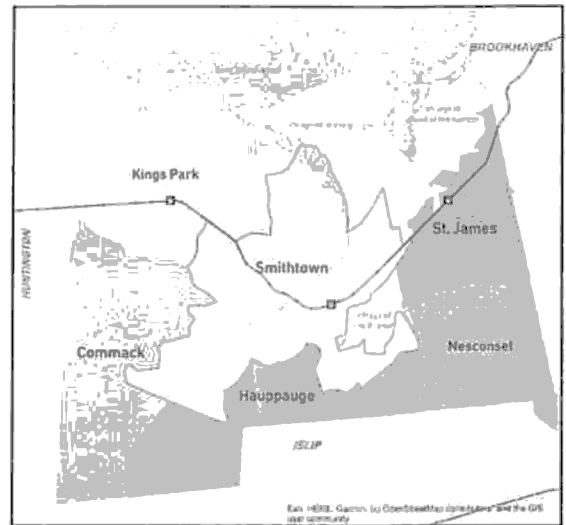
<i>Recommendation</i>	<i>Implementing Party</i>	<i>Timeframe</i>	<i>Completed</i>	<i>Year Completed</i>
Transportation				
28 Prepare a Local Readiness Plan for AFV infrastructure.	Planning Department, Town Board	Short		
29 Initiate an anti-idling education and enforcement campaign for "state car idling laws", especially near schools.	Town Board, Suffolk County Police Department	Short		
Natural, Cultural, Historic Resources				
30 Consider creating an open space fund and contemplate financing options.	Town Board	Short to Medium		
31 Update the Natural Resources Inventory (NRI) from the 2015 Draft Comprehensive Plan as needed and adopt.	Town Board, Planning Department	Short to Medium		
32 Create a dedicated Tree Fund.	Town Board	Short		
33 Undertake a tree inventory.	Town Board, Engineering Department	Short to Medium		
34 Identify potential adaptive re-uses of historic sites.	Planning Department	Short to Medium		
35 Eliminate barriers to adaptive reuse by permitting a mix of appropriate uses in zone districts with adaptive re-use potential sites	Town Board, Planning Department, Planning Board	Short to Medium		
Solid Waste				
36 Continue to study organic waste processing facilities (OWPF) and conduct siting analyses.	Town Board	Ongoing		
37 Amend the Town Zoning Code to permit indoor OWPF and require performance standards for this use.	Town Board	Ongoing		
38 Continue to review and update the Town's Solid Waste Management Plan and incorporate best management practices for all solid waste issues.	Town Board, Municipal Services Facility Department, Department of Environment and Waterways	Ongoing		
39 Study the feasibility of expanding the operating hours of the Municipal Services Facility.	Town Board, Solid Waste Coordinator, Municipal Services Facility Department	Short		

SMITHTOWN COMMUNITY PLAN



Smithtown at a Glance

On Long Island, most Towns are too large for people to identify with as their community and alternatively identify with smaller place names, such as villages or hamlets. In Smithtown, the six unincorporated communities, or hamlets, are the places people identify with most. In this plan, we will focus on a discussion of **Smithtown** community identity and specific areas of proposed change.



26,340 residents

5th densest hamlet

Areas of Change

- Downtown Smithtown
- Jericho Turnpike West

Housing

12.0%
rent



88.0%
own

Household Income

9.9%
less than \$25k



46.1%
more than \$150k

Education

36.9%
HS Diploma or Some College



57.4%
College Degree

How Smithtown Commutes

0.6%
Walk



0.1%
Bike

0.9%
Taxi, motorcycle, or other means



82.0%
Drove alone



4.6%
Carpooled



6.1%
Public Transportation



5.7%
Worked at home



Existing Development Pattern

There is a larger share of land area dedicated to residential use as a whole in the Smithtown hamlet when compared to the Town of Smithtown's land use breakdown - nearly 6% more, where the total area of the hamlet is comprised of 60.88% residential and the Town 54.53%. Smithtown hamlet has a substantially larger share of area dedicated to single-family residences (58.6%) than the Town, as well (51.16%).

The Smithtown hamlet also has a larger share of open space when compared to the Town (21.97% of total area versus 18.31% Townwide) and has the highest share of agriculture (1.09%) when compared to all hamlets.

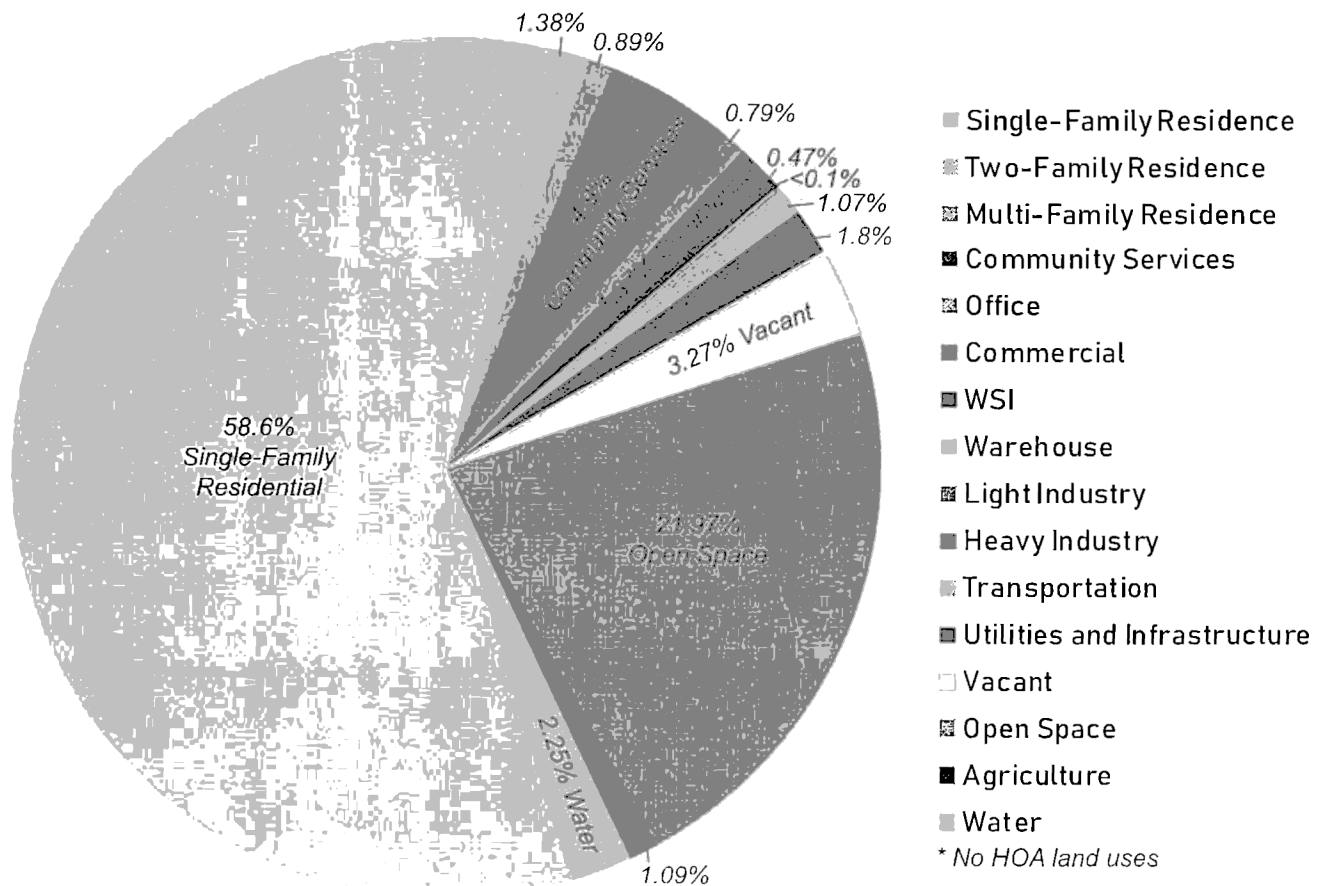
The Town, however, has a larger share of commercial (2.71%), office (1.55%), and industry (5.13%) when compared to the hamlet (1.37%, 0.79%, and 0.12%, respectively), of which the industry category includes warehouse, light industry, and heavy industry.

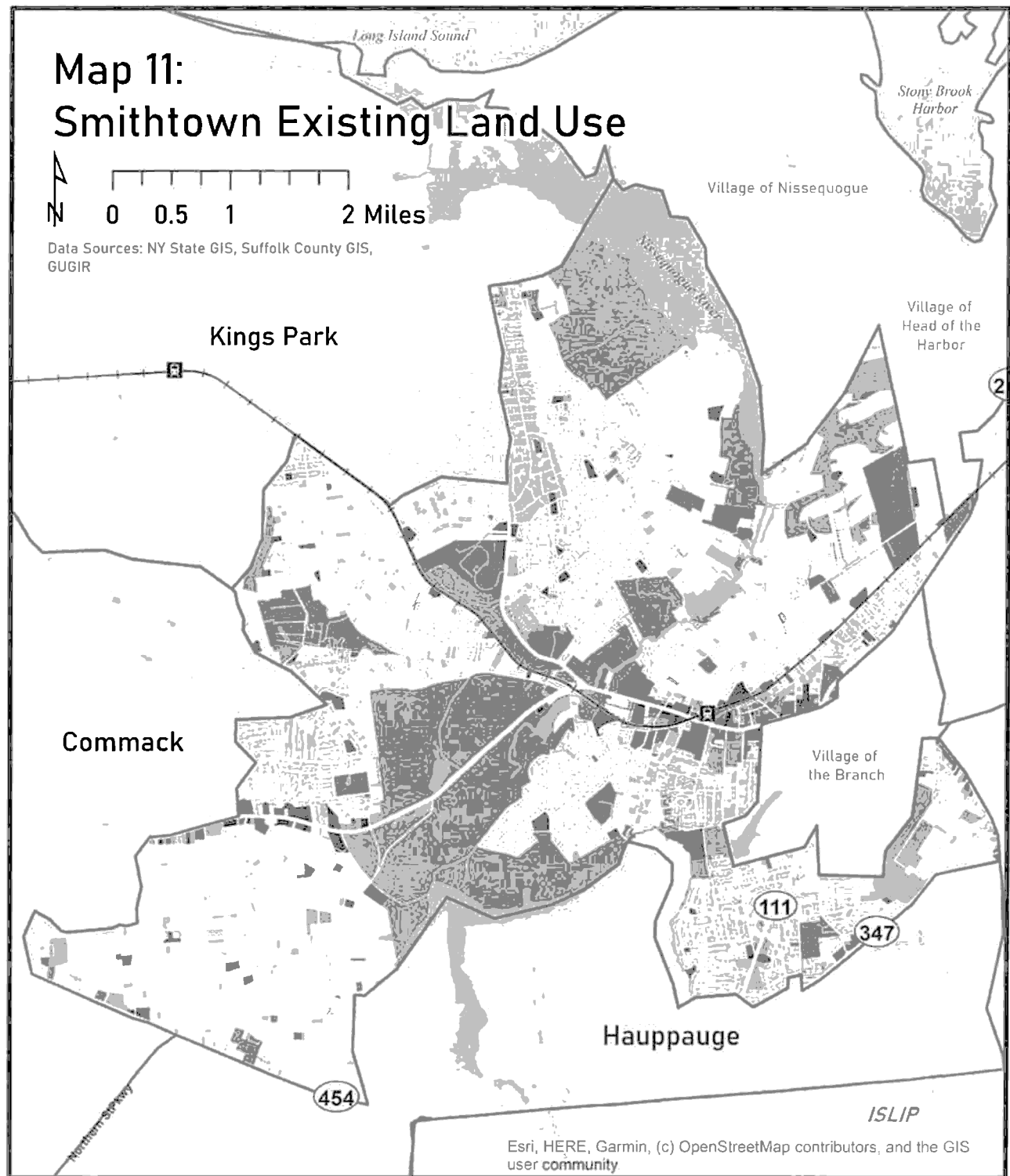
Recent Major Developments

Taking a look at recent development can be a good indicator of where the hamlet's built environment is headed. The following recent major development projects are examples of investments for the hamlet of Smithtown's future and may contribute to population growth and economic activity for residents and businesses.

- Whisper Woods is an assisted living facility located at 21 St. Johnland Road in Smithtown on 12.6 acres. The \$25 million project consists of 101 units near to St. Catherine of Siena Hospital. The facility opened in August 2018.
- The Lofts at Maple & Main, located in the heart of downtown Smithtown at 102 Main Street was approved in August 2018 for 62 apartments and 9,146 square feet of retail space. The development will replace a currently vacant site, and previous home of the Nassau-Suffolk Lumber and Supply Corporation. The project includes one mixed-use building fronting Main Street and three apartment buildings to the rear of the site with an on-site sewage treatment plant. Construction has begun on this development.

Smithtown Hamlet 2012 Land Use Breakdown





Legend

Single-Family (Low Density)	Office	Transportation
Single-Family (Medium Density)	Commercial	Utilities and Infrastructure
Single-Family (High Density)	Wholesale and Service Industry	Vacant
Two-Family Residence	Warehouse	Open Space
Multi-Family Residence	Light Industry	Agriculture
Community Services	Heavy Industry	Water

Areas of Change

To keep Smithtown on a path towards success in all aspects of quality of life, the Town must reflect its current demographics, development trends, and many other factors affecting how people live, work, travel, and play in the community. The Smithtown Community Plan reflects these realities and makes modern land use policy recommendations for future development, as well as zoning changes for the Town's Zoning Ordinance.

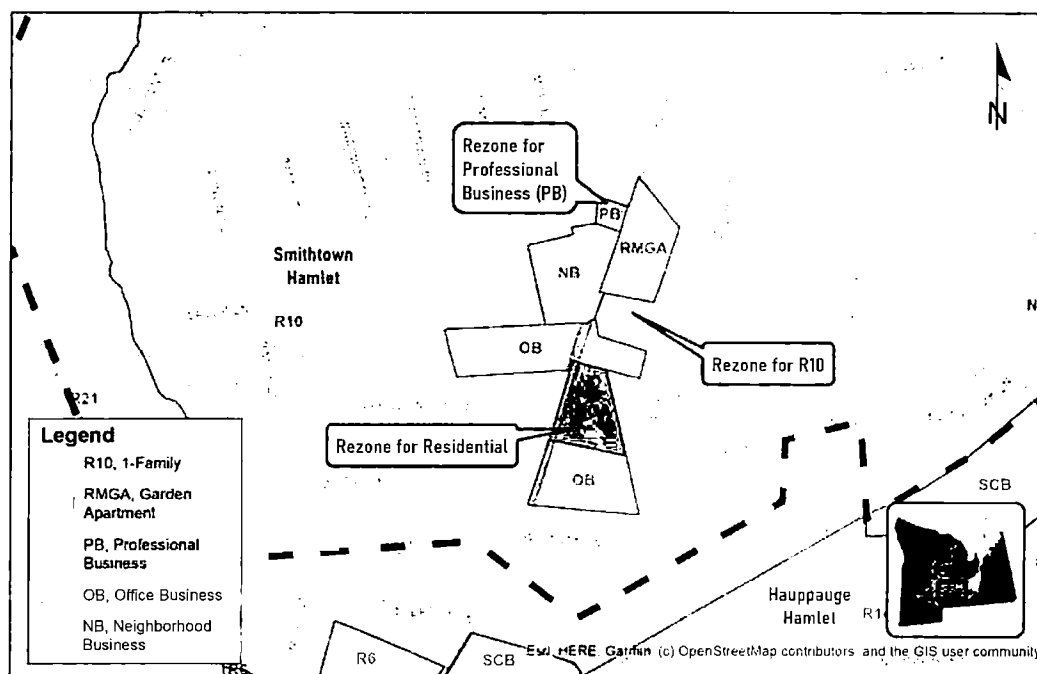
The following areas in Smithtown Hamlet are areas that were identified by Comprehensive Plan participants as areas of concern and are therefore recommended for change.

Hauppauge Road (NYS Rte 111)

A small node, the intersection of Hauppauge Road and Maple Avenue requires minor zone changes. As shown in the figure below, the proposed zone changes "right-size" the zone to what's existing on the properties at this node.

Strategy and Development

The recommendations for this area are depicted in the map above and described as follows:



1. The plan recommends rezoning the two Office Business (OB) zoned properties north of Maple Avenue to Professional Business (PB). The two sites are located between a commercial node and residential land uses, acting as a transition from less intense to more intense uses, therefore meeting the zone intent of the PB zone. Further, the properties do not meet the lot size requirements of the OB zone (min. lot size of 20,000 square feet) but one meets and another nearly meets the minimum 7,500 square foot requirement of the PB zone. Last, the existing office building looks residential in nature and furthers the recommendation in the Land Use Plan to require residential appearance standards for buildings in the PB zone.
2. "Right-size" the existing residential complex by zoning it in the appropriate residential zone. Currently zoned for Neighborhood Business (NB), the property is better suited as a Garden Apartment zone (RMGA) as it meets the minimum lot size requirement and the existing development is a garden apartment complex. Neighborhood Business is not appropriate at the location, since it is not located at the intersection near to the existing commercial node or center.
3. Rezone the lot containing the recharge basin from NB and R10 to wholly within the R10 district. By zoning the lot entirely in one zoning district, instead of the current zoning which splits the lot into two zones, it safeguards the lot for continued and future use as a recharge basin.

Downtown Smithtown

Future Vision

When asked how they'd like to see downtown Smithtown redeveloped, Comprehensive Plan survey commenters desired a unique downtown that is walkable, reflective of the community, and family-oriented.

Strategy and Development

This section discusses how the downtown area might improve based on the results from the public engagement (survey and workshops), the SWOT analysis, and looks at national and local trends identified in the Land Use Plan that are affecting the area.

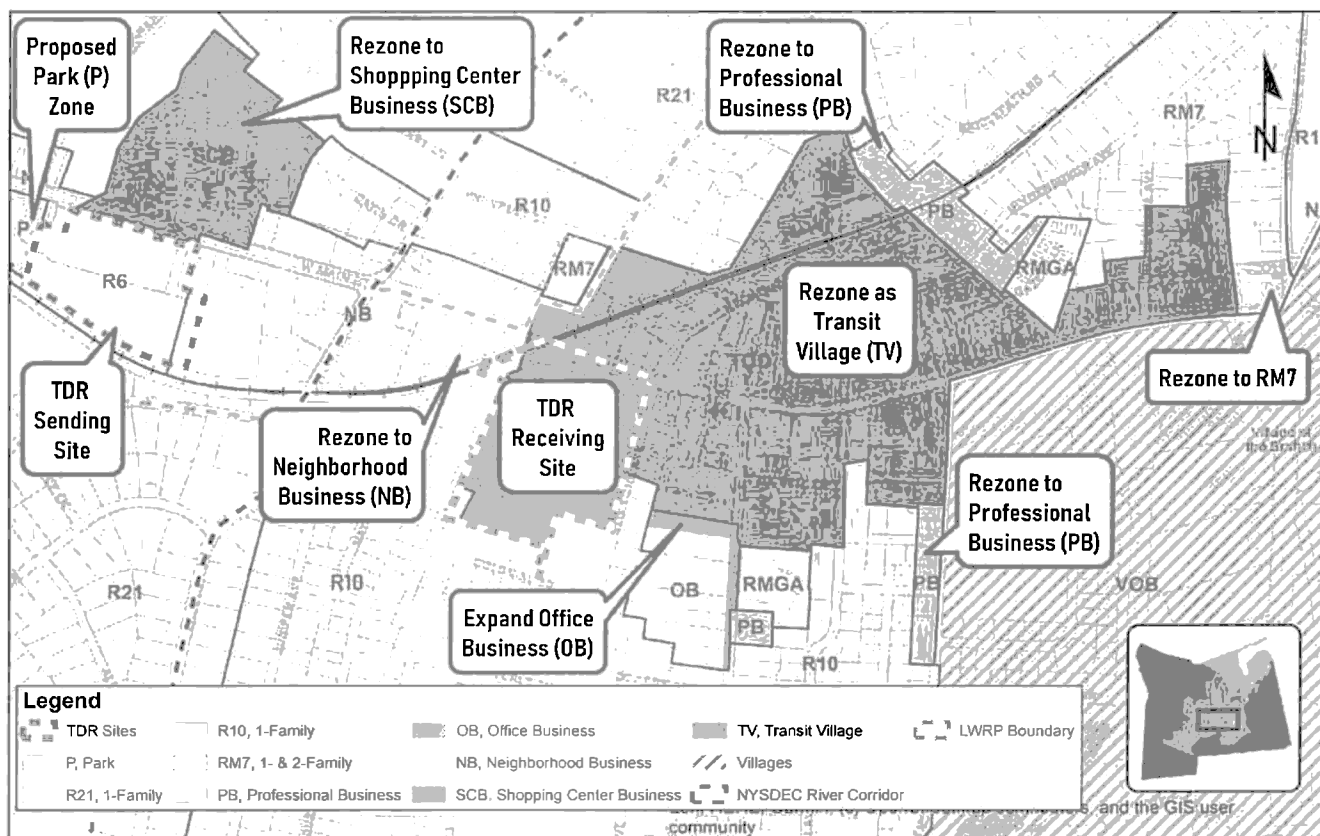


Figure 2 identifies many changes including the following:

1. The First Presbyterian Church of Smithtown is one lot split by two zones: CB and RM7. The Town should zone the church property entirely within the RM7 zone to avoid 'split-lot' zoning and to discourage commercial development on the site.
2. One major recommended change is rezoning the properties on the east side of Landing Avenue from Central Business (CB) to Professional Business (PB). Located on the edge of downtown and somewhat removed by Landing Avenue and the rail line, this stretch of land is already somewhat isolated from downtown Smithtown's walkable center. The existing uses are professional business offices and the structures are residential in appearance. The lots also abut a neighboring residential zoning district, meaning this area could be seen as a transition area between commercial activity and less intense residential neighborhoods. When rezoning from CB to PB, only one lot would not conform to the PB minimum lot area requirement. Therefore, this area more closely matches the zone intent of the PB zone rather than CB and should be rezoned as such.
3. The existing Office Business (OB) zone along the west side of Lawrence Avenue should be rezoned to Professional Business (PB). The same change from OB to PB is recommended for the two lots on Maple Avenue, adjacent to the existing RMGA zone district. These areas are developed with professional business offices, appear residential in nature, are located between commercial areas and residential neighborhoods, and therefore more closely align with the intent of the Professional Business zone.
4. The office building on the west side of Maple Avenue (currently occupied by Planned Parenthood) is split by two zones, the CB and OB zones. To "right-size" existing conditions and to avoid 'split-lot' zoning, the Town should zone the entire lot in the OB zone district.

5. The LIRR north parking lot and adjacent vacant property are split between the CB and R21 zones. The Town should include both lots entirely within the downtown zone boundary to encourage development of these sites, as discussed further in the following sections.
6. Another major recommended change is rezoning the properties along Main Street that are west of the LIRR rail line from CB to Neighborhood Business (NB). While the uses on this side of the rail line are still commercial in nature, they are not conducive to a pedestrian oriented downtown environment. Rather, the existing uses are vehicle-oriented. Portions of this area are also regulated by the LWRP, already differentiating this area from the downtown.
7. Lastly, the existing Stop & Shop site adjacent to the Nissequogue River should be rezoned from NB to a Shopping Center Business (SCB) zone. The site must adhere to additional regulations such as the LWRP and NYSDEC Recreational River Corridor, those regulations allow for recreation-oriented pad site development on this lot.
8. The Transfer of Development Rights (TDR) sending and receiving districts are discussed in more detail in the Land Use Plan and in the sections that follow

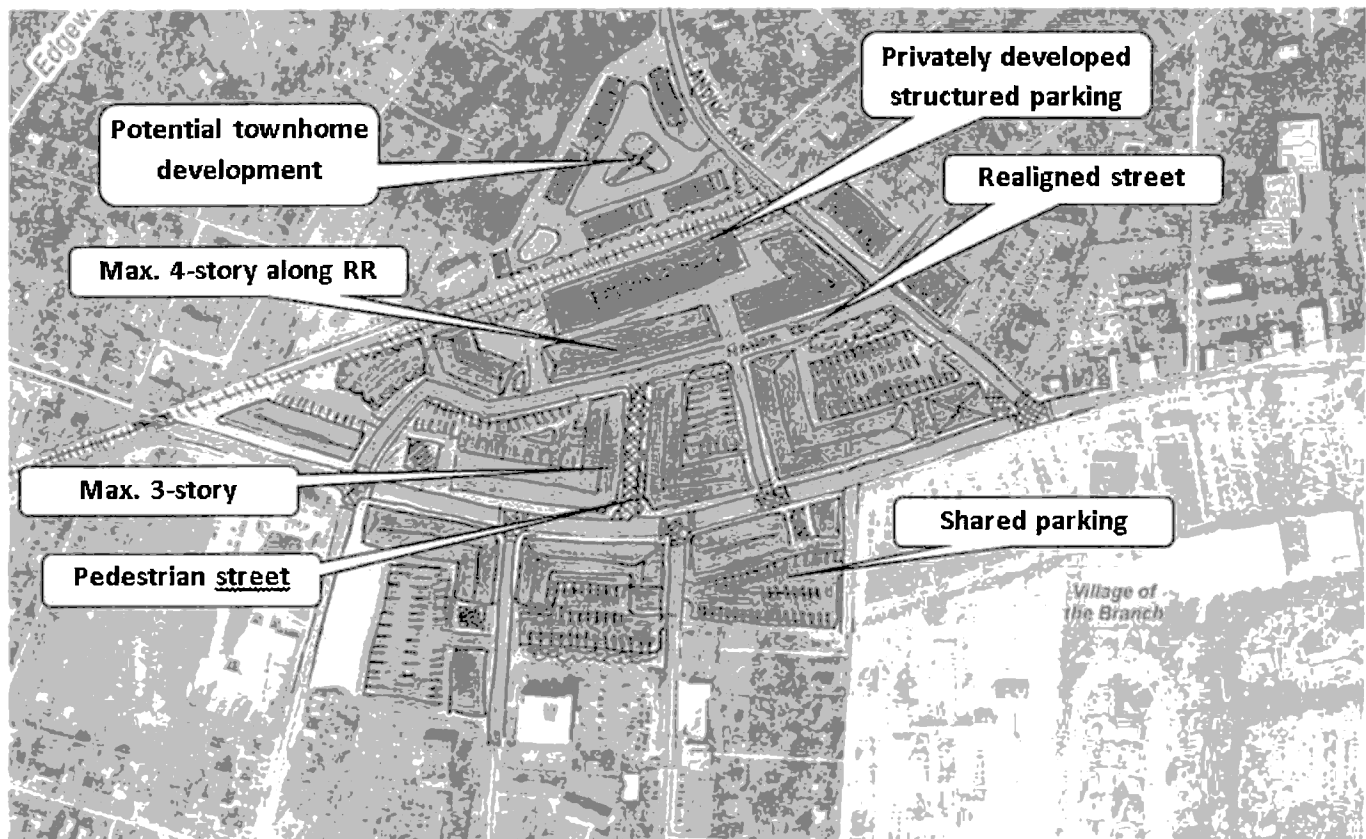


Figure 3 conceptually indicates how downtown Smithtown could develop in the future, using a number of overarching strategies for making a vibrant destination for residents:

The most significant change recommended by the plan is to rezone Downtown Smithtown from the Central Business (CB) zone to a Transit Village (TV) district. The intent of this new zone and its sub-districts will be to encourage a compact, traditional downtown environment with a mix of uses that encourage pedestrian traffic and that is within walking distance of surrounding neighborhoods and public transportation.

1. Rehabilitate and Redevelop existing buildings to preserve the area's historic character and create new spaces that meet the needs of residents.

Buildings like New York Avenue School, the Arthur House, the Smithtown Bank building, Town Hall and others have rich, meaningful historic value to the Town of Smithtown and should be preserved or adaptively reused. For example, the New York Avenue School should be considered for a Transfer of Development Rights (TDR) program as a receiving district in the Town of Smithtown. The creation of the TDR program is further discussed in the Land Use Plan. The New York Avenue School site would benefit as a receiving district for several reasons. Firstly, it contains a historic structure that if rehabilitated and adaptively reused, would add to downtown Smithtown's unique place identity. Secondly, it is a large site located in downtown Smithtown that would be appropriate for increased development. It is 13 acres and can feasibly accommodate several uses together, such as residential, recreational, and municipal facility needs. Residential uses would be appropriate to further strategy #6 discussed below. Municipal facility needs could be satisfied by consolidating municipal annexes into one location as recommended in the Community Facilities Plan. Lastly, the large site could feasibly accommodate public recreational opportunities such as sport fields, walking paths, or an indoor recreation center. The site has the potential to become a civic center, complementing nearby downtown Smithtown. The Town of Smithtown should look at a TDR program to facilitate development at the site.

Also, there are buildings in downtown Smithtown that are not designed for a pedestrian-oriented environment (such as auto body shops and drive-thrus), are in poor condition, or could be better utilized and designed for a traditional downtown environment. These properties and structures should be redeveloped with new in-fill development that meets modern development trends. Other buildings in downtown have unique architectural character and should be rehabilitated, ensuring these structures do not fall into disrepair.

To encourage revitalization of downtown Smithtown, the Town should continue to limit the maximum height to 35 feet in the downtown core

(TV-C), but should permit up to three stories, opposed to the current 2½-story limitation, provided the third story is set back at least 10 feet from the property line. With much of the existing structures in downtown at 1-2 stories, creating an opportunity for a third story stepped-back from the building façade will not only eliminate any "canyon effect" created by heightened buildings along the street, but it will promote redevelopment and rehabilitation of existing properties. Encouraging multi-storied buildings will not only appeal to current and future commercial, office, and residential tenants but it can also increase property values and income streams for property owners.

2. Encourage Transit Oriented Development to create a traditional mixed-use pedestrian-friendly district surrounding existing public transit.

Transit Oriented Development (TOD) better aligns transportation routes such as rail lines with development and capitalizes on these transit nodes by creating compact, walkable locations that can increase transit ridership while simultaneously increasing economic viability. In downtown Smithtown, TOD should be encouraged on the south side of the rail line, linking transit users and pedestrians to the train station and downtown Smithtown. TOD should be a mix of uses including 80% active ground floor uses with residential or office on upper floors.

Along the rail line in the TOD sub-district, up to 4 stories or 45 feet should be permitted. Allowing 4 stories in this area will encourage development in downtown Smithtown and make feasible the construction of a parking structure (see TOD Parking Structure Design section in the Parking Plan). Permitting development at this height along the rail line would also establish a gateway into downtown Smithtown for those traveling by rail and act as a noise buffer from train cars.

3. Vacate and re-align streets to facilitate new development along the rail line.

Currently the linear parking lot along Redwood Avenue is too narrow for transit-oriented development and associated parking. Since Redwood Lane is not an official roadway, the Town could feasibly vacate or close a portion of the roadway, using the former road towards future development. The blocks located between existing Redwood Lane and Manor Road could feasibly be integrated into future development scenarios as well.

By vacating Redwood Lane, the Town loses an essential east-west connection. Therefore, Manor Lane should be extended west of Karl Avenue to the remainder of Redwood Lane to create a new

east-west connection. Depending on the exact route of the extended roadway, only two or three properties owners would need to be consulted to use a small portion of their properties.

4. Encourage shared parking lots and structures, in conjunction with improved wayfinding (i.e. parking directional signs).

Another benefit of vacating Redwood Lane is that structured parking could potentially be constructed in this location, where previously the lots were too small for this type of parking arrangement. If structured parking is constructed in this area, it should front the rail line and be constructed in combination with a wrapped building façade, covering the remaining parking structure exposures. The structured parking should also be shared among Town officials, shoppers, employees, and visitors of the area. By having a parking structure wrapped by the building façade, the development would help to promote the walkability of downtown Smithtown.

Parking lots should also be shared among downtown users. Parking lots should be located behind businesses or to the side if rear parking is not feasible. Parking lots should be designed to facilitate cross access between properties. Parking in the front should be avoided. More detailed parking recommendations can be found in the Parking Plan.

5. Create a pedestrian-only street to encourage a safe location for visitors to gather, shop, dine, do business, or partake in other activities, away from vehicular traffic.

Centrally located and one of few north-south connections, Karl Avenue has the potential to be a valuable secondary core of downtown. Because Main Street/25A is a state roadway that is heavily

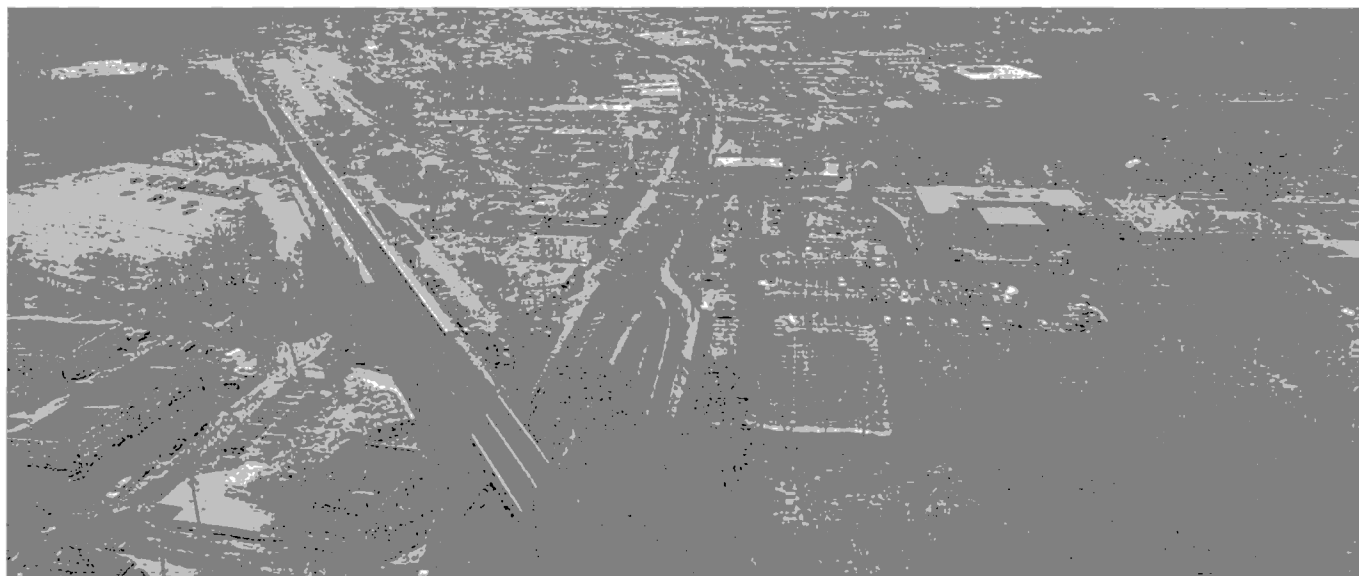
traveled, downtown Smithtown currently lacks a safe haven for pedestrians. Karl Avenue, if converted to a pedestrian only street and lined with new development, could become this secondary core and be a place for pedestrians to safely shop, congregate, play and dine outdoors. The Town or other organizations could use the pedestrian street for events, festivals, and farmers markets.

Its location is ideal since it would be close to municipal parking and local businesses. The street would be anchored on one end by the envisioned transit-oriented development along the rail line and by Veteran's Plaza across 25A on the other.

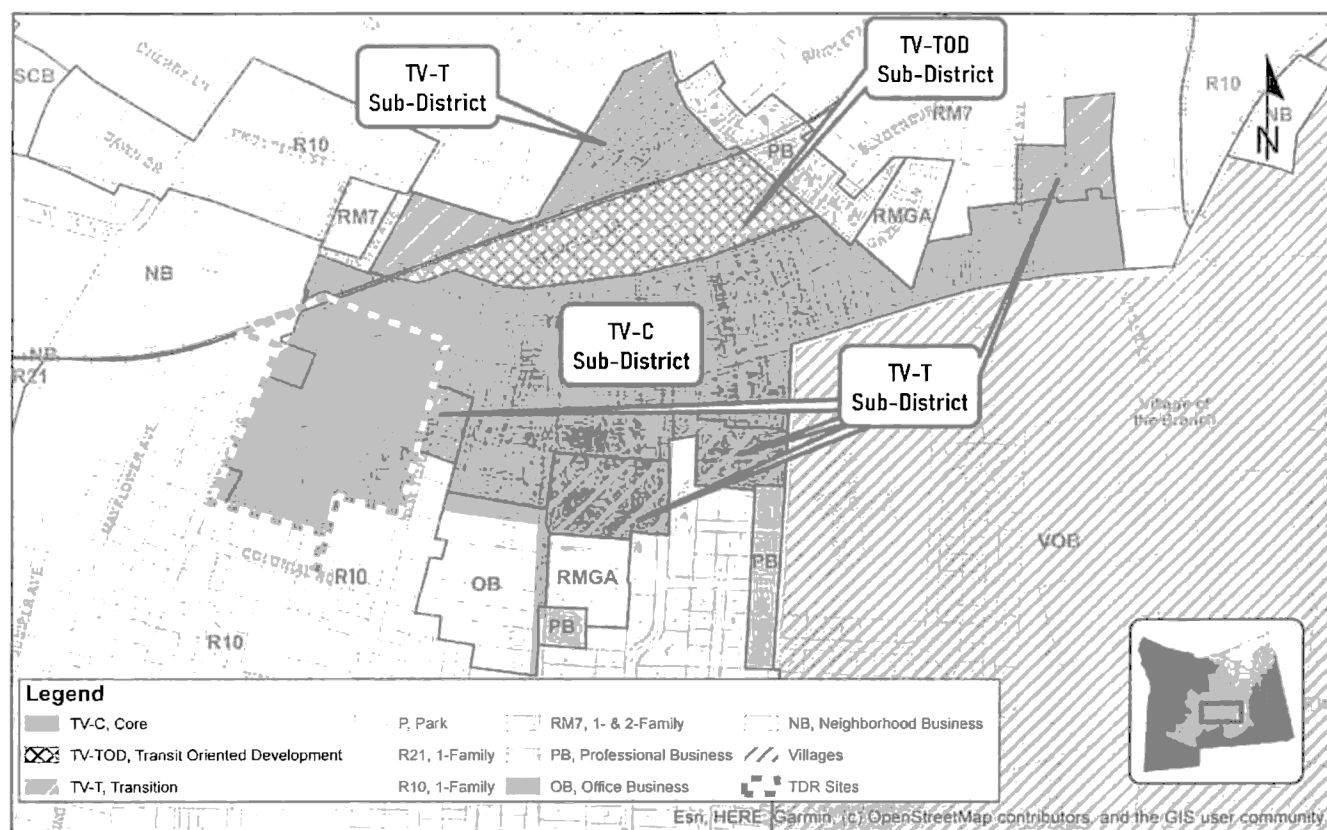
6. Encourage residential in the downtown to support and promote economic and pedestrian activity.

Residential should be encouraged in upper floor apartments in downtown Smithtown and in higher density developments in transition areas near downtown edges. Upper floor residential should be encouraged throughout the downtown, but especially in transit-oriented development. Residential apartments should not be permitted on ground floors. Rather, active ground floor uses such as shops, restaurants and other uses should occupy the street level.

In addition, there are locations at the outskirts of the downtown suitable for higher density residential such as townhome or multi-family apartment building development. The larger lots on the north side of the rail line could accommodate these uses, not only because higher density development is well-suited near the train station, but also because it acts as a transition from the active downtown to neighboring single-family residential dwellings. The New York Avenue school site could have a small portion dedicated to this type development as well.



The following map and table summarize the location of sub-districts and their use and bulk regulations for the proposed Transit Village (TV) zone.



	Central Business (CB) Current Zoning	TV-TOD Proposed Zoning*	TV-Core (TV-C) Proposed Zoning	TV-Transition (TV-T) Proposed Zoning
Permitted Uses	Existing Schedule of Use Table	See Proposed Schedule of Use Table		Proposed Schedule of Use Table & Townhomes and Multifamily apartment buildings by BA
Max Height	2.5 stories or 35 FT	4 stories or 45 FT	3 stories or 40 FT	2.5 stories or 35 FT
Lot Area	Min. 5,000 SQFT	Min. 1 acre	Min. 5,000 SQFT	Min. 20,000 SQFT or 30,000 SQFT
Road Frontage	Min. 40 FT	Min. 150 FT	Min. 40 FT	Min. 40 FT
Lot Width	Min. 50 FT at setback line	--	--	Min. 100 FT at setback line
Front	Min. 10 FT	Min. 10 FT Max. 15 FT	Max. 10 FT	Min. 10 FT
Rear*	Min. 50 FT	Min. 10 FT	Min. 10 FT	Min. 20 FT
Side	Min. 0 or 5 FT	Min. 5 FT	0 FT	Min. 10 FT
Screening	See Section 322-20	See Section 322-20	See Section 322-20	See Section 322-20
Gross Floor Area	Max 60%	--	--	--
Landscape Area	Min. 5%	Min. 5%	Min. 5%	Min. 20%

*Rear setback shall be 50 feet on lots adjacent to a residential zone.

Table 11: SWOT Analysis

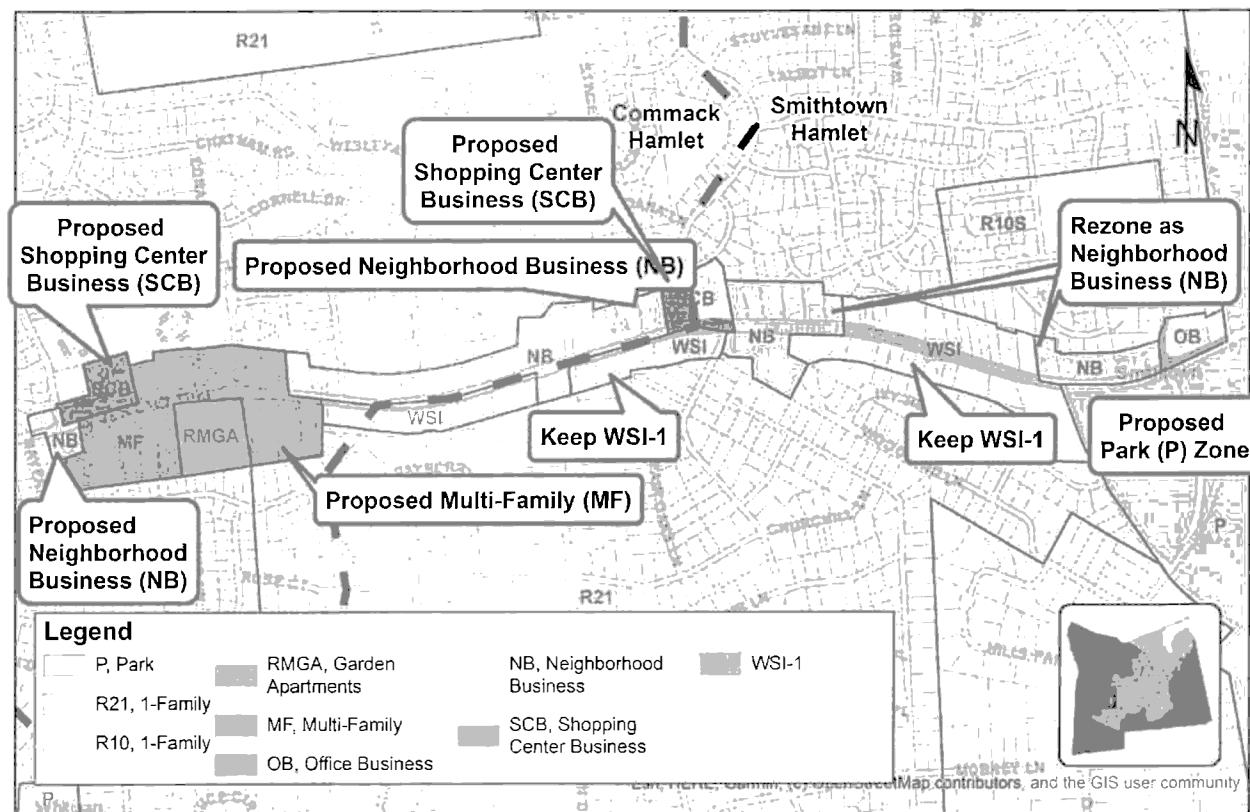
Strengths	Weaknesses
<ul style="list-style-type: none"> • <i>Spending Potential.</i> Abundance of households with disposable income in Town and surrounding areas • <i>Location.</i> Downtown Smithtown provides good access to/from some residential neighborhoods and is easily accessible via NYS Route 25. • <i>Transportation.</i> LIRR service to NYC takes about 90 minutes. Additional access to bus routes. Convenient connections to state and county highways from downtown Smithtown. • <i>Natural Resources.</i> Short distance to scenic County and State Parks as well as Nissequogue River. • <i>Aesthetics.</i> Main Street features consistent streetlights and hanging basket planters. • <i>Parking Configuration.</i> Location of most parking on north side of Main Street is to the rear of buildings creating a more pleasant pedestrian experience. • <i>Walkability.</i> Good sidewalk infrastructure with wide sidewalks to accommodate high number of pedestrians. Sidewalk infrastructure includes convenient pedestrian linkages to public parking. • <i>Public Facilities.</i> Town Hall and administrative buildings are located in downtown Smithtown. Public library is nearby. 	<ul style="list-style-type: none"> • <i>Density.</i> Smithtown hamlet is less dense than nearby hamlets forming a greater challenge to creating vibrancy needed to sustain downtown commercial uses. • <i>Resident's Age Composition.</i> About 17% of Smithtown residents are Millennials (about 10% less than the national share) and 30% of residents are Baby Boomers, (more than national average). This older population composition will influence the types of businesses that choose to locate in Smithtown. • <i>Traffic.</i> High vehicular traffic with uncontrolled vehicular speeds on Main St. discourages pedestrian activity. • <i>Pedestrian Safety.</i> Downtown Smithtown has high potential for pedestrian-vehicular conflicts due to multiple curb cuts and on-street parking. • <i>Poor Parking Configuration.</i> Location of most parking on south side of Main Street is in front of buildings. Train station parking lots are unequally utilized. • <i>Transit Convenience.</i> LIRR Port Jefferson rail line is not electrified, resulting in longer commute times. • <i>Development Pattern.</i> Presence of shopping centers, convenience retail, and auto-oriented uses (i.e. drive-thru) are inconsistent with traditional, walkable downtown. • <i>Aesthetics.</i> Appearance and convenience of downtown rated as average or below average by survey participants. Downtown Smithtown lacks streetscape amenities, "downtown dwellers" and contains vacant and poorly maintained buildings. • <i>Lacking Sense of Place.</i> Lack of public gathering places combined with little consistency in signage and design standards prevent a cohesive, vibrant feel. • <i>Inconsistency.</i> Sidewalk design is inconsistent with a mix of concrete, pavers and brick along with inconsistent tree plantings and signage. • <i>Lack of Diversity.</i> Downtown Smithtown has a lack of diverse stores and services, which prevent it from being a place that could satisfy all commercial needs.
Opportunities	Threats
<ul style="list-style-type: none"> • <i>Historic Character.</i> NY Avenue School has potential for contributing to historic character, adding to existing recreation and open space resources, developing residential, or use for community facilities. • <i>Redevelopment/Rehabilitation.</i> Downtown could be revitalized through transit-oriented development (TOD) that creates unique sense of place. • <i>Wayfinding.</i> Inclusion of signage could help visitors get to points of interest in and around the downtown area including parking, parks and historic resources. • <i>Multiplicity of Uses.</i> Build upon Smithtown's downtown as a center of employment to create a downtown that is a place where people can "live, work, and play". • <i>Events.</i> Downtown Smithtown could be better utilized to provide community programming such as street festivals, sidewalk sales, and entertainment. • <i>Downtown branding.</i> Utilize Smithtown's unique aspects to create a distinct feel to the Downtown area that makes it a place residents and visitors want to go to. 	<ul style="list-style-type: none"> • <i>Route 25.</i> Due to designation as a state roadway, the Town lacks jurisdiction over its crucial downtown road. • <i>Infrastructure.</i> Current sewage capacity prevents the hamlet from having higher intensity of uses that are characteristic of vibrant downtown areas. • <i>Lack of Jurisdiction.</i> Downtown area is bisected by Village of the Branch, where Town of Smithtown has no land use jurisdiction. • <i>Economic Threat.</i> Increased competition from E-commerce is resulting in the closings of brick-and-mortar stores • <i>Demographics.</i> Aging population may lead to disengagement from local issues.

Jericho Turnpike West

West Jericho Turnpike is a common east-west access roadway into the Town of Smithtown from Sunken Meadow State Parkway and the Town of Huntington. Acting as an informal 'gateway' into the Town of Smithtown, the appearance of the roadway is vital to welcoming vehicular travelers. A blend of properties with outdoor storage and auto-oriented businesses, this corridor is a mix of uninviting land uses. A majority of the roadway corridor is currently zoned for the Wholesale and Service Industry (WSI) zone district.

Strategy and Development

Portions of Jericho Turnpike, west of Old Willets Path and located in the hamlet of Smithtown, are recommended to be rezoned from the Wholesale Service Industry (WSI) zone district to a Neighborhood Business (NB) zone. In addition, there are changes proposed to the WSI-1 zone that would prohibit Motor Vehicle Showrooms from this corridor.



The following outline the reasons for the proposed zone changes:

1. Regulations for outdoor storage, landscaping, screening, buffering, and general site aesthetics should be analyzed to help improve the appearance of the WSI-1 zones along this corridor. To help improve the corridor's convenience, regulations for parking and driveway design should be reviewed.
2. Proposing to change portions of the existing WSI zone to NB is due in part for a need to "right-size" existing conditions to the most appropriate zone. As discussed in the Land Use Plan, restaurants are proposed to be removed from the WSI-1 zone since it will encourage restaurants to locate in more appropriate commercial nodes such as Neighborhood Business zones and in the various hamlets' downtowns. Currently there are several restaurants located on the Jericho Turnpike corridor that would be made non-conforming if they were to remain in WSI-1 zoning. A careful analysis these existing businesses and the lot sizes on the north side of Jericho Turnpike show that these lots more closely align with the intent of the NB zoning district as opposed to the WSI-1 zone.
3. While this plan proposes to prohibit restaurants from the WSI-1 zone, it is still necessary to serve the locally employed population. Therefore, the WSI-1 zone will allow Food Retail, as further discussed in the Land Use Plan.
4. In the proposed revised Wholesale Service Industry (WSI-1) zoning district, motor vehicle storage and showrooms are prohibited. Instead, motor vehicle storage and showrooms should be permitted on Middle Country Road where those types of uses currently co-locate.

Additional Recommendations

As discussed in the Circulation Plan, Community Facilities Plan, Sustainability Plan, and Parking Plan the following improvements and actions are recommended for the hamlet of Smithtown.

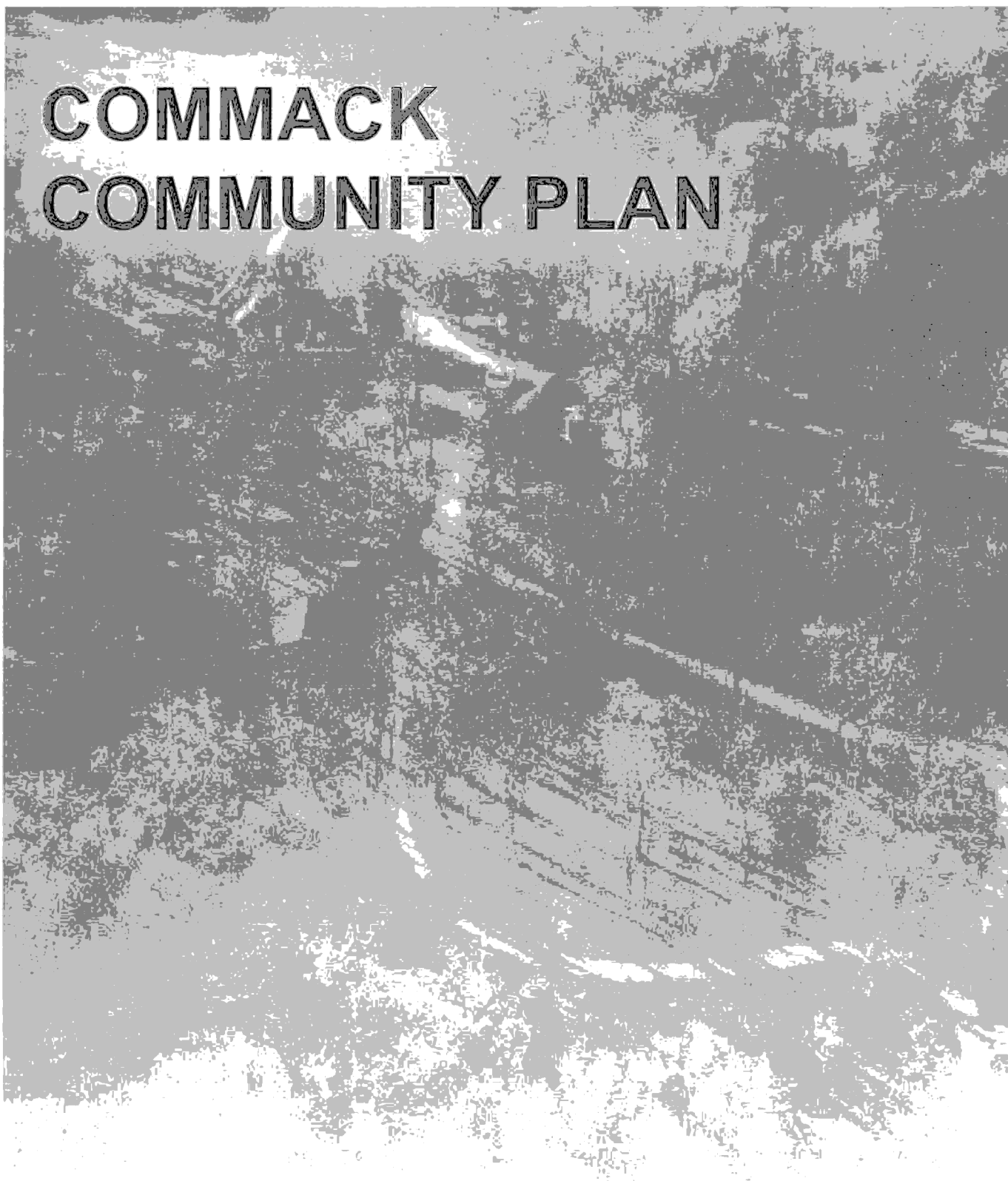
<i>Recommendation</i>	<i>Referenced Plan</i>	<i>Completed</i>	<i>Year Completed</i>
Circulation Plan			
1 Enhance pedestrian accessibility to existing and planned bus stops on NYS Route 25A and Jericho Turnpike			
2 Upgrade sidewalk infrastructure to connect residential neighborhoods to the downtown commercial district			
3 Consider "Complete Streets" strategies in redesigning streetscapes in the proposed Transit Village in downtown Smithtown			
4 Work with NYSDOT and SCDPW on signal timing and progression changes along Main Street			
5 Work with SCDPW to add bus shelters and improve pedestrian infrastructure surrounding bus stops			
6 Work with MTA for potential improvements to existing Smithtown LIRR train station			
Community Facilities Plan			
7 Expand and upgrade Robert Brady Park by acquiring the adjacent and isolated dwelling			
8 Install signage for the Greenbelt Trail entrance at Brookside Park			
9 Expand and upgrade Laurel Drive Park			
10 Complete upgrades at Whitman Hollow Park			
11 Consider a dog park for San Remo Community Park			
12 Partner with the County to execute a parkland alienation, or land swap, of Town-owned Bill Richards Park (located in Hauppauge) for County-owned Paul T. Given Park (located in Smithtown)			
13 Work with the non-profit that maintains the Long Island Greenbelt Trail to eliminate or shorten trail gaps (since hikers must use streets in some areas)			
14 Consider Transfer of Development Rights (TDR) as a way to preserve sites and areas of special historical interest or value (i.e. New York Avenue School as a receiving district and the Breslin property as a sending district)			
15 Prepare a long-term facilities plan to address and properly provide for the space and functional needs of all Town Departments and those departments' parking needs (especially those in downtown Smithtown)			
Sustainability Plan			
16 Introduce public recycling containers in downtown Smithtown			

<i>Recommendation</i>	<i>Referenced Plan</i>	<i>Completed</i>	<i>Year Completed</i>
17 Consider implementing a green business program in downtown Smithtown			
18 Encourage a local Farmer's Market in downtown Smithtown			
Parking Plan			
19 Consider applying appropriate Transit Oriented Development (TOD) parking ratios			
20 Continue to use shared parking as an effective strategy to reduce parking requirements for future development in the downtown			
21 Consider adopting a PILOP program ordinance with a dedicated fund for revenues and reinvest in parking trust fund dedicated to expanding public parking opportunities in the downtown			
22 Maximize the use of on-street parking to meet TOD project parking requirements			
23 Implement fee parking for valuable and convenient, high-demand on-street parking			
24 In the two larger lots north of Main Street, the lot between Bellemeade Avenue and Landing Avenue and the lot between Bank Avenue and Landing Avenue, consider implementing digital signage to convey parking occupancy levels and improve user convenience			
25 Enforce high-demand parking spaces in downtown in a consistent basis throughout the day			
26 Consider designating certain alleyways as linkages to the downtown, installing vibrant and prominent signage and enhancing alleyways			
27 Consider updating signage and wayfinding systems that are simple and convey a distinct Smithtown "brand"			
28 In Downtown Smithtown, work with the State to convert Main Street's existing four-lane roadway section in to a three-lane section with two through lanes and a center, two-way left turn lane			

Appendices

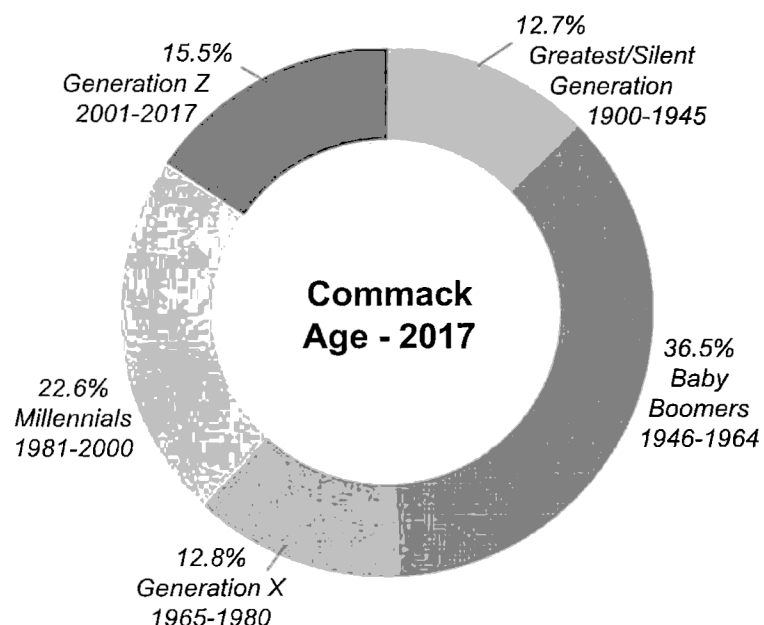
- a. Hamlet of Smithtown Community Workshop Results
- b. Hamlet of Smithtown Comprehensive Plan Survey Results

COMMACK COMMUNITY PLAN



Commack at a Glance

On Long Island, most Towns are too large for people to identify as their community and alternatively identify with smaller place names, such as villages or hamlets. In Smithtown, the six unincorporated communities, or hamlets, are the places people identify with most. In this plan, we will focus on a discussion of **Commack** community identity and specific areas of proposed change.



24,134 residents

3rd densest hamlet

Areas of Change

- Jericho Turnpike West
- Commack Corners
- Crooked Hill Road

Housing

7.0%
rent



93.0%
own

Household Income

7.8%
less than
\$25k



40.8%
more than
\$150k

Education

37.7%
HS
Diploma
or Some
College



59.4%
College
Degree

How Commack Commutes

0.6%
Walk



Bike

1.2%
Taxi,
motorcycle, or
other means



82.9%
Drove alone



5.1%
Carpooled



6.8%
Public
Transportation



3.5%
Worked
at home

Existing Development Pattern

There is a similar share of land area dedicated to residential use as a whole in Commack when compared to the Town of Smithtown's land use breakdown - where 54.81% of the hmalet's total area is dedicated to residential compared to the Town's 54.53%.

Commack has a larger share of total area dedicated to commercial (5.58%) and a larger share of transportation, utilities and infrastructure 17.48% when compared to the Town (2.71% and 5.9% respectively) and the highest proportion of land dedicated to those uses when compared to all other hamlets.

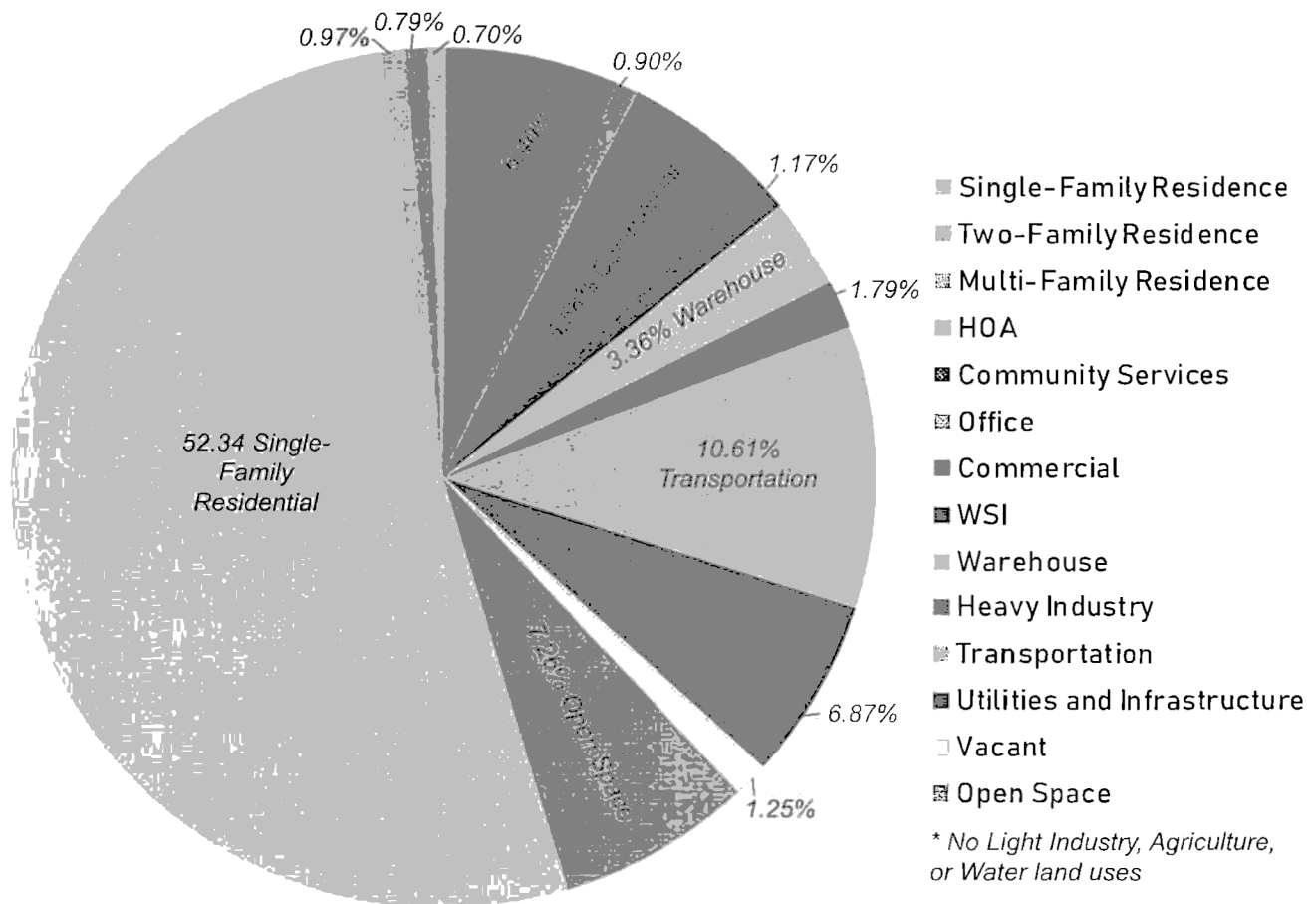
Commack has the lowest share of total area that is considered vacant land (1.25%) when compared to all hamlets and a lower share of open space (7.26%) when compared to the Town of Smithtown's share (18.31%).

Recent Major Developments

Taking a look at recent development can be a good indicator of where the hamlet's built environment is headed. The following recent major development projects are examples of investments for Commack's future and may contribute to population growth and economic activity for residents and businesses.

- The Artis Senior Assisted Living facility is currently under construction and should be completed by the end of 2020. The property is located on northern Jericho Turnpike. The \$6.8 million facility will be a 2-story, 34,062 square foot building with 64 beds.
- A 98-unit age restricted apartment complex was approved in August 2018 for 1126 Jericho Turnpike, replacing the former Courtesy Inn Motel. The 6.75-acre site will include 48 one-bedroom and 50 two-bedroom garden style apartments with a pool and clubhouse in seven buildings totaling 14,000 square feet. The \$29 million project is receiving \$4.5 million in tax breaks from the Suffolk County Industrial Development Agency.

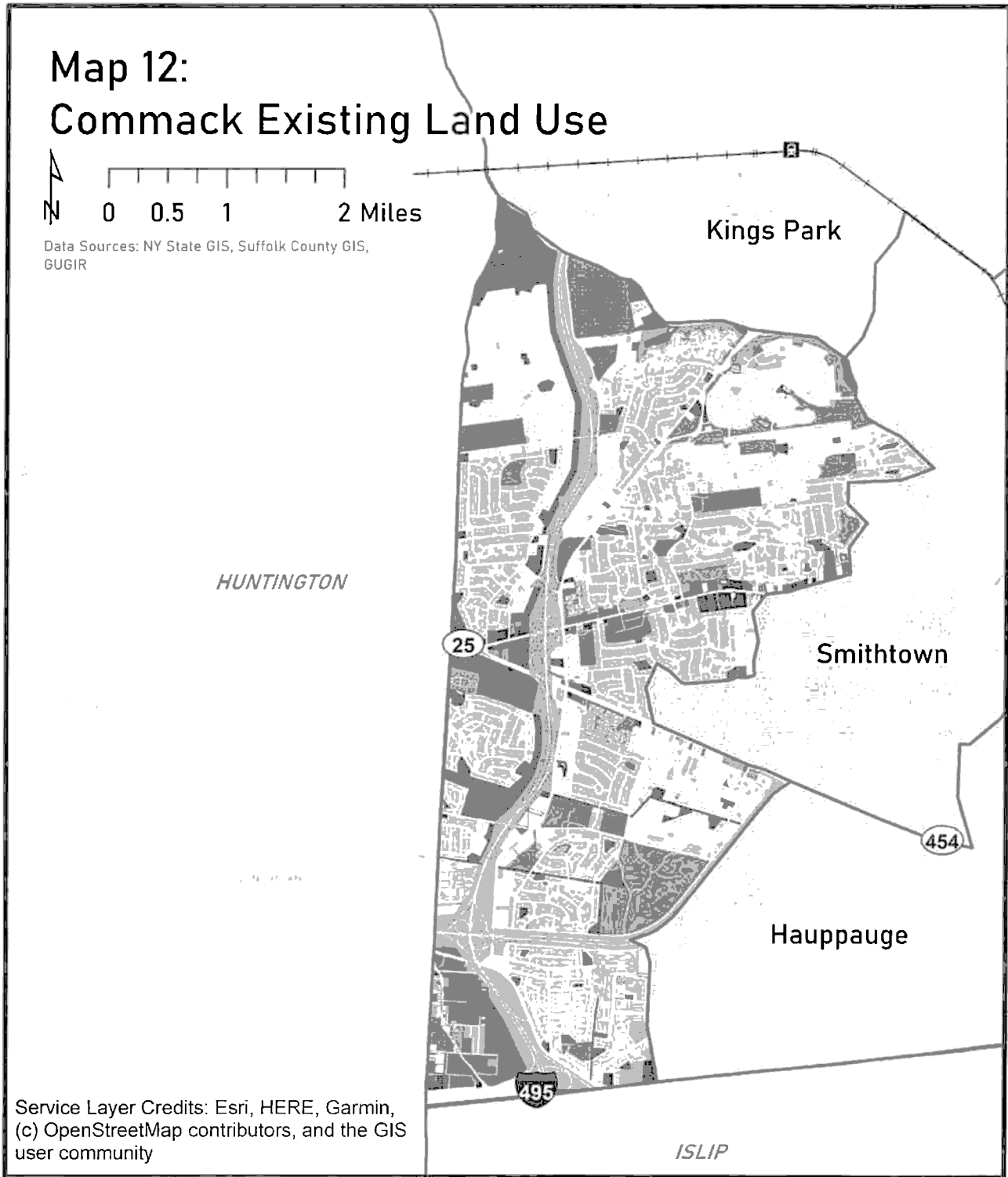
Commack 2012 Land Use Breakdown



Map 12: Commack Existing Land Use



Data Sources: NY State GIS, Suffolk County GIS, GUGIR



Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community

Legend

Single-Family (Low Density)	Community Services	Transportation
Single-Family (Medium Density)	Office	Utilities and Infrastructure
Single-Family (High Density)	Commercial	Vacant
Two-Family Residence	Wholesale and Service Industry	Open Space
Multi-Family Residence	Warehouse	
HOA Property	Heavy Industry	

Areas of Change

To keep Smithtown on a path towards success in all aspects of quality of life, the Town must reflect its current demographics, development trends, and many other factors affecting how people live, work, travel, and play in the community. The Commack Community Plan reflects these realities and makes modern land use policy recommendations for future development, as well as zoning changes for the Town's Zoning Ordinance.

The following areas in Commack are areas that were identified by Comprehensive Plan participants as areas of concern and are therefore recommended for change.

Commack Corners

The area generally known as "Commack Corners" is a regional shopping destination located at the intersection of Jericho Turnpike and Veterans' Memorial Highway.

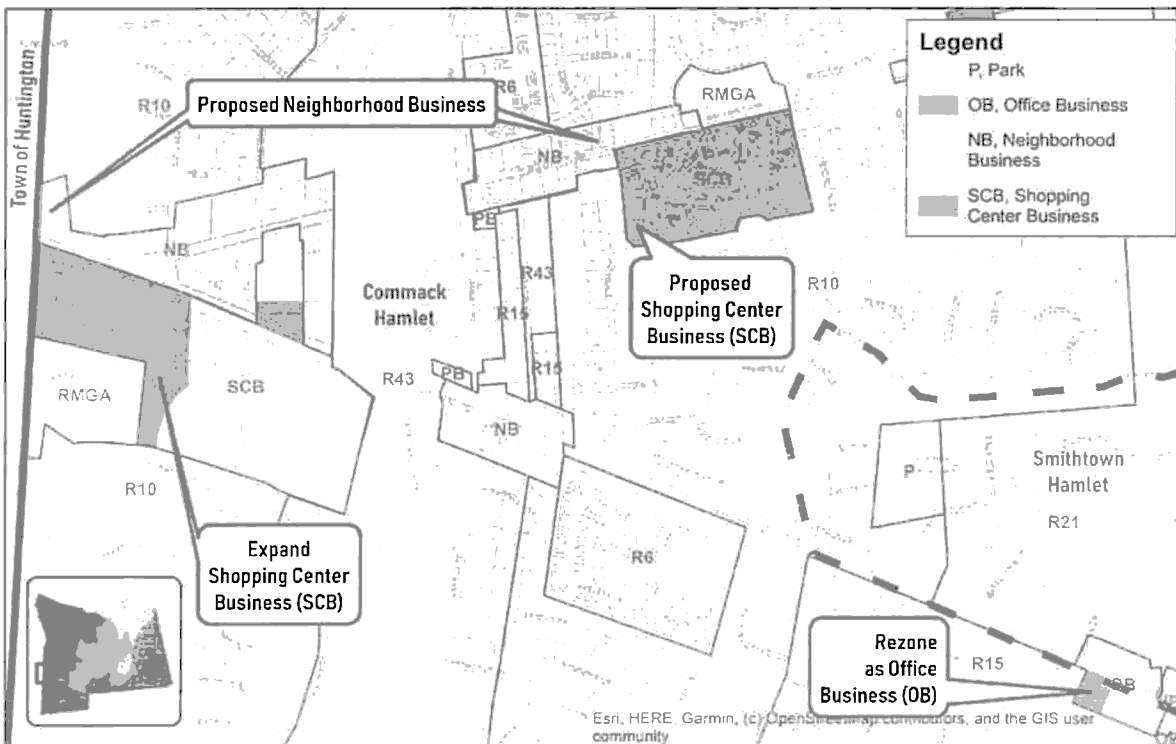
Strategy and Development

"Commack Corners" is recommended for several zone changes, including rezoning from Wholesale and Service Industry (WSI) or Shopping Center Business (SCB) to Neighborhood Business (NB), and an expansion of the

current Shopping Center Business (SCB) zone in areas where shopping centers already exist.

The following bullet points outline the reasons for the proposed zone changes.

1. Several existing shopping centers are not zoned appropriately. For instance, the Macy's Plaza is zoned as Neighborhood Business and the Mayfair Shopping Center is zoned as Central Businesses, where in both instances these areas most closely align with the intent of the SCB zone, "to provide for retail shopping centers composed principally of groups of retail and service establishments of integrated architectural and site design, to service community-wide or regional needs." These areas are therefore proposed to be rezoned as SCB.
2. A majority of land uses in the general "Commack Corners" area outside of planned shopping centers are stand-alone structures and sites. Due to their location near major shopping centers, they attract the buying power of consumers in the region. Although these uses attract consumers from far beyond the typical neighborhood commercial corridor, they are most closely aligned with uses permitted in the NB zone. Therefore, the Town should rezone the parcels currently zoned as Wholesale Service Industry (WSI) to NB, to not only "right-size" existing conditions but to ensure future WSI uses do not locate within this commercial center. For proposed land use differences between WSI and NB zones, reference the **Land Use Plan**.



Crooked Hill Road

The area of Crooked Hill Road has various shopping centers, big box stores, restaurants, and other retail. The area is also located in the Oak Brush Plains Special Groundwater Protection Area "SGPA" to protect the area's deep recharge zone, although most of the area has already been developed. Most uses located in the area are limited by their wastewater generation.

Strategy and Development

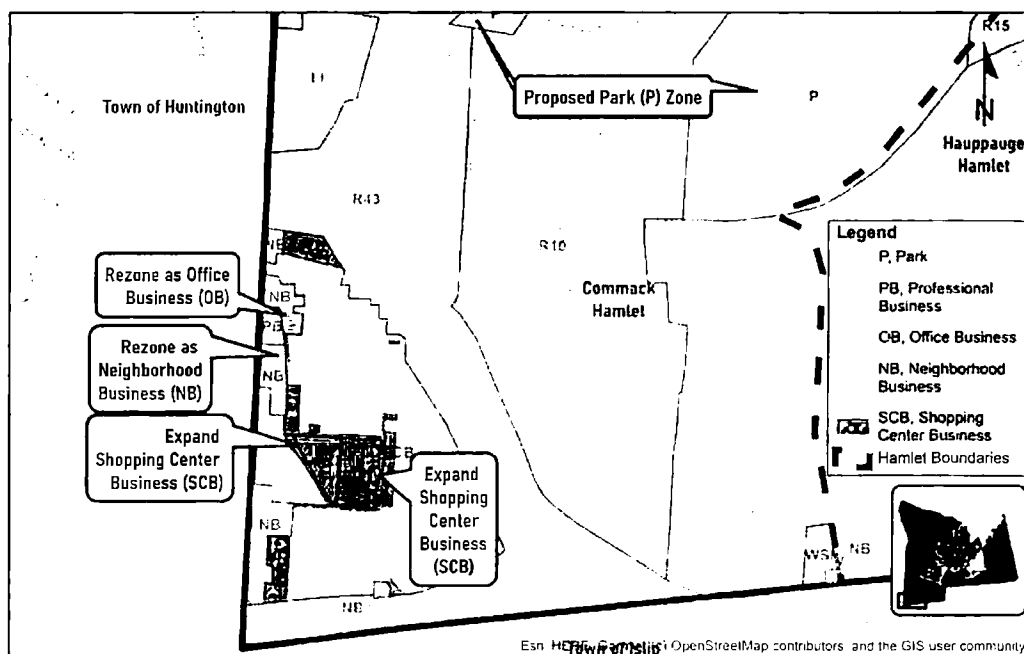
The general area around Crooked Hill Road is recommended to be rezoned from its current mix of zone districts (R10, NB, OB, SCB, LI, and HI) to the PB, NB, and SCB zone districts.

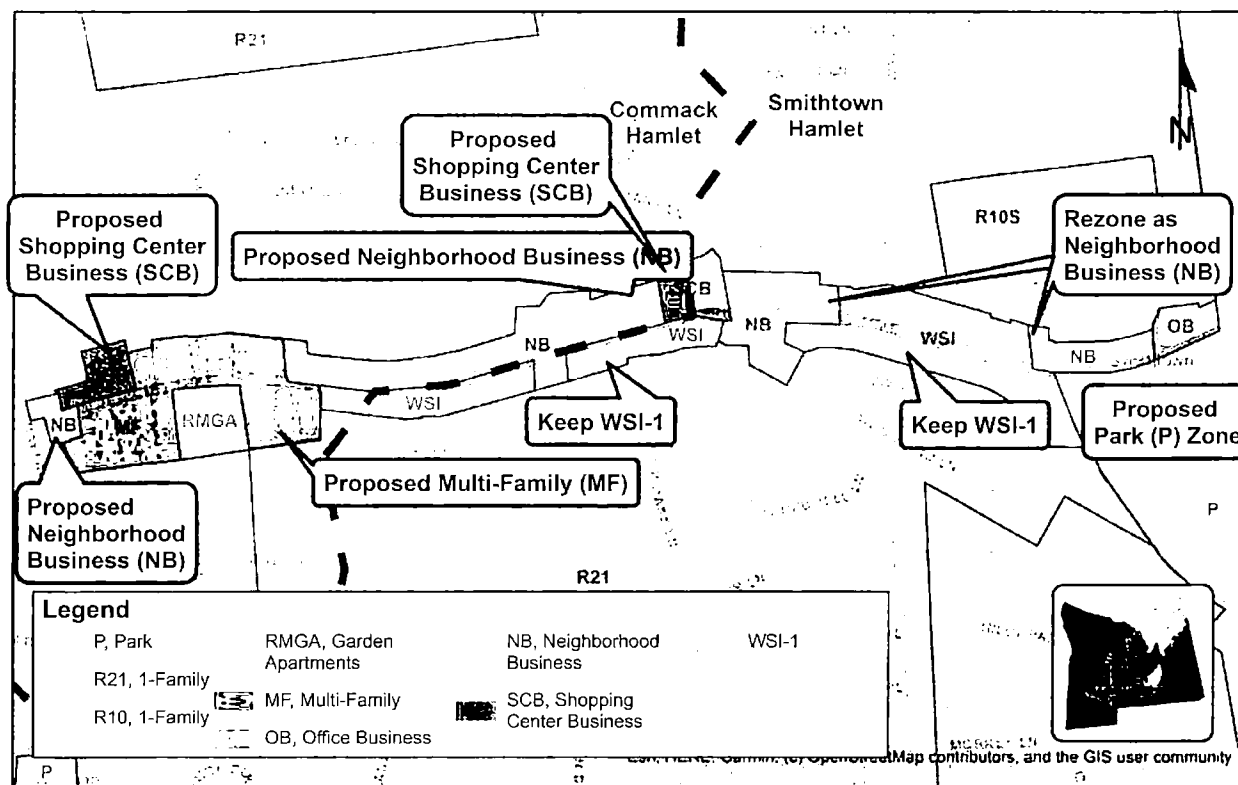
The following outline the reasons for the proposed zone changes:

1. The Bonwit Village shopping center, located on the northside of Vanderbilt Parkway is currently zoned as Neighborhood Business, but the strip center most aligns with the use and bulk regulations of the SCB zone and should be zoned as such.
2. On the east side of Crooked Hill Road there are two office buildings, currently located in a R10 Residential zone district. To reflect the current uses and types of structures at this location, the properties should be rezoned as Office Business (OB).
3. The remainder of Crooked Hill Road is wooded vacant land, zoned mostly as R10 residential. If these properties were to develop in the future, residential would not be appropriate due to the negative impacts from surrounding, existing commercial and office uses. These areas should therefore be rezoned to provide an opportunity for similar development of what exists today. The west side of Crooked Hill Road should be

zoned as the adjacent Neighborhood Business zone, for example, and the east side of the roadway north of Arthur Street should be rezoned for SCB. East of Crooked Hill Road and south of Arthur Street should also be zoned for SCB since it is located in close proximity to the existing shopping center located off Henry Street.

4. A County public works yard and another industrial yard are located on the northside of Henry Street in a Heavy Industry (HI) and R10 residential zone districts. Heavy industry and residential zone districts are not appropriate at this location. The potential industrial and residential uses that could result from these zones are also not appropriate to be located adjacent to one another, due to the negative impacts heavy industry could have on residences. The area should be rezoned and included within the adjacent Shopping Center Business (SCB) district, ensuring that these sites will be compatible to adjacent properties in the future.
5. The area generally south of Henry Street, located on Commack Road at the Town of Huntington border should be rezoned for Neighborhood Business, where the area is currently zoned for Shopping Center Business. A majority of the businesses at these locations are retail or personal service, restaurant or food retail type uses and would fit within the Neighborhood Business (NB) schedule of uses and bulk standards.
6. The existing Light Industry (LI) zone, the current site of the Hampton Inn, should be rezoned to Shopping Center Business where hotels are permitted to locate. This also ensures that the site, located in a regional shopping area, would not be used for light industry in the future.





Jericho Turnpike West

West Jericho Turnpike is a common east-west access roadway into the Town of Smithtown from Sunken Meadow State Parkway. Acting as an informal 'gateway' into the Town of Smithtown, the appearance of the roadway is vital to welcoming vehicular travelers. A blend of properties with outdoor storage and auto-oriented businesses, this corridor is a mix of visually uninviting land uses.

When asked to rate the appearance and convenience of the Jericho Turnpike corridor, survey participants believed it to be Average (39%) or Below Average (25%).

Strategy and Development

Portions of Jericho Turnpike, east of Old Willets Path and located in the hamlet of Commack, are recommended to be rezoned from the Wholesale Service Industry (WSI) zone district to a Neighborhood Business (NB) zone. In addition, there are changes proposed to the WSI-1 zone that would prohibit Motor Vehicle Showrooms from this corridor.

The following outline the reasons for the proposed zone changes:

1. At the intersection of Jericho Turnpike and Kings Park Road is a commercial node consisting of a bank and fast food restaurant, both located in the WSI zone. These properties should be included in the NB zone as they suit the permitted uses.
2. The Northgate shopping center, currently zoned as

Central Business and Neighborhood Business, should rezoned as Shopping Center Business, as it most closely aligns with the intent of that zone.

3. East of Kings Park Road, currently zone WSI and RMGA should be changed to the new Multi-Family Zone. The Town recently approved a garden apartment complex and assisted living facility in this area, which have changed the character of this portion of the corridor. Parcels in this area are also larger and can therefore accommodate large multi-family developments when compared to other properties along the West Jericho Turnpike corridor and could provide adequate buffers to residential neighborhoods behind. Nearby sites are either underutilized or vacant and could feasibly be converted to residential.
4. Regulations for outdoor storage, landscaping, screening, buffering, and general site aesthetics should be analyzed to help improve the appearance of the WSI-1 zone along this corridor. To help improve the corridor's convenience, regulations for parking and driveway design should be reviewed.
5. Proposing to change portions of the existing WSI zone to NB is due in part for a need to "right-size" existing conditions to the most appropriate zone. As discussed in the Land Use Plan, restaurants are proposed to be removed from the WSI-1 zone since it will encourage restaurants to locate in more appropriate commercial nodes such as Neighborhood Business zones, core areas and in downtowns. Currently

there are several restaurants located on the Jericho Turnpike corridor that would be made non-conforming if they were to remain under WSI zoning. A careful analysis of existing restaurants helped form the new Neighborhood Business (NB) zone boundaries for the Jericho Turnpike corridor.

- 6. While this plan proposes to prohibit restaurants from the WSI zone, it is still necessary to serve the locally employed population. Therefore, the WSI-1 zone will allow Food Retail, as further discussed in the Land

Use Plan.

- 7. In the proposed revised Wholesale Service Industry (WSI-1) zoning district, motor vehicle storage and showrooms are prohibited. Instead, motor vehicle storage and showrooms should be permitted on Middle Country Road where those types of uses currently co-locate.



Additional Recommendations

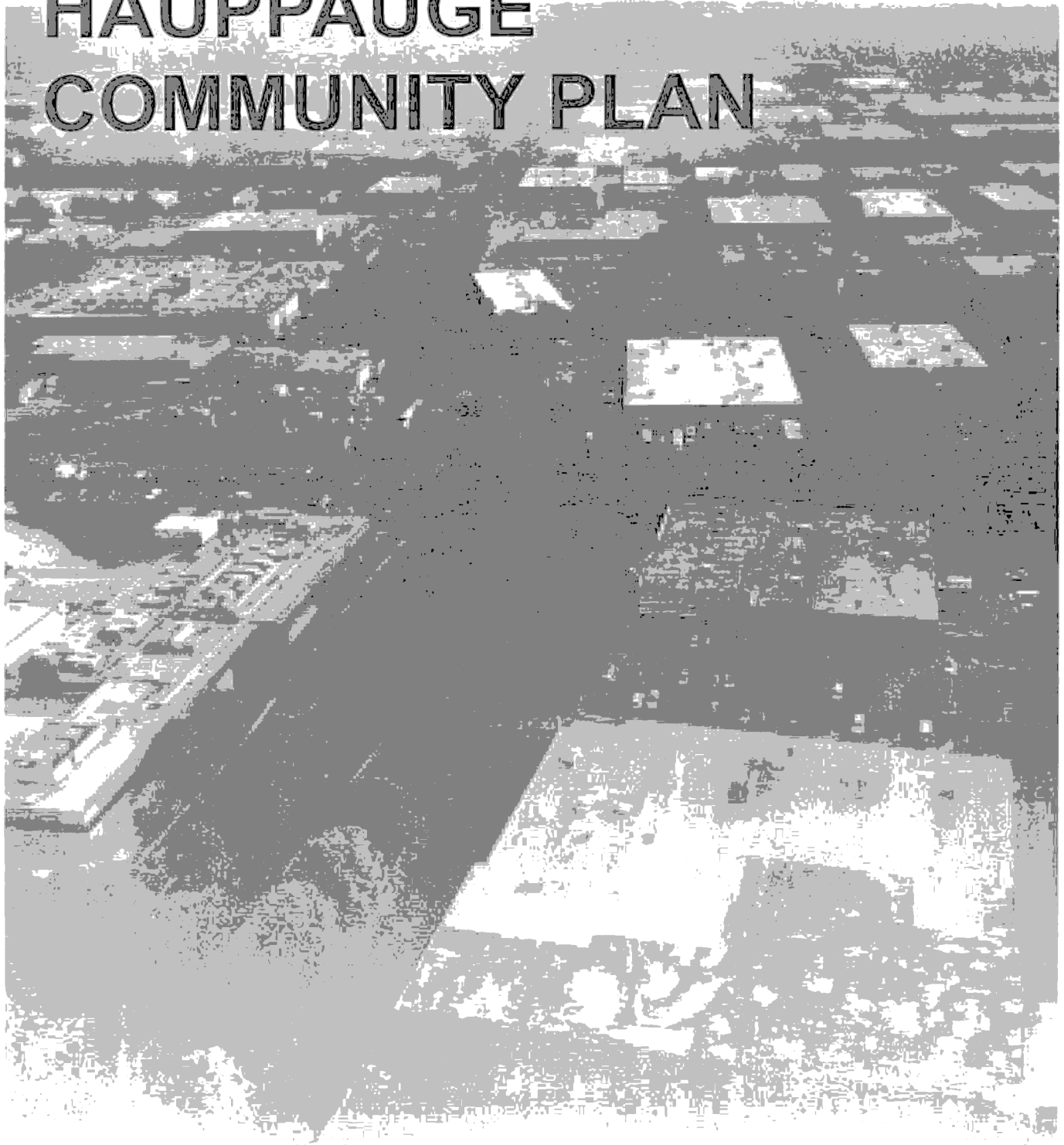
As discussed in the Transportation Plan, Community Facilities Plan, Sustainability Plan, and Parking Plan the following improvements and actions are recommended for the hamlet of Commack.

<i>Recommendation</i>	<i>Referenced Plan</i>	<i>Completed</i>	<i>Year Completed</i>
Circulation Plan			
1 Deploy timed signal progression or conduct signal timing along Jericho Turnpike			
2 Encourage electric vehicle (EV) chargers be installed, especially in new multi-family construction and new nonresidential construction exceeding a certain size			
Community Facilities Plan			
3 Enhance gateways at municipal borders with signage and landscaping to create a sense of arrival and to help establish Town identity			
4 Expand Neighborhood Business (NB) and Shopping Center Business (SCB) boundaries where appropriate to reflect existing conditions			
5 Differentiate between W. Jericho Turnpike and Middle Country Road as two different zones, a WSI zone and a WSI-1 zone, the major difference being the permission of Motor Vehicle Showrooms in the WSI-1 zone			
6 Undertake water tower repairs at Hoyt Farm			
7 Improve general park aesthetic at Valmont Park			
8 Improve pedestrian access to Valmont Park from New Highway\			
9 Work with the utility provider to determine whether there could be trail access from Valmont Park to the adjacent utility easement			
10 Undertake park-wide renovations at Burr Winkle Park			
11 Improve tree cover by strategically removing and replacing obtrusive trees around the Morewood Park playground and install new sidewalks			
12 Consider constructing an outdoor amphitheater for community events at Hoyt Farm Park			
13 Conduct a "gaps" analysis of sidewalk and bicycle infrastructure			
14 Consider updating signage and wayfinding systems that are simple and convey a distinct Smithtown "brand"			

Appendices

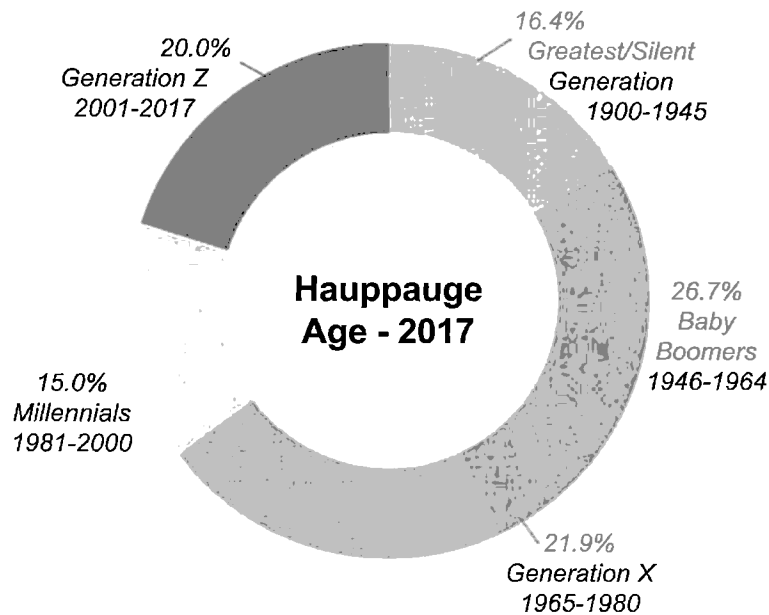
- a. Hamlet of Commack Community Workshop Results
- b. Hamlet of Commack Comprehensive Plan Survey Results

HAUPPAUGE COMMUNITY PLAN



Hauppauge at a Glance

On Long Island, most Towns are too large for people to identify as their community and alternatively identify with smaller place names, such as villages or hamlets. In Smithtown, the six unincorporated communities, or hamlets, are the places people identify with most. In this plan, we will focus on a discussion of **Hauppauge** community identity and specific areas of proposed change.



10,344 residents
lowest density hamlet

Areas of Change

- Route 111 / Smithtown Bypass
- Hauppauge Industrial Park

Housing

7.7% rent



92.3% own

Household Income

5.1% less than \$25k



35.1% more than \$150k

Education

40.2% HS Diploma or Some College



57.4% College Degree

How Hauppauge Commutes

0.6% Walk



1.3% Bike, Taxi, motorcycle, or other means



88.0% Drove alone



2.3% Carpooled



4.2% Public Transportation



3.6% Worked at home

Existing Development Pattern

There is a substantially smaller share of residential land uses as a whole in Hauppauge when compared to Town of Smithtown's land use breakdown – nearly 18% less, where the hamlet is comprised of 36.47% residential and the Town 54.53%. While Hauppauge has the lowest share of all residential, it has the highest share of Home Owners Associations (HOA, 1.78%) when compared to all hamlets.

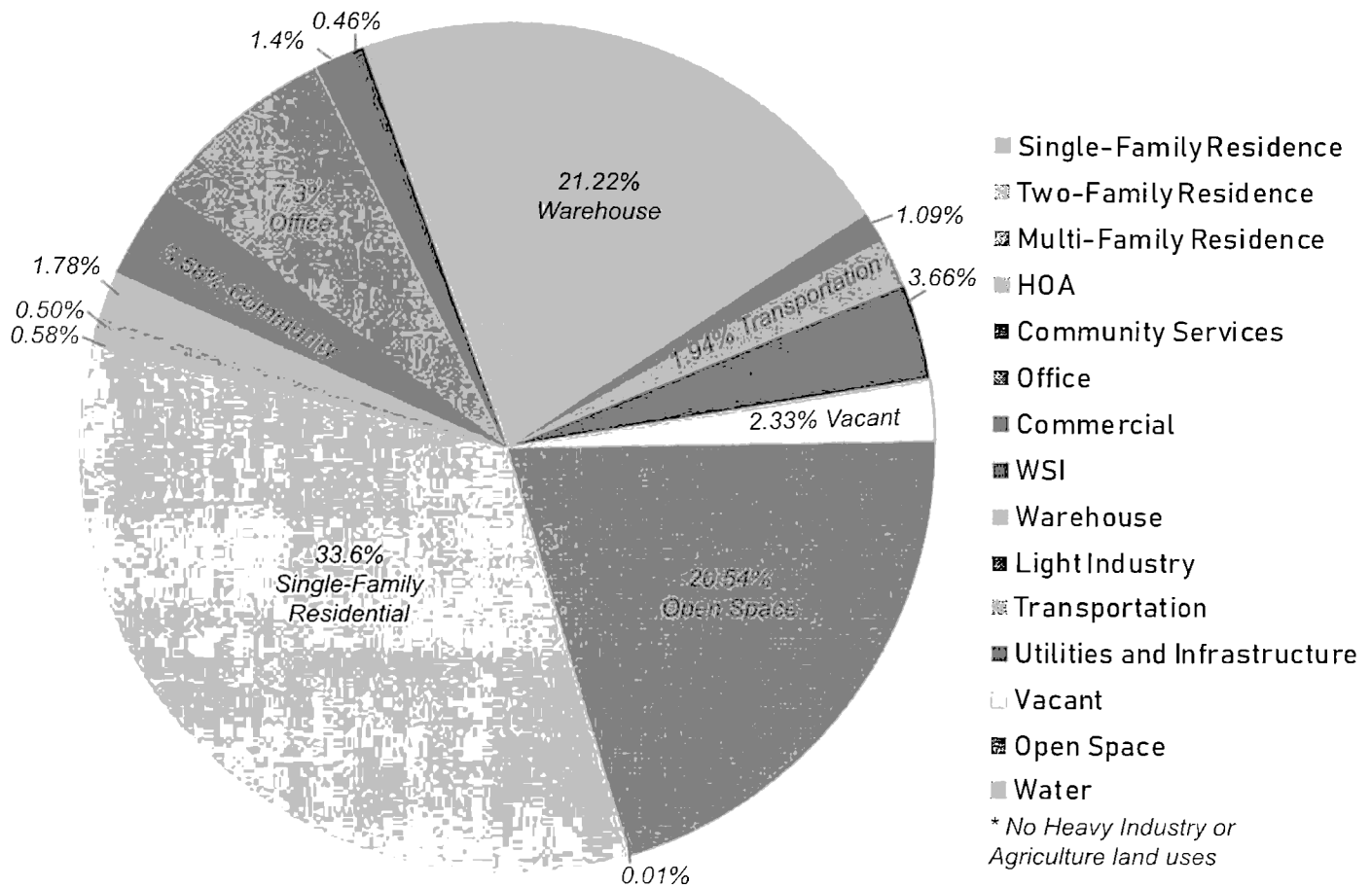
Hauppauge also has the largest share of office (7.3%), warehouse (21.22%) and light industry (1.09%) when compared to the Town (1.55%, 3.68% and 1.09%, respectively) and all other hamlets. It also has a larger share of open space (20.54% in Hauppauge versus 18.31% Townwide).

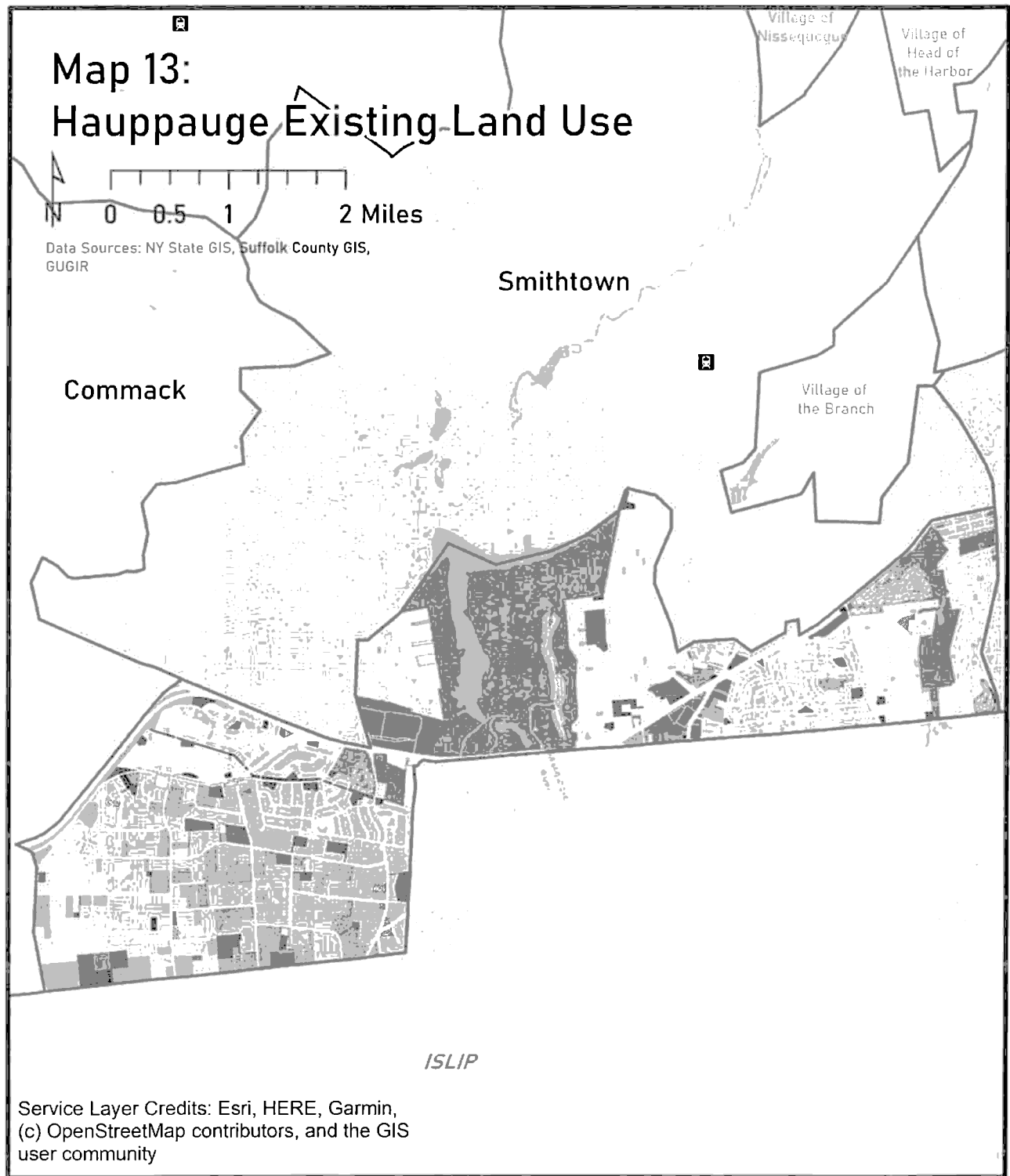
Recent Major Developments

Taking a look at recent development can be a good indicator of where the hamlet's built environment is headed. The following recent major development projects are examples of investments for Hauppauge's future and may contribute to population growth and economic activity for residents and businesses.

- Country Pointe Woods at Smithtown is a 69-unit project consisting of villas and townhomes on an 11.5-acre property located off of Route 111 north of Smithtown Bypass. The project replaced the Community Hospital of Western Suffolk and formerly known as Smithtown General. Units range from 1,395 to 2,400 square feet in size and of the 69 units, 10% of them (7 units) are affordable. The development includes amenities such as a gated entrance, 1,500 square foot clubhouse, outdoor heated pool, bocce court, and fitness center.
- A \$7 million office building at 410 Motor Pkwy and included within the Hauppauge Industrial Park, has been redeveloped. Revitalization of the industrial park is spearheaded by ongoing sewer expansions in the area and recent (2015) rezoning of the industrial park to increase building heights of up to 62 feet on Motor Parkway.

Hauppauge 2012 Land Use Breakdown





Legend

Single-Family (Low Density)	Community Services	Heavy Industry
Single-Family (Medium Density)	Office	Transportation
Single-Family (High Density)	Commercial	Utilities and Infrastructure
Two-Family Residence	Wholesale and Service Industry	Vacant
Multi-Family Residence	Warehouse	Open Space
HOA Property	Light Industry	Water

Areas of Change

To keep Smithtown on a path towards success in all aspects of quality of life, the Town must reflect its current demographics, development trends, and many other factors affecting how people live, work, travel, and play in the community. The **Hauppauge Community Plan** reflects these realities and makes modern land use policy recommendations for future development, as well as zoning changes for the Town's Zoning Ordinance.

The following areas in Hauppauge are areas that were identified by Comprehensive Plan workshop participants as areas of concern and are therefore recommended for change.

Hauppauge Road/Smithtown By-Pass

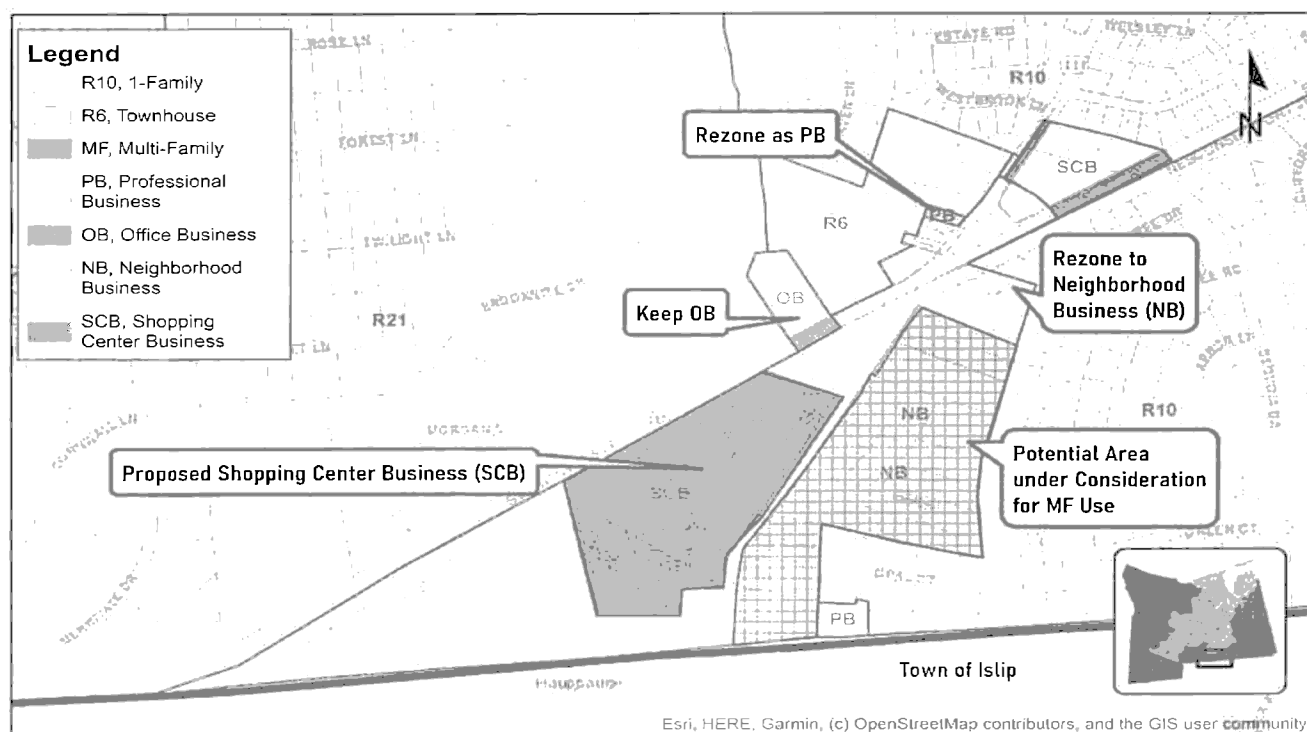
Hauppauge Road (Route 111) and Smithtown By-Pass (Route 347) is a major intersection with high traffic volumes. It not only acts as a gateway from the Town of Islip into the Town of Smithtown, but it also has high volumes of traffic originating from or headed to the Northern State Parkway. The area has historically been a commercial center but has more recently shown its age with some retail vacancies and the redevelopment of a vacant former hospital site into residential townhomes.

Strategy and Development

Existing zoning in the area consists of SCB-Shopping Center Business, NB-Neighborhood Business, CB-Central Business and OB- Office Business districts. The zoning should be fine-tuned to match existing conditions and address a possible transition to residential in some cases.

The following outline the reasons for the proposed zone changes:

1. The Hauppauge Shopping Center located on Smithtown Bypass (Route 347) which includes the ShopRite, is currently zoned as a Neighborhood Business district and the adjacent Hauppauge Plaza is zoned as a Central Business district. The types of uses and buildings in both these shopping centers, however, are inconsistent with their current zone designations and more appropriately reflect the zone intent for a Shopping Center Business (SCB) district. As further discussed in the Land Use Plan, the Central Business zone is proposed for elimination and should be replaced with more appropriate zones throughout Town. Rezoning this area for SCB right-sizes zoning to existing conditions and can also encourage site re-design that could promote more efficient utilization of land.
2. All of the parcels along the eastern half of Hauppauge Road should be tentatively zoned for Neighborhood Business (NB). However, all of these parcels have the potential for Multifamily use as well so it should be based on the Town's discretion for whether to consider certain parcels in this area to be zoned for the new Multi-family (MF) zone. Introducing multi-family on



this corridor is consistent with recent development trends in the area, when in 2019, the former Smithtown General Hospital (located on Hauppauge Road north of the Bypass) was developed into multifamily residential townhomes. In addition, this Rte. 111 area has had and continues to have above-average vacancies; therefore, it should be considered for an alternate use. Any future multifamily development occurring within this corridor would be partially protected from the traffic and noise of Hauppauge Road since there is limited roadway frontage and a stormwater recharge basin that restricts development southwest of the area. The potential multifamily use is adjacent to existing residential (to the east), and therefore is compatible with surrounding land uses.

3. The remaining lot within the existing Office Business zone that primarily fronts Smithtown Bypass (where the existing Hauppauge Diner is located) should be zoned as Neighborhood Business. Other corner properties of this intersection should remain zoned for Neighborhood Business, including both corner gas stations.
4. The Office Business-zoned property that is adjacent to the new Country Pointe at Smithtown West and fronts Hauppauge Road should be rezoned to Professional Business, as the use and site are more compatible with the PB zone.

Hauppauge Industrial Park

The Long Island Innovation Park at Hauppauge (formerly known as the John V. N. Klein/Hauppauge Industrial Park) is the largest concentration of firms on Long Island and considered to be a major regional employment hub that spans 1,600 acres both in Town of Smithtown and Town of Islip. With over 1,350 companies that employ approximately 55,000 people, maintaining the viability of this economic anchor is key to both the region's and the Town of Smithtown's future. While revitalization of the industrial park is spearheaded locally by ongoing sewer expansions in the area, continued investment and strategic planning has been ongoing at a regional level.

Strategy and Development

The Hauppauge Industrial Park Regional Competitiveness and Growth Strategies report prepared by the Regional Plan Association (RPA) in April 2019 ("RPA's regional report") offers detailed economic and zoning recommendations for the park and its partners. A majority of the zoning recommendations identified in this regional plan for the park are consistent with the land use policies of the Town's Comprehensive Plan and are therefore included within this Hauppauge Community Plan.

To effectuate the above illustrative concept plan, the Town should consider the recommendations put forth by RPA's regional report, with Town modifications where noted:

- Consider allowing establishments that offer personal services, entertainment retail (including food & beverage), and retail outlets for factories.
- Consider additional uses that may be appropriate within the park including: microbreweries, bars, theatres, bowling lounges, barber shops, laundromats, day care centers, retail establishments, contractor showrooms, and appliance and office machine repair.
- Evaluate whether to amend the existing Light Industrial Overlay (LIO) Zone District to allow apartments with commercial on base along Motor Parkway (62 feet height limit corridor) and the southern section of Old Willets Path, between Engineers Road and Motor Parkway. This can be partially incentivized by allowing aggressive shared parking ratios and addressing building code issues related to the separation of uses and egress. The Town of Smithtown is proactively addressing mixed-use within the industrial park, as further described on page 221.
- The LIO Zone District currently permits a height of 50 feet for buildings within the core area, 62 feet for properties facing Vanderbilt Motor Parkway, and 35 feet for properties located within a 1,000-foot buffer from the Northern State Parkway or from residential districts. To reduce ambiguity surrounding height limitations in the LIO Zone District, the RPA report recommends the district be amended to specify the percentage of lot area contained within the 1,000 foot buffer to determine which regulations would be applicable for parcels split by the buffer boundary. The Town of Smithtown wishes to use its current strategy – if the lot or building is split by the height bounding line, then the portion of the lot in the height buffer zone should adhere to those standards, and the portion of the remaining lot located in a different height buffer zone should adhere to the standards there. Similarly, the LIO should define minimum lot frontage for parcels along Motor Parkway that would be subject to the 62-foot height limit.
- Consider an alternate height limitation scenario, an intermediary height limit within a staggered buffer zone, to increase permitted floor area. One example of this would be a 35-foot maximum height limit within 500 linear feet, a 42-foot maximum height limit between 500 and 1,000 linear feet, and a 50-foot maximum height limit after 1,000 linear feet. This could be done by expanding the overlay district which would likely have any adverse impacts to view corridors.
- Consider relaxing dimensional regulations an increasing density within selected areas of the LIO Zone District. A study of the existing Floor Area Ratio (FAR) within the park reveals that approximately 10% of the properties within the Town of Smithtown

portion of the park (about 50 properties) already surpass the maximum allowed FAR of 0.42. The Town of Smithtown should consider increasing the maximum as-of-right FAR from 0.42 to 0.5. While the RPA study recommended the Town consider allowing up to 0.6 FAR as a bonus in exchange for a development committing to pre-identified improvements, the Town feels that a 0.6 FAR is not feasible due to surface parking constraints. The Town, however, believes that the FAR should remain at 0.42 but offer 0.5 as a bonus in exchange for committing to pre-identified improvements, aligned with the Industrial Park objectives. Some of the improvement options could be:

- Commitment to install a certain number of solar arrays through the HIP Solar Initiative Program
- Easements for right of way and construction of multimodal networks
- Development of amenities like fitness areas or public space areas
- Inclusion of best practices for storm water capture
- Amend the LIO district regulations to reduce minimum yard dimensions to allow building configurations compatible with a more pedestrian friendly right of way. Instead of the 50 feet required for front yards, structures should be allowed to be built up to approximately 30 feet from the right-of-way, sufficient distance for a potential multimodal network and yet close enough to provide building configurations that interact at a human scale. The LIO should also be amended to reduce the minimum side

yard requirement to 20 feet instead of 40 feet (for the total measurement for both side yards).

- Examine reducing parking ratios for select uses within the overlay. In RPA's experience the ratios could be reduced approximately by half: 2-3 spaces for every 1,000 square feet in the case of research facilities, and 6 spaces for retail and restaurants and retain sufficient parking for employees.
- Consider small modifications to their zoning text to provide more clarity, as well as more certainty for future development. For example, Article V, section 321-31 through 322-35, is the only part of the zoning text that references the LIO. The Town of Smithtown should consider referencing the LIO in the section enumerating districts as well as in any other pertinent sections of the zoning text.
- Consider including zoning information as part of a georeferenced dataset. The Town could expand information on the tax maps provided by Suffolk County Real Property Tax Service Agency. Zoning information in this dataset could include but should not be limited to:
 - Built floor area
 - Estimated floor area ratio
 - Maximum achievable floor area ratio
 - Number of build floors
 - Maximum achievable height
 - Dimensions for lot width and lot frontage

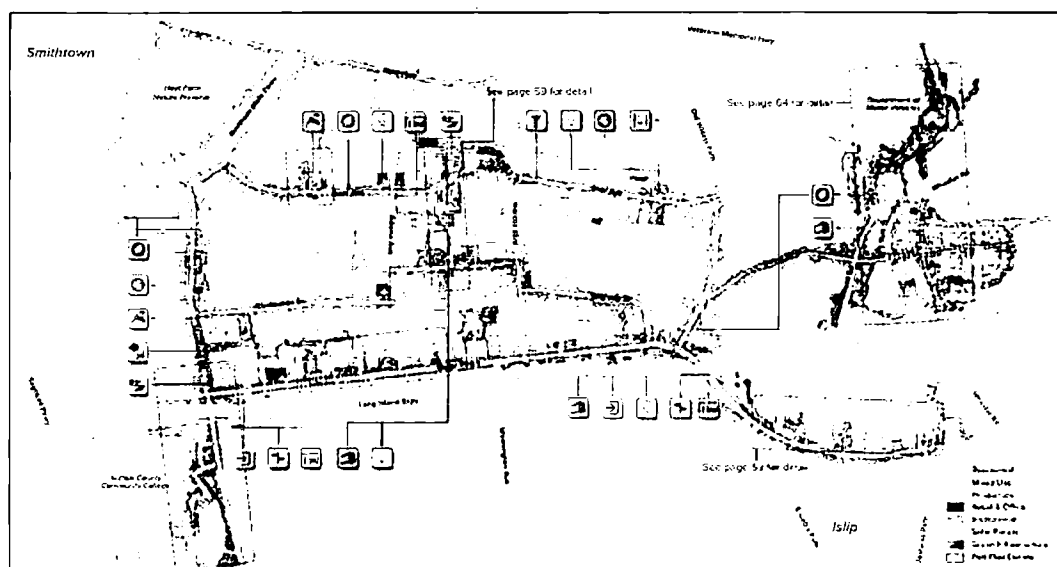
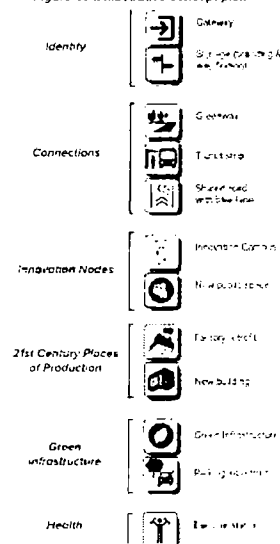
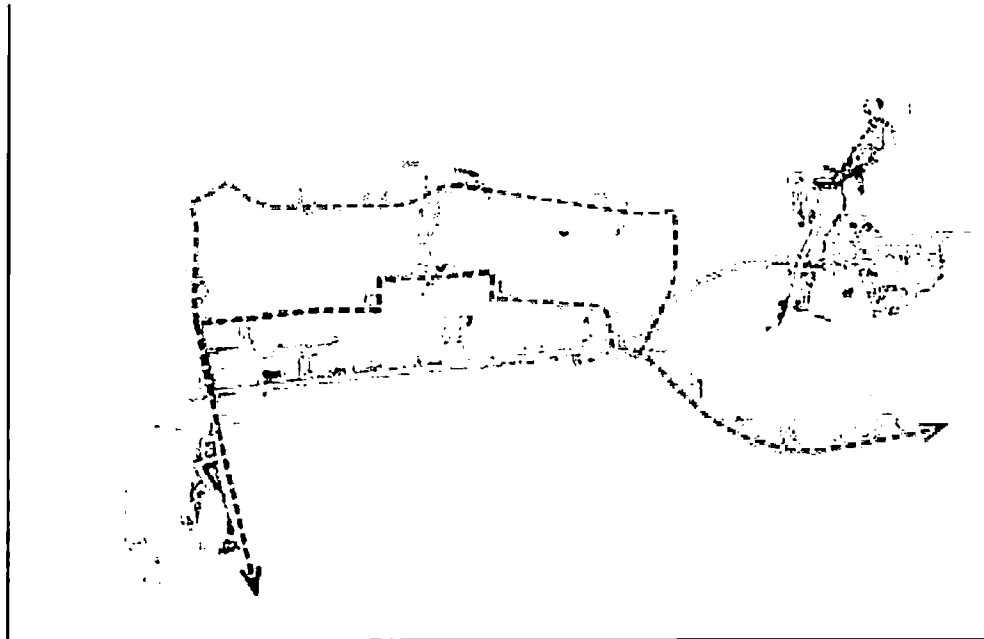


Figure VI-1: Illustrative concept plan



Regional Plan Association Hauppauge Industrial Park



Hybrid framework - Improving connectivity within the core and beyond provided by the Regional Plan Association

Mixed-Use Development in the Long Island Innovation Park at Hauppauge

Cities and regions across the country are experimenting with zoning codes to allow for a greater mix of uses among the zones. One particular area of innovation is within areas zoned solely for industrial uses. Historically, industrial zones involved heavy manufacturing that created a great deal of nuisances including emissions and loud noises or light industrial uses, both associated with higher volumes of truck traffic. However, recent advances have made the industrial process cleaner and quieter. Economic changes continue to change the way that industry works, which is the reason that municipalities across the nation, such as Denver's River North district and Battle Ground, WA in suburban Portland, OR area, have made changes to their industrial zones to allow for a mix of uses, including residential. Even the RPA regional report for the Long Island Innovation Park at Hauppauge recommends allowing additional uses in the park including: microbreweries, bars, theatres, bowling lounges, barber shops, laundromats, day care centers, retail establishments, contractor showrooms, appliance and office machine repair and residential in some locations (along Motor Parkway (62 feet height limit corridor) and the southern section of Old Willets Path, between Engineers Road and Motor Parkway).

Long Island is poised to join in on the regulatory innovation by making the Park an attractive live-work environment. One issue facing all of Long Island is the loss of its younger workforce to places like New York City and other regions across the country. One way to attract and retain this young, educated workforce is to provide a greater variety of housing typologies and more affordable housing options.

The Hauppauge Industrial Park provides an opportunity to create a diversity of housing typologies in a regional employment center.

The Town of Smithtown is taking a proactive approach, beyond the recommendations of the RPA regional report, by permitting mixed-use buildings in the Light Industrial Zone as special exception uses (August 2020). Per the Town's ordinance, the mixed-use building must contain a mix of uses such as office, commercial, institutional and residential and have active uses occupying at least 50% of the ground floor. Sites wishing to construct mixed-use must be a minimum of 7 acres in size and must front certain streets (Motor Parkway and Old Willets Path) or be located within 500 feet of certain intersections. The street frontage requirement originated from RPA's regional report recommendation which stated that a residential component on the peripheral areas of the park would not only provide potential housing for the park's workforce, but also enable the park to retain vitality and dynamism. However, the intersections named within the Town ordinance are not specifically identified in the RPA regional report. The Town included these intersections due to their location along RPA's identified pedestrian spine or loop. Today, only 13 sites within the industrial park meet these criteria. The Town should not permit the construction of mixed-use buildings in areas of the park that do not meet these requirements.

Future development for mixed-use should be aimed at creating a pedestrian friendly mixed-use node and should further the goals and intents of the Hauppauge Industrial Park Regional Competitiveness and Growth Strategies report prepared by RPA.

Additional Recommendations

As discussed in the Circulation Plan, Community Facilities Plan, Sustainability Plan, and Parking Plan the following improvements and actions are recommended for the hamlet of Hauppauge.

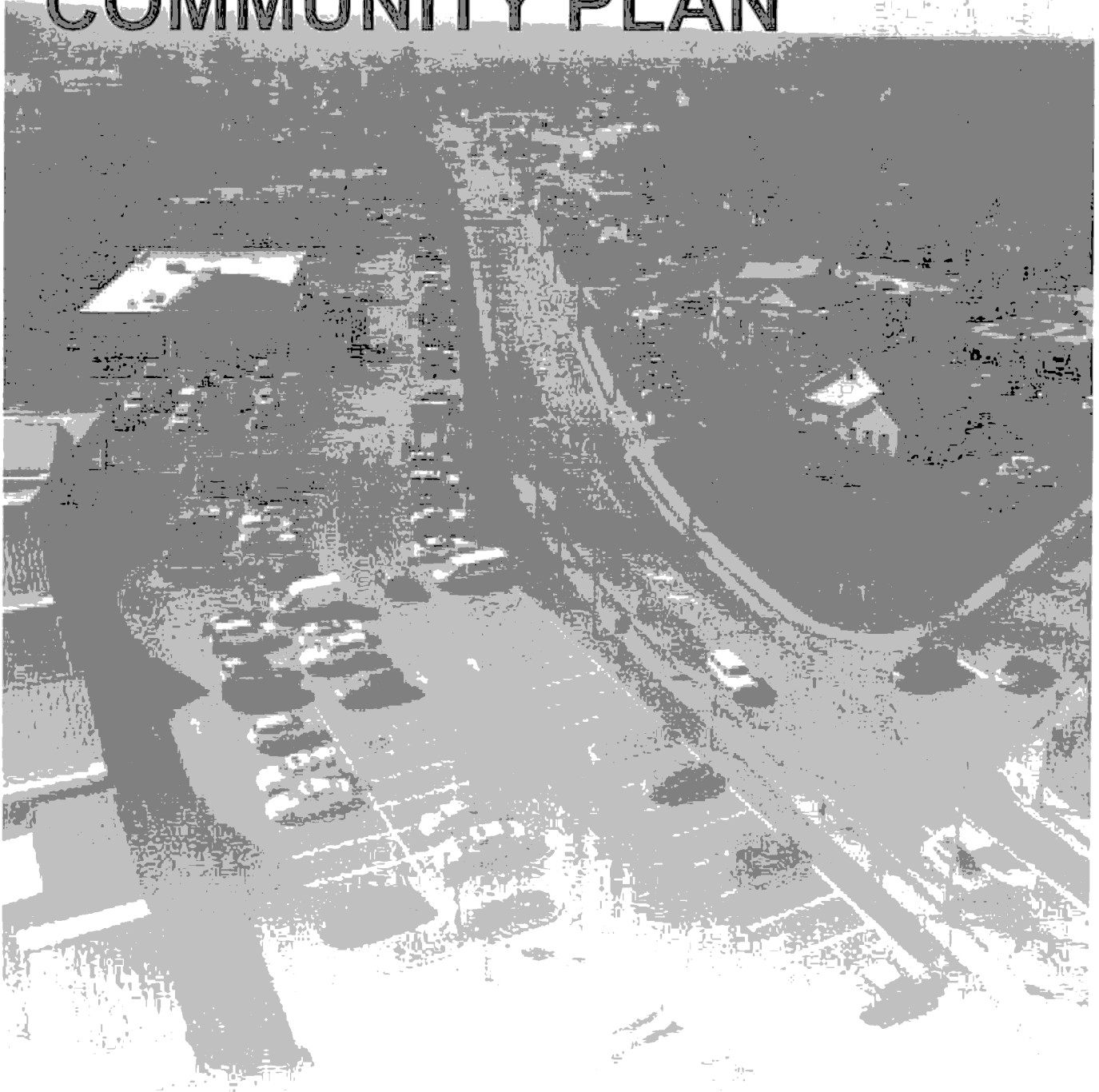
	<i>Recommendation</i>	<i>Referenced Plan</i>	<i>Completed</i>	<i>Year Completed</i>
Circulation Plan				
1	Enhance pedestrian accessibility to existing and planned bus stops on NYS Route 454			
2	Upgrade pedestrian and transit accessibility within the Long Island Innovation Park			
3	Fill in gaps in the Town's bicycle network along NYS Route 111 and NYS Route 454			
4	Enhance pedestrian and public transit improvements within the Long Island Innovation Park at Hauppauge to accommodate a greater mix of uses			
Community Facilities Plan				
5	Create a new Multi-Family zone district which would permit multi-family apartment buildings in areas along Hauppauge Road			
6	Encourage electric vehicle (EV) chargers be installed, especially in new multi-family construction and new nonresidential construction of a certain size			
7	Eliminate the Central Business (CB) zone district and replace it with other districts as appropriate			
8	Enhance gateways at municipal borders with signage and landscaping to create a sense of arrival and to help establish Town identity			
9	Expand Neighborhood Business (NB) and Shopping Center Business (SCB) boundaries where appropriate to reflect existing conditions			
10	Work with shopping centers to implement façade improvements			
11	Permit more than one principal structure per lot in the SCB zone, to accommodate for pad sites			
12	In the Light Industrial Overlay (LIO) district, permit personal services, commercial entertainment retail, retail services, day care centers, contractor showrooms and accessory retail shops (for factories)			
13	In the LIO, evaluate whether to permit apartments with commercial on base along Motor Parkway and the southern section of Old Willets Path			
14	Amend the LIO district to clarify height limitations regarding those properties "split" by the 1,000-foot buffer line			
15	Amend the LIO district to define minimum lot frontage for parcels along Motor Parkway that would be subject to the 62-foot height limit			
16	Reduce minimum yard requirements in the LIO district, reducing a 50-foot front yard to a 30-foot front yard, and reducing a 40-foot side yard to a 20-foot side yard			

<i>Recommendation</i>	<i>Referenced Plan</i>	<i>Completed</i>	<i>Year Completed</i>
17 Maintain a georeferenced dataset with zoning information for parcels in the Long Island Innovation Park at Hauppauge			
18 Further the goals and intents of the Hauppauge Industrial Park Regional Competitiveness and Growth Strategies report prepared by RPA			
19 Consider a potential land swap of Bill Richards Park for the County's Paul T. Given Park			
20 If land swamp of Bill Richards Park unlikely, upgrade restrooms and maintain trail			
21 Conduct a "gaps" analysis of sidewalk and bicycle infrastructure			
22 Consider updating signage and wayfinding systems that are simple and convey a distinct Smithtown "brand"			
Parking Plan			
23 In the LIO, consider increasing maximum FAR requirements, increasing from 0.42 to 0.5 as a bonus in exchange for pre-identified improvements. Analyze parking requirements and FAR simultaneously before proceeding with a change			

Appendices

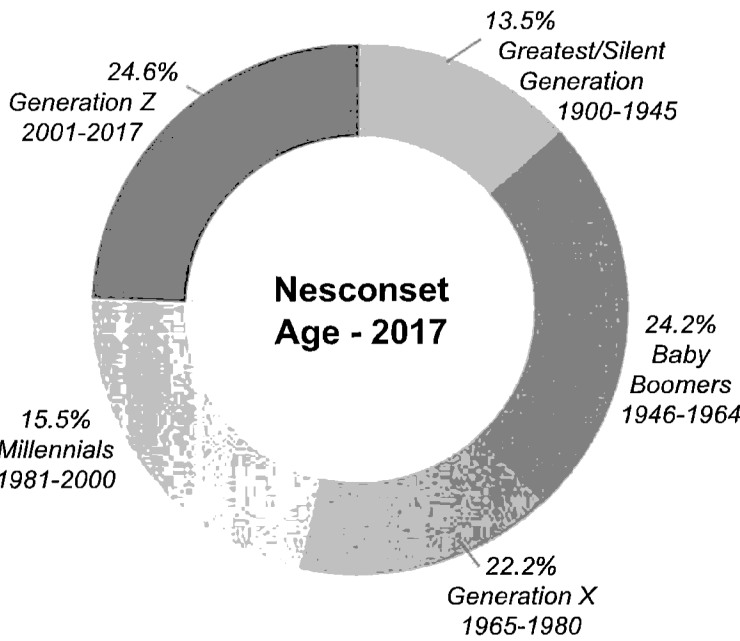
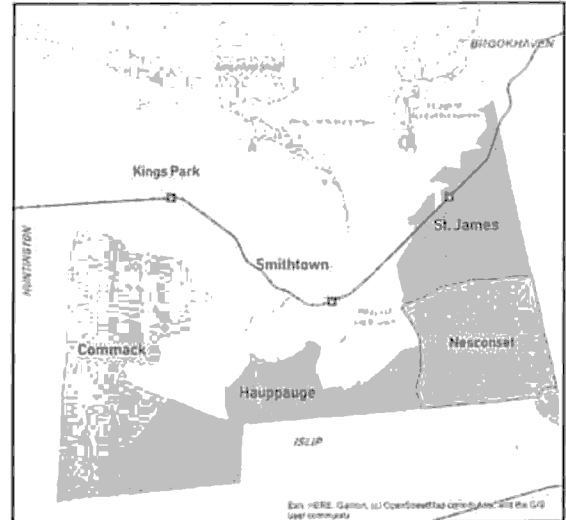
- a. Hamlet of Hauppauge Community Workshop Results
- b. Hamlet of Hauppauge Comprehensive Plan Survey Results

NESCONSET COMMUNITY PLAN



Nesconset at a Glance

On Long Island, most Towns are too large for people to identify as their community and alternatively identify with smaller place names, such as villages or hamlets. In Smithtown, the six unincorporated communities, or hamlets, are the places people identify with most. In this plan, we will focus on a discussion of **Nesconset** community identity and specific areas of proposed change.



18,168 residents
highest density hamlet

Areas of Change

- Smithtown Boulevard
- Terry Road
- Smithtown Bypass
- Middle Country Road

Housing

12.3% rent



87.7% own

Household Income

7.8% less than \$25k



36.6% more than \$150k

Education

37.3% HS Diploma or Some College



57.6% College Degree

How Nesconset Commutes

0.0% Walk



0.6% Bike



0.6% Taxi, motorcycle, or other means



85.7% Drove alone



4.2% Carpooled



5.3% Public Transportation



4.1% Worked at home

Existing Development Pattern

There is a substantially larger percentage of land area that is dedicated to residential land uses as a whole in Nesconset when compared to the Town of Smithtown's land use breakdown – nearly 12% more, where 66.46% of the hamlet's land area is residential compared to 54.53% townwide. Nesconset also has a substantially larger share of land area dedicated to single-family residences (60.02%) than the Town (51.16%).

Additionally, Nesconset has a larger share of commercial when compared to the Town (5.25% versus 2.71% Townwide), and a larger share of vacant acreage (7.23% in Nesconset versus 3.97% Townwide).

The Town of Smithtown, however, has a substantially larger percentage of land used as open space than Nesconset (5.26% in Nesconset versus 18.31% Townwide).

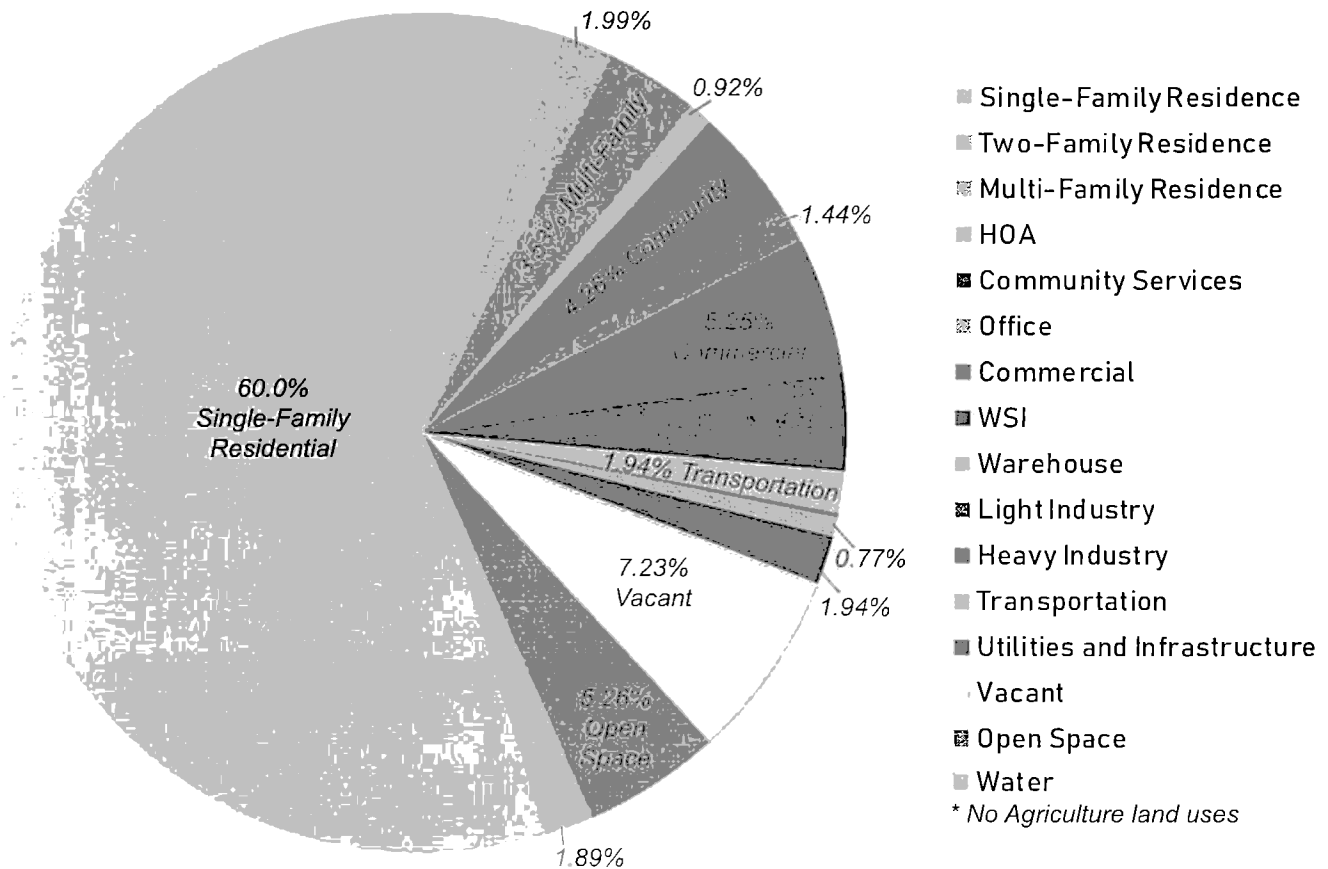
The Town also has a larger share of land area for industrial use (5.13%) when compared to the hamlet (1.74%, respectively), of which the industry category includes warehouse, light industry, and heavy industry. Nesconset has the highest share of area for WSI land uses (3.75%) when compared to all other hamlets.

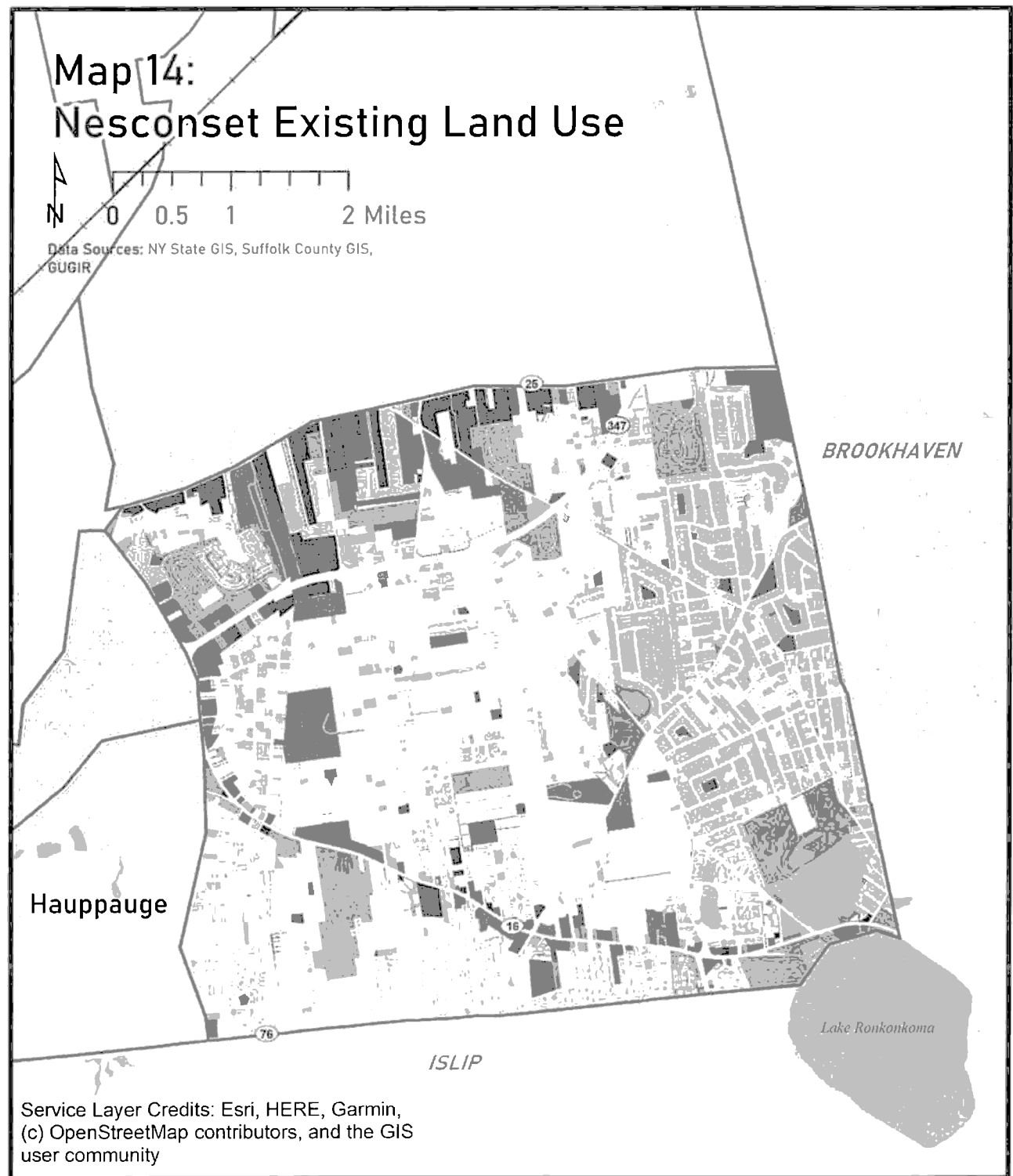
Recent Major Developments

Taking a look at recent development can be a good indicator of where the hamlet's built environment is headed. The following recent major development projects are examples of investments for Nesconset's future and may contribute to population growth and economic activity for residents and businesses.

- Amber Court Assisted Living of Smithtown is a \$36 million development and located at 130 Lake Avenue South. The 3-story, 100,000 square foot building is constructed on a 7-acre site containing 141 units, a wellness suite, technology hub, fitness center, three dining rooms, a bistro, general store, and cinema. The facility opened in June 2018.
- Story Brook homes has been approved for 192 senior housing units on the southern portion of a 60-acre site on Smithtown Boulevard. Revised site plans have decreased the number of housing units to 180 units. The northern part of the site, zoned as R-15 could be subdivided through cluster development according to R-10 zone standards, but is remains as open, wooded vacant land at this time.
- 1000 Smithtown Bypass, a former electronics store, was approved for a Tesla service center in 2016/2017, direct sales facilities across New York State.

Nesconset 2012 Land Use Breakdown





Legend

Single-Family (Low Density)	Community Services	Heavy Industry
Single-Family (Medium Density)	Office	Transportation
Single-Family (High Density)	Commercial	Utilities and Infrastructure
Two-Family Residence	Wholesale and Service Industry	Vacant
Multi-Family Residence	Warehouse	Open Space
HOA Property	Light Industry	Water

Areas of Change

To keep Smithtown on a path towards success in all aspects of quality of life, the Town must reflect its current demographics, development trends, and many other factors affecting how people live, work, travel, and play in the community. The Nesconset Community Plan reflects these realities and makes modern land use policy recommendations for future development, as well as zoning changes for the Town's Zoning Ordinance.

The following areas in Nesconset are areas that were identified by Comprehensive Plan participants as areas of concern and are therefore recommended for change.

Middle Country Road

Middle Country Road is a main thoroughfare for Town of Smithtown residents, with access to local destinations including Smith Haven Mall and downtown Smithtown. The corridor is also regionally used. Located in both the hamlets of St. James and Nesconset, the corridor is a mix of auto-related, commercial and light industrial uses, a majority of which is zoned for the Wholesale and Service Industry (WSI) zoning district.

When asked to rate the appearance and convenience of the Middle Country Road, 29% of comprehensive plan survey participants ranked it as either "Below Average" or "Poor", placing it fifth among the worst rated areas in Town.

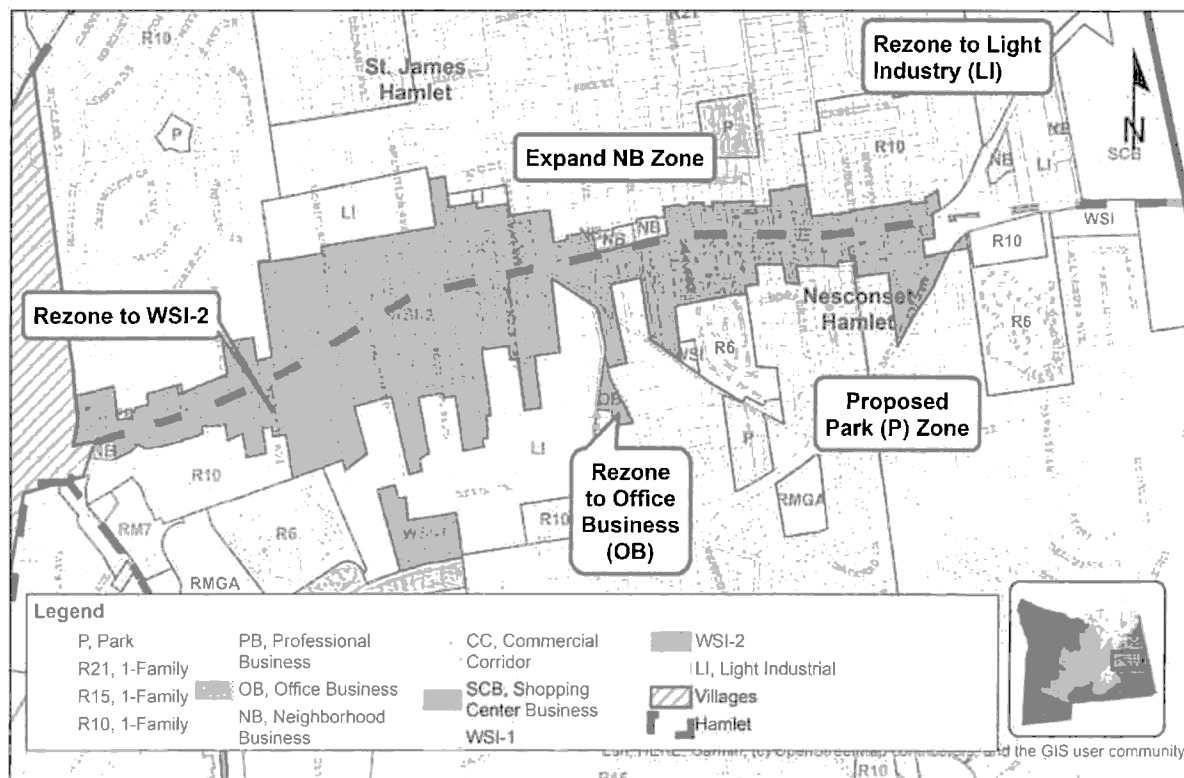
While both Middle Country Road and Jericho Turnpike West are zoned as WSI, the two roadways are distinct and unique from one another and have differing characteristics. As such, they should be regulated separately.

Strategy and Development

Middle Country Road and located in both the hamlets of St. James and Nesconset is recommended to be rezoned from the Wholesale Service Industry (WSI) zone district to the Wholesale and Industry Zone (WSI-2). The intent of this new zone will be to encourage vehicle-related businesses and limited outdoor storage that is aesthetically pleasing.

The following outline the reasons for the proposed zone changes occurring in Nesconset alone and does not discuss proposed changes occurring in St. James (north of Middle Country Road):

1. The existing Central Business (CB) district at the corner of Lake Avenue and Gibbs Pond Road is recommended to change to an Office Business (OB) zone. An OB zone is more suitable due to an approved development application to construct office buildings at this location. The approved uses more closely align with the zone intent of an Office Business zone, than with a Central Business zone.
2. Regulations for outdoor storage, landscaping,



screening, buffering, and general site aesthetics should be analyzed to help improve the appearance of the WSI zones along this corridor. To help improve the corridor's convenience, regulations for parking and driveway design should be reviewed.

3. The primary recommended change (in Nesconset) is to expand the WSI zone into existing Light Industrial zones south of Middle Country Road and to "right-size" approved developments with the most appropriate zone. By recommending these sites be included in the WSI zone removes regulatory barriers for future improvements.
4. The Middle Country Road area should be rezoned from WSI to WSI-2 and continue to permit auto-related uses along the roadway, where these types of uses currently co-locate. While this does not change the current zoning, it does play a part in the recommendation to rezone portions of West Jericho Turnpike. Due to Middle Country's many narrow, long lots, the area is capable of managing outdoor storage out of view of the roadway, unlike West Jericho Turnpike. Properties south of the roadway (in Nesconset) are compatible with the abutting Light Industrial (LI) zone and are ideally suited for outdoor storage uses.
5. The proposed zoning permits Food Retail, in order to serve the local population, but prohibits restaurants. The plan aims to concentrate restaurants in the downtowns and shopping areas, rather than along the WSI corridors, because they are major assets to the downtown and shopping center economy..

FOOD RETAIL

An eating establishment where the preparation and sale of food and/or beverages are served to patrons in a ready-to-consume state, primarily off the premises, where orders are generally not taken at the customers' tables but at counter, and where food is wrapped in disposable wrapping containers. Seats may be provided for on-site consumption and/or customer waiting.

Terry Road / Smithtown By-Pass

Terry Road acts as both a neighborhood corridor with businesses serving the needs of local residents and as an arterial roadway for vehicular travelers.

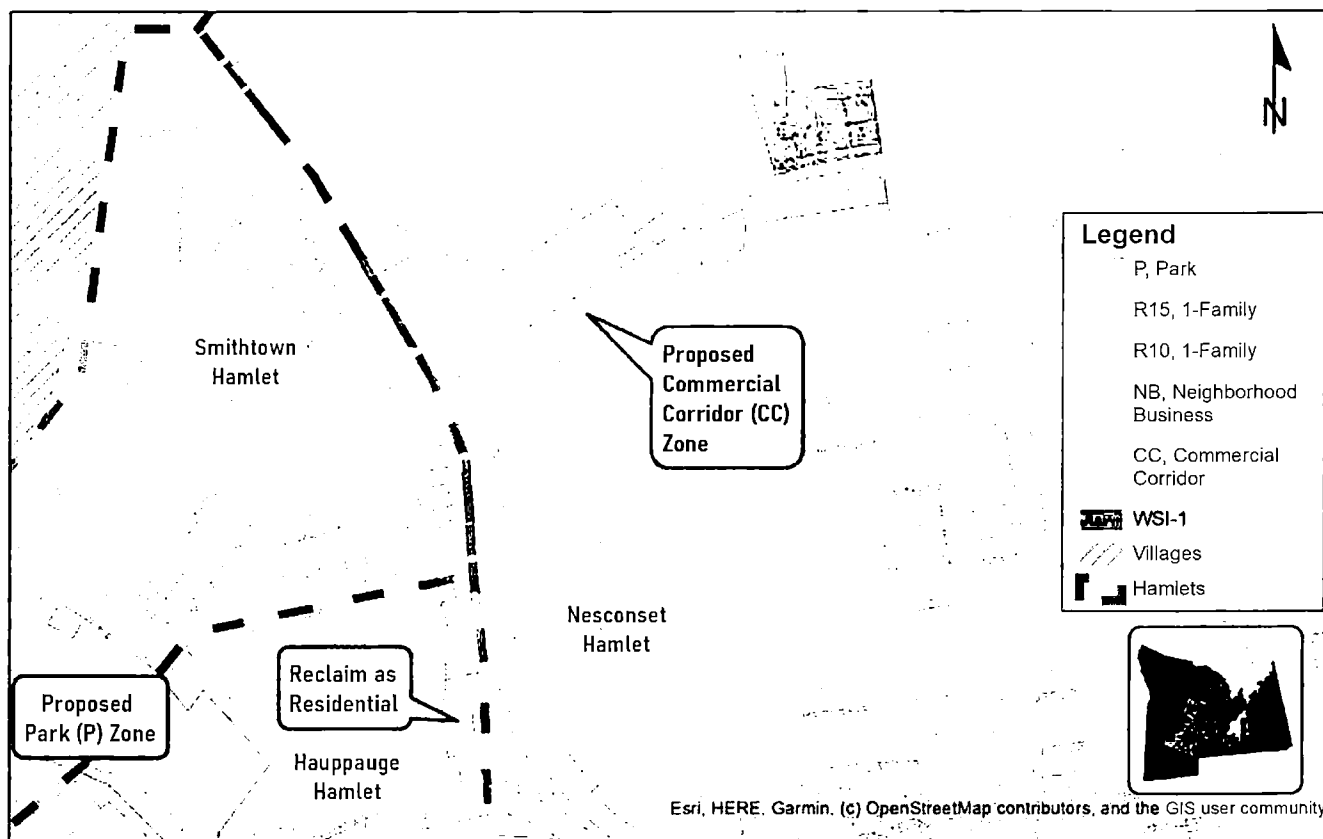
The Smithtown Bypass, on the other hand, is a highly traveled corridor. The aim of the By-Pass is to alleviate regional traffic on NYS 25, the main commercial corridor in Town, by maintaining a limited-access, faster-speed alternative. In order to maintain the By-Pass's effectiveness, commercial development should be restricted along the corridor as such development creates the need for deceleration lanes and multiple ingress/egress points, which causes traffic to slow.

Strategy and Development

Both corridors require zoning that reflects not only the existing conditions but also their future visions.

The following outline the reasons for the proposed zone changes:

1. The existing Neighborhood Business (NB) zone along Smithtown Bypass should be changed to Commercial Corridor (CC) zone. The intent of the new CC zone is to support limited commercial development along auto-oriented commercial corridors in buildings oriented to the streets. This zone intent better reflects the existing area, unlike the zone intent for the Neighborhood Business district, which encourages moderate-intensity retail, office and service development and uses which are compatible in scale and character with, and are designed principally to serve the needs of, the adjoining neighborhoods.
2. The Town should look to limit commercial development on the Smithtown By-pass that would detract from the corridor's intended purpose as an alternate route to NYS Rts 25 and 25A, which pass through the center of downtown Smithtown. A new zone, a Commercial Corridor (CC) zone could feasibly encompass already developed areas of the by-pass while limiting the potential for overdevelopment. The zone should permit low traffic generating uses such as contractor showrooms, filling stations, hotels, personal services, retail services, and restaurants. It would not permit any residential, repair garages, bars (as to reduce the likelihood of pedestrian or bicycle conflicts with vehicles entering and exiting these sites), commercial public recreation, or outdoor storage.
3. The remainder of Smithtown By-Pass' zoning outside the Commercial Corridor zone should remain as residential.



4. The remainder of the Terry Road corridor is well-suited for its existing Neighborhood Business (NB) zone. While most of the remaining corridor is already zoned as such, there are a few isolated parcels that should be included for cohesiveness.
5. Other slight modifications include a reduction of commercial or office districts by zoning existing residential uses in residential districts. This includes residential dwellings along southern Terry Road /Gilbert Avenue and Southern Boulevard.

The following table summarizes the use and bulk regulations for the proposed Commercial Corridor district (CC).

	Wholesale & Service Industry (WSI) Current Zoning	Light Industrial (LI) Current Zoning	Commercial Corridor (CC) Proposed Zoning
Permitted Uses	Existing Schedule of Use Table	Existing Schedule of Use Table	See Proposed Schedule of Use Table
Max Height	2.5 stories or 35 FT	2.5 stories or 35 FT	2.5 stories or 35 FT
Lot Area	Min. 20,000 SQFT	Min. 80,000 SQFT	Min 15,000 SQFT
Lot Width	Min. 100 FT setback line	Min. 100 FT setback line	--
Road Frontage	Min. 50 FT road frontage	Min. 50 FT road frontage	Min. 50 FT
Front	Min. 50 FT	Min. 50 FT	Min. 30 FT
Rear	Min. 50 FT	Min. 50 FT	Min. 50 FT
Side	Min. 5 or 15 FT	Min. 20 or 40 FT	Min. 5 or 15 FT
Screening	See Section 322-20	See Section 322-20	See Section 322-20
Gross Floor Area	Max 50%	Max 43%	Max 43%
Landscape Area	Min. 8%	Min. 18%	Min. 18%

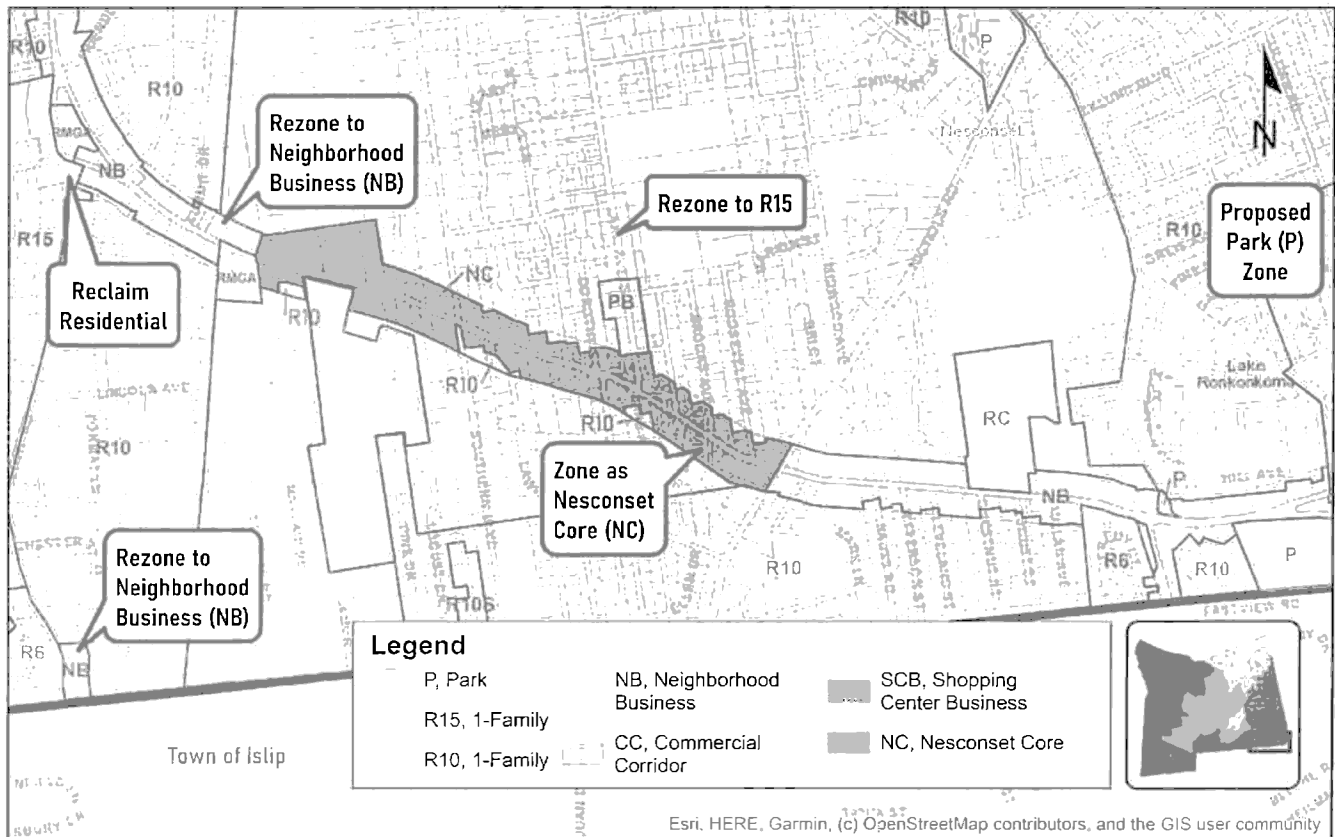
Smithtown Boulevard

Smithtown Boulevard is an east-west roadway, connecting Lake Ronkonkoma with north-south Terry Road. The corridor has a mix of retail and residential uses and is currently zoned a mixture of Neighborhood Business (NB) and Professional Business (PB).

When asked to rate the appearance and convenience of Smithtown Boulevard on a scale from Excellent to Poor, most comprehensive plan survey participants rated it as Average (40%) or Below Average (21%). Many residents indicated the desire for a more walkable Smithtown Boulevard since there are many discontinuous sidewalks, hard to cross intersections and lack of 'curb appeal' along the street. They suggested planting more trees and bringing buildings closer to street. Other survey respondents and workshop participants liked the idea of creating a civic center such as at the Nesconset Plaza and a having a local farmer's market. Some desired bike facilities along the corridor. Others wished development on the corridor would cease.

Future Vision

Recent rehabilitation of the old Armory Building into the Nesconset Branch of the Smithtown Library and establishment of a Town park has acted as a catalyst for revitalization along the corridor. Additional improvements include decorative street lights, road realignment/restriping for traffic and pedestrian safety. While not a traditional downtown as seen in other hamlets in the Town, the portion of Smithtown Boulevard between the Armory and Nichols Road, is viewed by residents as their 'downtown' or 'center'. Unlike the other Town of Smithtown downtowns, Smithtown Boulevard does not have public transportation options, the area has not traditionally or historically been used as a downtown, and while there are sidewalks, the roadway is still vehicle-oriented. Yet, Nesconset residents use this portion of Smithtown Boulevard for their shopping, dining and personal services like any other traditional downtown location. With the recent library and park improvements and potential for future revitalization, this section of the corridor is well-suited for its own zoning district that tailors to this unique place identity.



Strategy and Development

The following outline the reasons for the proposed zone changes:

1. The existing Neighborhood Business (NB) zone along Smithtown Boulevard between the Armory and Nichols Road should be rezoned to Nesconset Core (NC) zone. This new zone is intended to encourage moderate-intensity commercial and mixed-use development that serves the needs of the community and appropriately buffers such uses from the surrounding residential neighborhoods. This zone intent better reflects the existing uses and future vision of the orridor than the current NB zoning.

While similar to the zone intent for the Neighborhood Business district, this zone is meant to represent an area that combines land uses of both a traditional downtown and a neighborhood business area. For instance, the Nesconset Core zone will allow some uses permitted in a Neighborhood Business Zone, such as an animal hospital/kennel and nurseries; however, it will also allow some uses permitted in proposed downtown zones such as traditional mixed uses, commercial entertainment, microbrewery/ distillery, and retail shops.

2. The plan recommends simplifying and consolidating the zoning along the western part of the corridor to Neighborhood Business. Currently, much of this portion is zoned NB, but there are scattered parcels zoned WSI and PB. This recommendation will facilitate cohesive development along the corridor.
3. The existing Professional Business zone along Lake Avenue South does not accurately reflect the primarily single-family residential nature of the area. This area should be "right-sized" by reclaiming the PB zone as R15.
4. The existing Central Business (CB) district at the corner of Terry Road and Townline Road at the Islip border should be changed to the Neighborhood Business (NB) zone. The NB zone is more suitable because this area was not and is not intended to be a traditional downtown and the existing land uses more closely align with the zone intent of the Neighborhood Business zone.

The following table summarize the use and bulk regulations for the proposed Nesconset Core (NC) zoning district.

Permitted Uses	Current Zoning			Proposed Zoning
	Professional Business (PB)	Neighborhood Business (NB)	Shopping Business (SCB)	Center Nesconset Core (NC)
Existing Schedule of Use Table	Existing Schedule of Use Table	Existing Schedule of Use Table	Existing Schedule of Use Table	See Proposed Schedule of Use Table
Max Height	2.5 stories or 35 FT	2.5 stories or 35 FT	2.5 stories or 35 FT	2.5 stories or 35 FT
Lot Area	Min. 7,500 SQFT	Min. 7,500 SQFT	Min 87,120 SQFT	7,500 SQFT
Lot Frontage	Min. 50 FT at setback line	Min. 50 FT at setback line	Min. 200 SQFT at setback line	40 FT Road Frontage
Road Frontage	Min. 40 FT road frontage	Min. 40 FT road frontage	Min. 40 FT road frontage	50 FT at Setback Line
Front yard	Min. 25 FT	Min. 50 FT	Min. 50 FT	Min. 50 FT
Rear yard	Min. 35 FT	Min. 20 FT	Min. 50 FT	Min. 25 FT
Side yard(s)	Min. 5 (one) or 15 FT (both)	Min. 5 (one) or 15 FT (both)	Min. 5 (one) or 15 FT (both)	Min. 5 (one) or 15 FT (both)
Screening	See Section 322-20	See Section 322-20	See Section 322-20	See Section 322-20
Gross Floor Area	Max 25%	Max 50%	Max 40%	Max 50%
Landscape Area	Min. 25%	Min. 10%	Min. 15%	Min. 15%
Lot Coverage	-	-	--	Max. 85%

Additional Recommendations

As discussed in the Circulation Plan, Community Facilities Plan, Sustainability Plan, and Parking Plan the following improvements and actions are recommended for the hamlet of Nesconset.

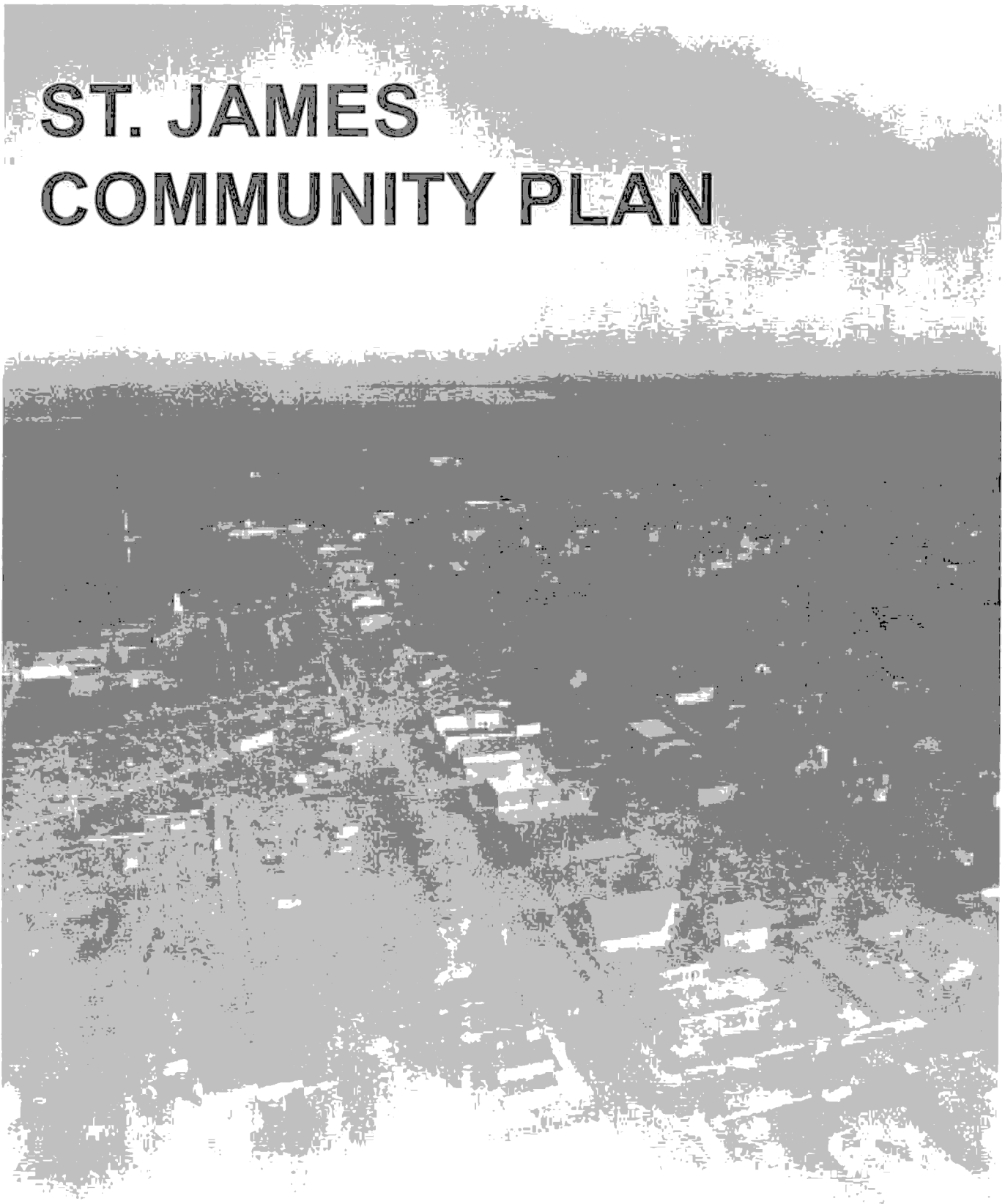
<i>Recommendation</i>	<i>Referenced Plan</i>	<i>Completed</i>	<i>Year Completed</i>
Circulation Plan			
1 Work with NYSDOT SCDPW to connect Smithtown Boulevard, NYS Route 111, and NYS Route 454 to the existing bicycle network			
2 Deploy timed signal progression or conduct signal timing optimization studies along Smithtown Boulevard			
Community Facilities Plan			
3 Permit traditional mixed-use buildings in the form of upper floor residential in the Nesconset Core			
4 Create a Nesconset Core (NC) zone			
5 Eliminate the Central Business (CB) zone district and replace it with the Nesconset Core or other districts as appropriate			
6 Expand Neighborhood Business (NB) boundaries where appropriate to reflect existing conditions			
7 Create a Commercial Corridor (CC) zone			
8 Study the feasibility of additional hike and bike trails in the undeveloped portion of Armory Park			
9 Consider developing a Town park at Lake Ronkonkoma			
10 Establish a nature trail or lifted boardwalk around Gibbs Pond with education stations			
11 Renovate the restrooms at Andreoli Park			
12 Improve informal paths from Andreoli Park to adjacent neighborhoods			
13 Install benches at the 9/11 Responders Remembered Memorial Park			
14 Consider constructing an outdoor amphitheater for community events at the "green" at Armory Park or at Lake Ronkonkoma			
15 Consider field lighting, expanded dog park, extended hours of the Spray Park, and more exposed trails at Armory Park			
16 Repurpose excess parking for Sprofera Park on the north side of Browns Road			
17 Create pedestrian accessibility between Sprofera Park and the fields at Nesconset Elementary School			
18 Preserve the old schoolhouse at the Nesconset Elementary School			

	<i>Recommendation</i>	<i>Referenced Plan</i>	<i>Completed</i>	<i>Year Completed</i>
19	Perform a facilities analysis of the Senior Center to determine whether the current space meets the needs of its users			
20	Expand transportation options and times for the Senior Center			
21	Encourage a local farmers market in the Nesconset Core			
22	Conduct a "gaps" analysis of sidewalk and bicycle infrastructure			
23	Consider updating signage and wayfinding systems that are simple and convey a distinct Nesconset "brand"			

Appendices

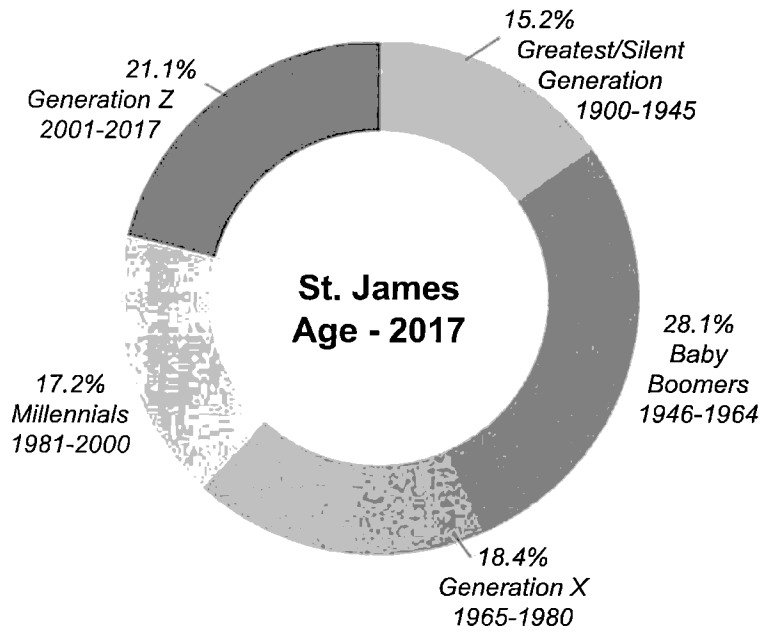
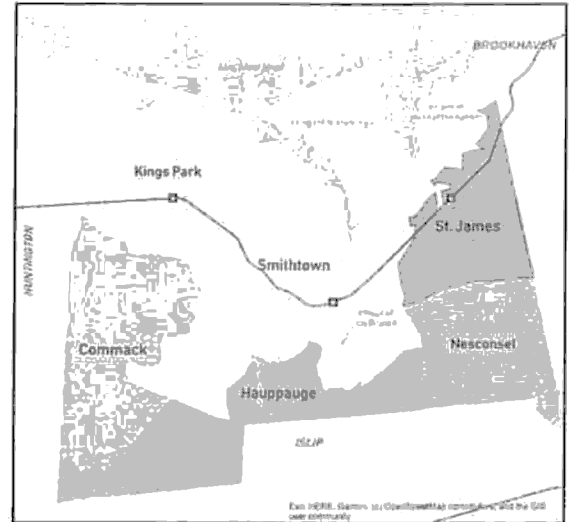
- a. Hamlet of Nesconset Community Workshop Results
- b. Hamlet of Nesconset Comprehensive Plan Survey Results

ST. JAMES COMMUNITY PLAN



St. James at a Glance

On Long Island, most Towns are too large for people to identify as their community and alternatively identify with smaller place names, such as villages or hamlets. In Smithtown, the six unincorporated communities, or hamlets, are the places people identify with most. In this plan, we will focus on a discussion of **St. James** community identity and specific areas of proposed change.



13,536 residents
2nd densest hamlet

Areas of Change

- North Country Road
- Lake Avenue
- Middle Country Road
- Gyrodyne

Housing

8.0% rent



92.0% own

Household Income

12.4% less than \$25k



32.3% more than \$150k

Education

40.5% HS Diploma or Some College



52.8% College Degree

How St. James Commutes

0.5% Walk



0.8% Bike



Taxi, motorcycle, or other means

85.9% Drove alone



4.2% Carpooled



5.7% Public Transportation



3.0% Worked at home



Existing Development Pattern

There is a larger share of residential land uses as a whole in the St. James hamlet when compared to the Town of Smithtown's land use breakdown - approximately 18% more, where the hamlet is comprised of 69.32% residential and the Town 54.53%. St. James has the highest share of overall residential, the highest share of single-family residential acreage (62.62%) and the highest share of multi-family residential acreage (4.32%) when compared to all hamlets.

Additionally, the St. James hamlet has a larger share of commercial when compared to the Town (4.96% versus 2.71% Townwide), and a larger share of vacant acreage (7.0% in St James versus 3.97% Townwide).

The Town of Smithtown, however, has a substantially larger share of open space than St. James, where St. James has the smallest share when compared to all hamlets (1.63% in St. James versus 18.31% Townwide).

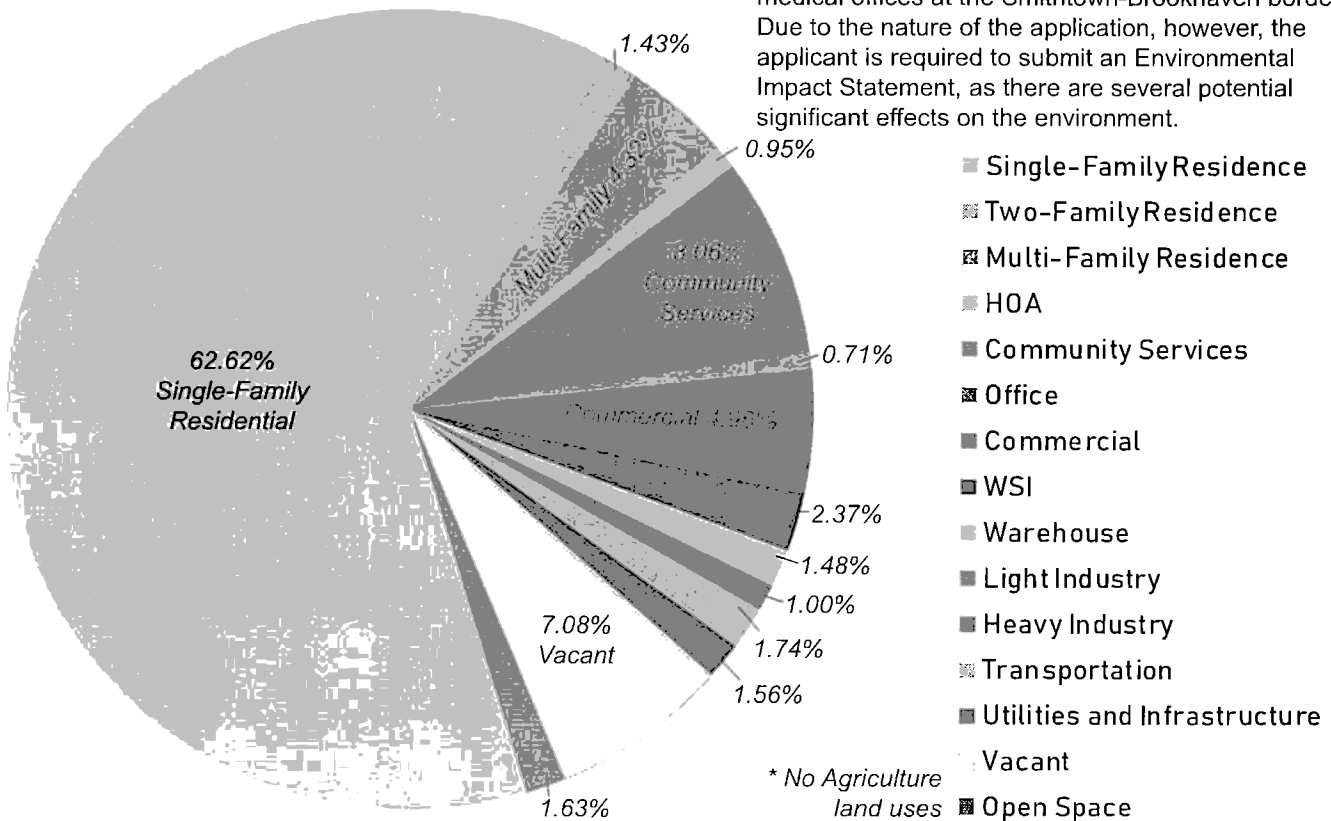
The Town also has a larger share of office (1.55%) and industry (5.13%) when compared to the hamlet (0.71%, and 2.57%, respectively), of which the industry category includes warehouse, light industry, and heavy industry.

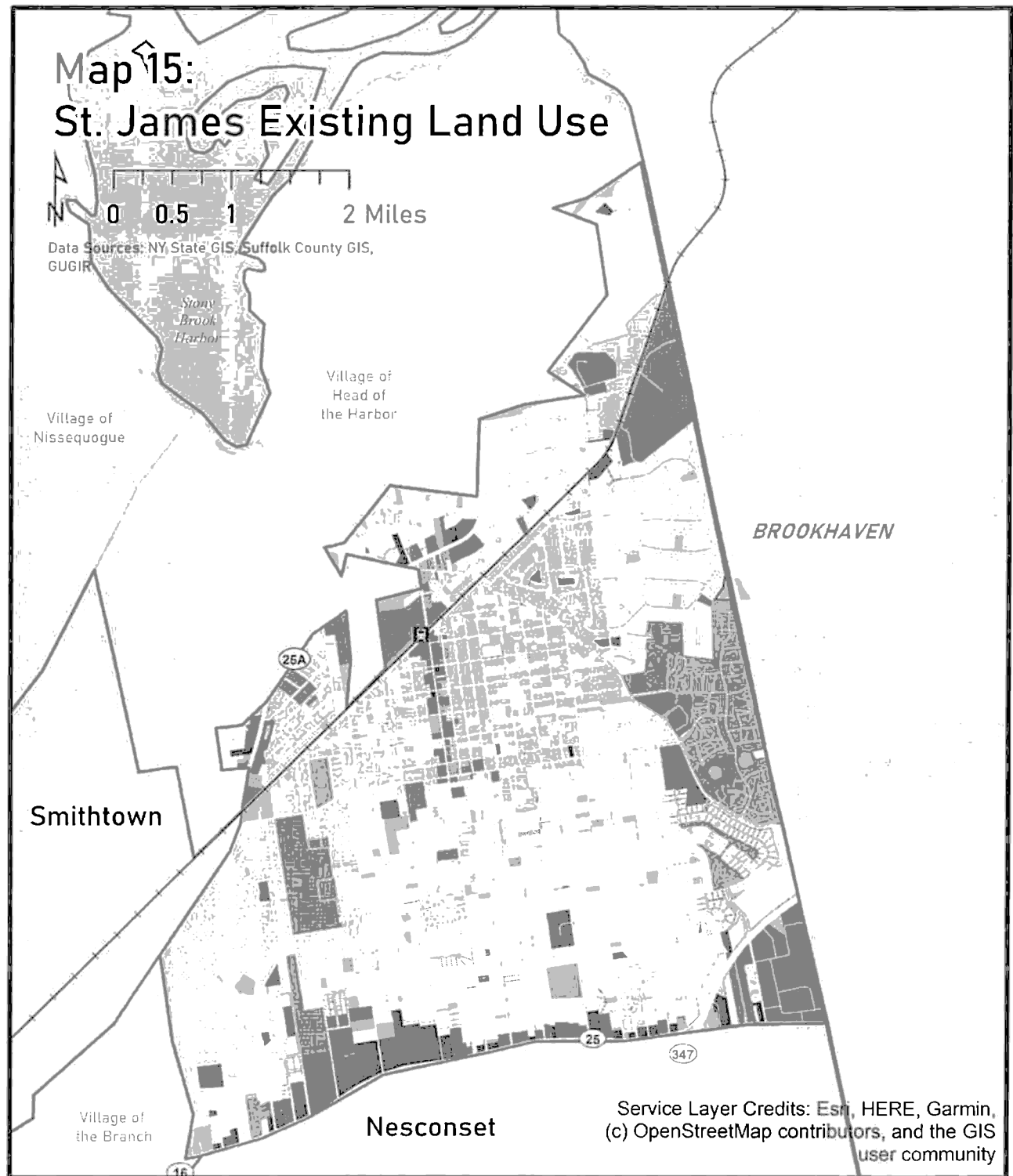
Recent Major Developments

Taking a look at recent development can be a good indicator of where the hamlet's built environment is headed. The following recent major development projects are examples of investments for the hamlet of St. James' future and may contribute to population growth and economic activity for residents and businesses.

- The first CarMax dealership on Long Island was approved in November 2018 for the 18-acre property at Montclair Avenue and Middle Country Road (Route 25). The \$20.5 million dealership will occupy the former site of Smithtown Concrete Products plant and former municipal landfill, near to other car dealerships on "Car Row" along Middle Country Road. The 45,000 square foot dealership will include a showroom, service center and car wash.
- A 74.98-acre area known as "Gyrodyne", the location of a former helicopter manufacturer, is undergoing Town review for a subdivision creating six industrial lots, one lot consisting of open space and an additional lot for a sewage treatment plant. The sewage treatment plant would serve the existing and proposed uses at Gyrodyne and potentially serve the Lake Avenue area of St. James. At the time of application, the area was zoned for LI and R-43. Although the subdivision application does not yet include formal plans from Gyrodyne's real estate investment trust, the developer envisions this \$150 million development to include a 150-room hotel, 220 units of assisted living, and 130,000 square feet of medical offices at the Smithtown-Brookhaven border. Due to the nature of the application, however, the applicant is required to submit an Environmental Impact Statement, as there are several potential significant effects on the environment.

St. James 2012 Land Use Breakdown





Legend

Single-Family (Low Density)	Community Services	Heavy Industry
Single-Family (Medium Density)	Office	Transportation
Single-Family (High Density)	Commercial	Utilities and Infrastructure
Two-Family Residence	Wholesale and Service Industry	Vacant
Multi-Family Residence	Warehouse	Open Space
HOA Property	Light Industry	Water

Areas of Change

To keep Smithtown on a path towards success in all aspects of quality of life, the Town must reflect its current demographics, development trends, and many other factors affecting how people live, work, travel, and play in the community. The St. James Community Plan reflects these realities and makes modern land use policy recommendations for future development, as well as zoning changes for the Town's Zoning Ordinance.

The following areas in St. James are areas that were identified by Comprehensive Plan participants as areas of concern and are therefore recommended for change.

Downtown St. James

Future Vision

Downtown St. James (primarily consisting of the Lake Avenue corridor between Woodlawn Avenue and Moriches Road) benefits from being the heart of St. James's largely traditional grid street system and the St. James train station. The Lake Avenue corridor currently exhibits a number of vacant storefronts, available parking and lacks the appropriate and consistent buildings and streetscapes that characterize many vibrant small-town business and arts districts that exist elsewhere on Long Island. The outdated Central Business (CB) zone is partially responsible for the current outcomes as it discourages typical downtown uses

such as traditional mixed-use development while allowing uses such as single-family dwellings and lumberyards that are atypical of traditional downtown settings.

The vision for the future of Downtown St. James involves creating an eclectic and walkable downtown that highlights the character of the hamlet such as its historic train station and the unique architectural style that still exists along Lake Avenue. Downtown St. James could adopt the characteristics of sea-faring villages that are located along Long Island while uniting the train station with businesses on Lake Avenue. This vision includes better utilizing space along the corridor to create inviting public spaces that could host events and farmers markets that enhance the sense of community and make Downtown St. James a place that residents and visitors want to come to.

SWOT Analysis & Visual Preference Survey

Several tools are available to analyze the quality of a place. Identifying a place's strengths and weaknesses (real or perceived) is one part of analyzing existing conditions. The below SWOT analysis (acronym for Strengths, Weaknesses, Opportunities, and Threats) is a planning tool typically used as a starting point to facilitate action plans.

To build upon the above analysis, which gets to the quality of downtown St. James, we asked stakeholders to help identify a vision of what downtown St. James could become using a Visual Preference Survey (VPS). The Visual Preference Survey for downtown St. James was conducted as part of a Visioning Study for the planning of the St. James business district revitalization, called Envisioning St. James. The full report of the St. James Visioning Study is found in Appendix X, but key points of the visual preference survey are summarized below.

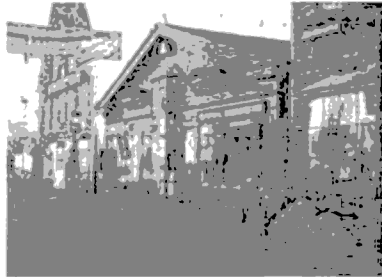


Table 12: SWOT Analysis

Strengths	Weaknesses
<ul style="list-style-type: none"> • <i>Location.</i> Downtown St. James is located in the heart of the hamlet, which exhibits a traditional grid system, and is also blocks away from train station. • <i>Transportation.</i> LIRR service to NYC takes about 90 minutes. Downtown can also be accessed from points both east and west via Smithtown Bypass. • <i>Housing.</i> The housing inventory ranges from older homes to newer construction, with a majority of homes (57.5%) being built between 50 and 100 years ago. • <i>Historic Tradition.</i> The St. James train station helped make the hamlet an oasis for New Yorkers during the nineteenth and twentieth centuries. Several historic buildings remain in the downtown area concentrated near the train station. • <i>Spending Potential.</i> Abundance of households with disposable income in Hamlet and surrounding towns. • <i>Community Facilities.</i> The Fire Department, Elementary School, Train Station and Post Office are all located along the corridor. • <i>District Designation.</i> The Town recently designated the downtown area as the St. James Historic and Cultural Arts District whose aim is to revitalize the St. James downtown by attracting visitors through the promotion of local art and music. • <i>Infrastructure.</i> Downtown features a walkable grid system making it easy to navigate. St. James is also the 2nd densest hamlet in Smithtown which will help create downtown vibrancy, and the downtown is flanked by residential districts. 	<ul style="list-style-type: none"> • <i>Housing.</i> There is a lack of housing variety for higher density living, which appeals to multiple generations. • <i>Resident's Age Composition.</i> Only about 17% of St. James residents are Millennials (about 10% less than the national share of Millennials) and 28% of residents are Baby Boomers (slightly more than the national average). This older population composition will influence the types of businesses that choose to locate in St. James. • <i>Proximity to other Shopping Centers.</i> Downtown St. James is close to businesses on Route 25A, the Smith Haven Mall (3 miles away) and other established downtowns such as Port Jefferson. Consumers may decide to visit these other established shopping centers instead of St. James. • <i>Underutilization of Commercial Areas.</i> There is very little connectivity between the train station and other commercial uses. Additional lack of second floor residential above first floor commercial. • <i>Building facades.</i> Lack of design standards as well as many buildings not being well maintained. • <i>Parking configuration.</i> Several instances of parking oriented towards Lake Avenue rather than behind commercial buildings creates an unattractive pedestrian experience. • <i>Poor sidewalk conditions.</i> Sidewalk widths vary from 4 to 10 feet and are inconsistent in design (i.e. concrete, pavers, brick). Additionally, there is only one marked crosswalk per intersection affecting the safety of pedestrians. • <i>Vacancies.</i> There are intermittent storefront vacancies along Lake Avenue. • <i>Lack of public spaces.</i> There are no large public gathering spaces that could host community events or give residents a place to come to.
Opportunities	Threats
<ul style="list-style-type: none"> • <i>Gateway potential.</i> Potential to connect the downtown to the train station through a gateway that provides large public space and attractive entrance to hamlet. • <i>Redevelopment/Rehabilitation.</i> Downtown could be revitalized through transit-oriented development (TOD) that creates unique sense of place. • <i>Development.</i> Upper level (2-3 story) expansion possible. • <i>Institutional support.</i> The Regional Economic Development Council (REDC) of Long Island, who has worked to revitalize local downtowns, and Celebrate St. James show significant interest in revitalizing Downtown St. James. • <i>Infrastructure improvements.</i> The Town has received funding to improve sewer capacity along Lake Avenue to help spur development. • <i>Downtown branding.</i> Build upon the recent designation of Lake Avenue corridor as the "Historic St. James Cultural Arts District" • <i>Wayfinding signage.</i> Use signage and banners to create sense of place and direct visitors to important locations 	<ul style="list-style-type: none"> • <i>Infrastructure.</i> Current sewage capacity prevents the hamlet from having higher intensity uses that are characteristic of vibrant downtown areas. • <i>Demographics.</i> Aging population may lead to disengagement from local issues. • <i>Nearby retail.</i> Smith Haven Mall, located only a few miles from Downtown St. James, provides a significant amount of retail opportunities that could draw consumers away from retail spaces on Lake Avenue.

The Visual Preference Survey (VPS) was conducted to define stakeholder preferences regarding key development issues, such as architectural design, streetscape elements, building typology and the public realm. Stakeholders voted on images of preference to seek consensus on: architectural styles; building materials; building scale; commercial signage; wayfinding/public signage; parking; placemaking; public spaces; streetscape amenities; and types of businesses. The table below depicts the top choices in each category of the Visual Preference Survey: The results of the Visual Preference Survey and accompanying 3-day design charrette resulted in a final concept for Lake Avenue to economically and visually revitalize the business district and restore its place as the cultural and social hub of the community.

Architectural Style

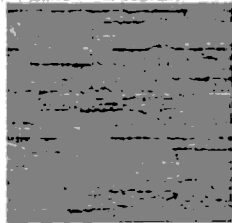


Rank 1 - 56%

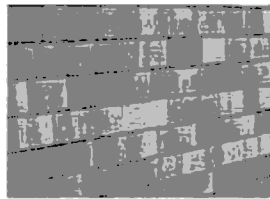


Rank 2 - 26%

Building Materials



Rank 1 - 56%

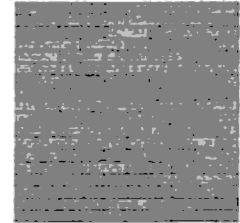


Rank 2 - 50%



3 (tie) - 37%

Rank



Rank 3 (tie) - 37%

Building Scale



Rank 1 - 46%



Rank 2 - 40%



Rank 3 - 37%



Rank 4 - 36%

Commercial Signage



Rank 3 - 41%



Rank 4 - 37%

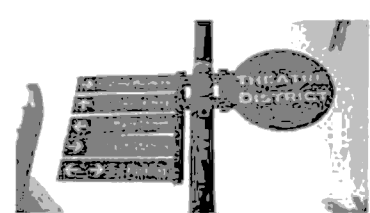
Wayfinding/Public Signage



Rank 1 - 67%



Rank 2 - 57%



Rank 3 - 37%

Parking



Rank 1 - 69%



Rank 2 - 64%

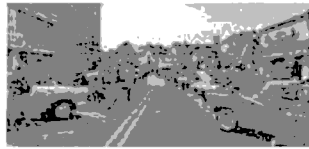


Rank 3 - 27%

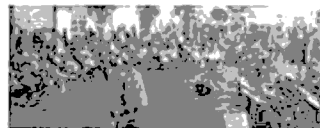
Placemaking



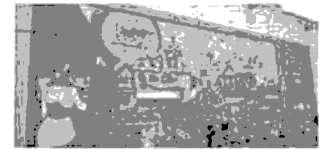
Rank 1 - 70%



Rank 2 - 65%

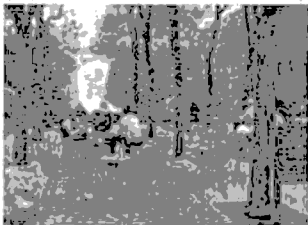


Rank 3 - 42%

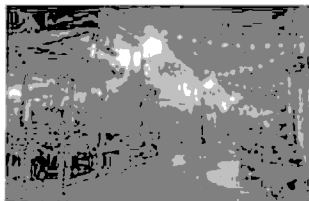


Rank 4 - 27%

Public Spaces



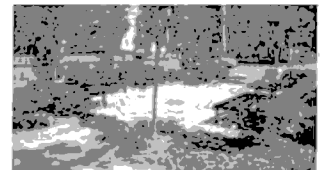
Rank 1 - 77%



Rank 2 - 61%

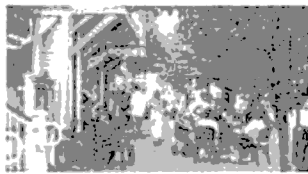


Rank 3 - 54%

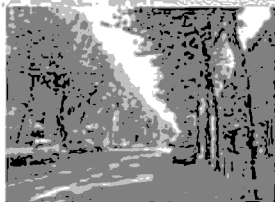


Rank 4 - 37%

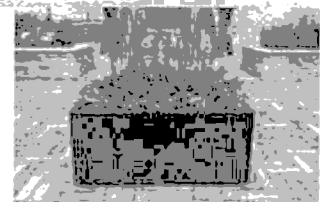
Streetscape Amenities



Rank 1 - 85%



Rank 2 (tie) - 68%



Rank 2 (tie) - 68%



Rank 3 - 39%

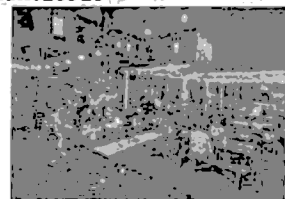
Types of Businesses



Rank 1 - 92%



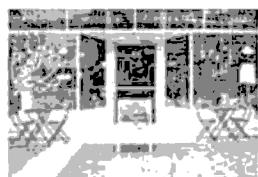
Rank 3 - 79%



Rank 5 - 69%



Rank 7 - 37%



Rank 2 - 87%



Rank 4 - 77%



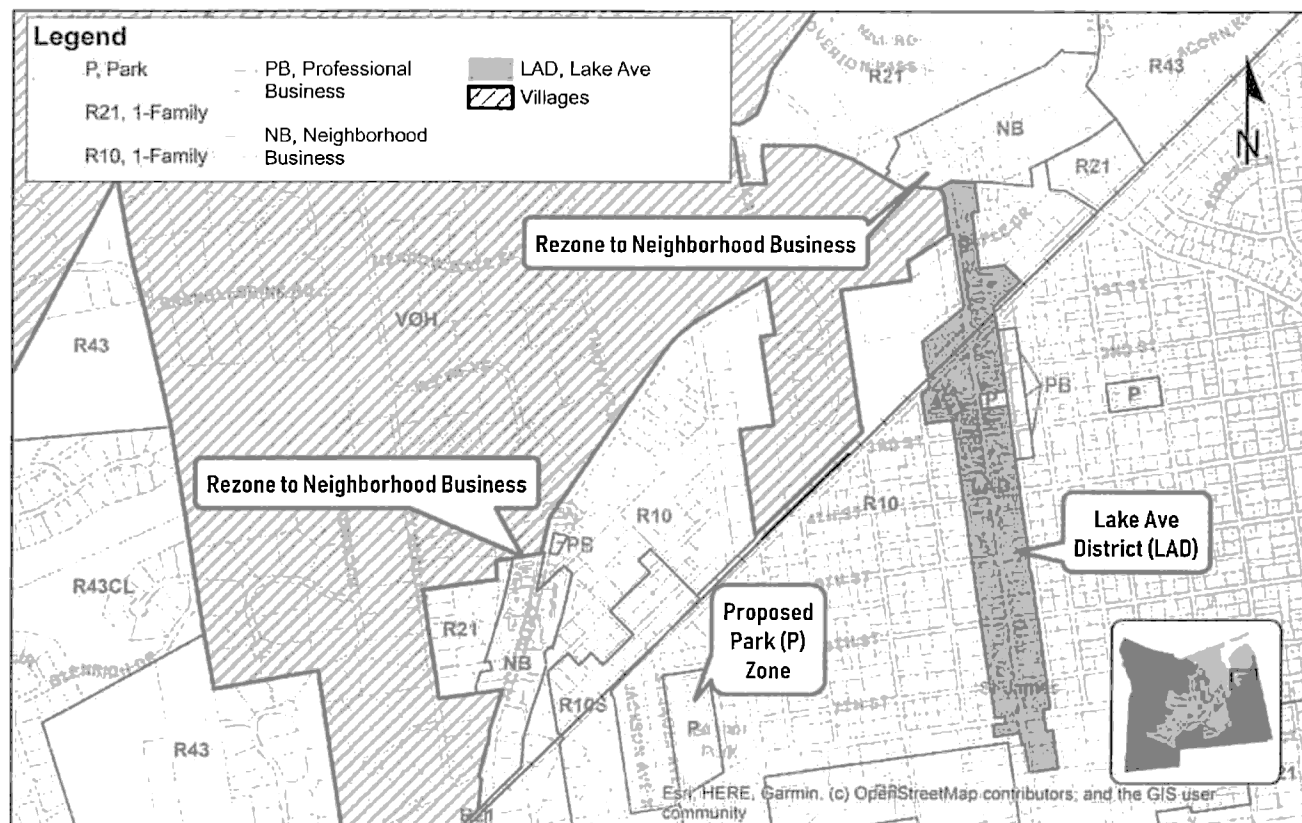
Rank 6 - 62%



Rank 8 (tie) - 25%

Strategy and Development

Using the results of the Envisioning St. James study, the survey for the Comprehensive Master Plan and its workshops, and using modern planning principles, Downtown St. James is recommended to be rezoned from the Central Business (CB) zone district to the Lake Avenue District (LAD) to capitalize on St. James's unique aspects and be able to distinguish it from other business districts in the Town of Smithtown. The intent of this new zone will be to encourage a compact, traditional downtown environment with a mix of uses which encourage pedestrian traffic and that is walkable to surrounding neighborhoods and to public transportation. The overall concept from the Envisioning St. James Design Charette, appended to this Comprehensive Plan as Appendix, was used as a starting point for area recommendations.



The map above shows the existing Central Business zoning in a dark black outline and the proposed Lake Avenue District in a darker brown, illustrating the proposed boundary changes for downtown. Note the labels on the map correspond to proposed zoning. Reasons for zoning changes are discussed in later in this plan, but the reasons for the boundary changes include the following:

1. The overarching recommendation for the current zone district boundary is to expand it to include the entire block from Lake Avenue to 1st Avenue to the east and mid-block 200 feet west of Lake Avenue towards Washington Avenue. This recommended boundary change will not only "right-size" the zone to reflect existing uses by encompassing commercial properties currently located in residential zones, but it will also create larger developable areas, which will encourage in-fill development and expand the zone to reduce regulatory barriers to creating shared parking arrangements.
2. The existing Central Business (CB) zone should also be changed to a downtown St. James specific zone, the Lake Avenue District (LAD). The intent of this new zone and its sub-districts will be to encourage a compact, traditional downtown environment with a mix of uses which encourage pedestrian traffic and that is walkable to surrounding neighborhoods and to public transportation. Sub-districts include: LAD-Core and the LAD-TOD. The LAD-Core makes up a majority of the LAD zone while LAD-TOD encompasses specific sites, as further discussed in the following pages.
3. Other slight modifications include a reduction of the downtown district, zoning current residential or institutional uses to be zoned for the most appropriate zone. This includes for instance, the St. James Elementary School and select residential dwellings.

Key Strategies

Rehabilitate and Redevelop existing buildings to preserve the area's historic character and create new development that meets the needs of residents.

Buildings like the St. James Firehouse and others have rich, meaningful historic value to the Town of Smithtown and should be preserved or adaptively reused. Other buildings in downtown that may not be designated historic have unique architectural character and should be rehabilitated, ensuring these structures do not fall into disrepair. Lastly, there are buildings in downtown St. James that are not designed for a pedestrian-oriented environment (such as auto body shops and drive-thrus), are in poor condition, or could be better utilized and designed for a traditional downtown environment. These properties and structures are recommended for redevelopment – new in-fill development that meets modern development trends.

To encourage revitalization of Lake Avenue, the Town should continue to permit a maximum height of the current 35 feet or 2 ½-story limits used under current zoning in the new Lake Avenue District (LAD), and as verified by the Envisioning St. James survey responses. For example, property owners would be encouraged to add a second story to their one-story structures, filling these vertical “gaps” in the downtown. Encouraging multi-storied buildings will not only appeal to current and future commercial, office, or residential tenants but it can also increase property values and income streams for property owners.

Encourage Transit Oriented Development to create a traditional mixed-use pedestrian-friendly district surrounding existing public transit.

Transit Oriented Development (TOD) better aligns transportation routes such as rail lines with development and capitalizes on these transit nodes by creating compact, walkable locations that can increase transit ridership while simultaneously increasing economic viability. In downtown St. James, TOD should be encouraged on select sites, linking transit users and pedestrians to the train station and Lake Avenue. TOD should be a mix of uses including 80% active ground floor uses with residential or office on upper floors.

The King Kullen site, for example, is large enough to accommodate a Transit Oriented development (2.05 acres) and is ideally situated adjacent to the train station. If the site were ever to become available for development, the site could easily accommodate traditional mixed-use buildings fronting the street with central surface parking. The corner building and the buildings fronting Railroad Avenue could feasibly be developed up to three stories in height, while the remainder of the buildings on-site be developed with a maximum of two stories. Permitting development at this height along the rail line would also establish a gateway into downtown St. James from those traveling by rail and act as a noise buffer from train cars. The corner of the site, which acts as a natural gateway into downtown St. James, would

be well suited for a public plaza for outdoor dining of active ground floor uses such as coffee shops or restaurants. The nearby residential neighborhood would be protected from vegetative buffers, at least 25 feet in width. Due to the site's unique vision separate from the core of St. James' downtown, it is recommended the area be zoned for Lake Avenue District TOD (LAD-TOD).

Encourage residential in the downtown to support and promote economic and pedestrian activity.

Residential should be encouraged in upper floor apartments in downtown St. James. Encouraging residential in this manner strengthens the economic vitality of downtown districts by increasing the number of residents who can shop and eat at the downtown businesses. Residential apartments should not be permitted on ground floors, except at the locations described below, as it is important to have ground floor uses such as shops, restaurants and similar uses that generate pedestrian activity on the street level. Stand-alone single-family and two-family residences should be prohibited from the downtown, as discussed in the **Land Use Plan**.

Additionally, there are locations in downtown suitable for higher density residential such as townhome or multi-family apartment building development. An example is the site currently used as a lumberyard on the north side of the rail line. A potential concept for the lumberyard resulting from the Envisioning St. James charrette (see image below) indicates the site could be developed for townhomes or multi-family, for instance. However, the site could accommodate a multi-family residential building as well. The multifamily concept from the Envisioning St. James charrette (see image below) would include integrated structured parking as well as twenty-five (25) foot landscape buffers. While survey responses indicated that residents prefer 2-story buildings, future development projects would likely require 3-stories to be considered economically feasible. Despite residents' significant preference for 2-story development (40% for two-story at 38 feet height) more than their preference for 3-story development (7% for three-story at 40 feet) the difference between these two developments in terms of height is rather minimal (2 feet). The site is well suited for higher density residential development because it is set back from the street away from commercial uses, is located near the train station, and acts as a transition from the active downtown to neighboring single-family residential dwellings. The proposed buffers and the site's location, setback from Lake Avenue, should help to ease the concerns that charrette survey respondents had with three-story buildings and further concessions could make this type of development possible. Due to the site's unique vision separate from the core of St. James' downtown, it is recommended the area be zoned as a Transit Oriented area of the Lake Avenue District (LAD-TOD).

Similarly, the current LIRR station parking lot is a site suitable for multi-family development. A potential concept from the Envisioning St. James charrette (see image left/ right) shows how the Town could develop the existing Town-owned lot for multi-family use. This multifamily concept as shown would add to the existing streetscape by bringing the building closer to the street and locate parking in the rear. As with the alternative multifamily concept proposed across the street at the lumber yard site, any future development would likely be developed as 3 stories to make the project economically feasible, despite the charrette survey respondents' preference for 2-story development. However, there are many ways that the Town could work with potential developers to make the project more amenable to community preferences. For example, the Town could require landscape buffers, a five to ten foot third-floor step back to prevent development from being perceived as too intense, and other solutions. With the site bordered by the train station on one side and school property on the other, the development will not negatively impact residential uses. Higher-density development at this site will add more residents to the St. James downtown, where these "downtown dwellers" will be able to walk to the train station, the existing supermarket and various small businesses along the corridor.

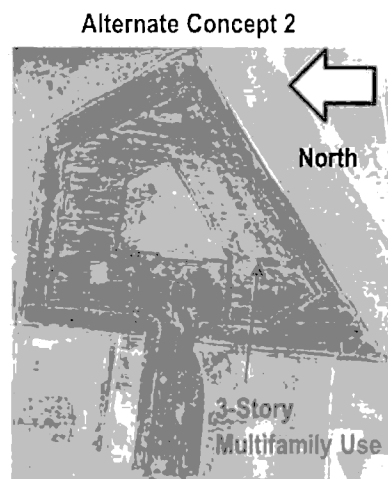
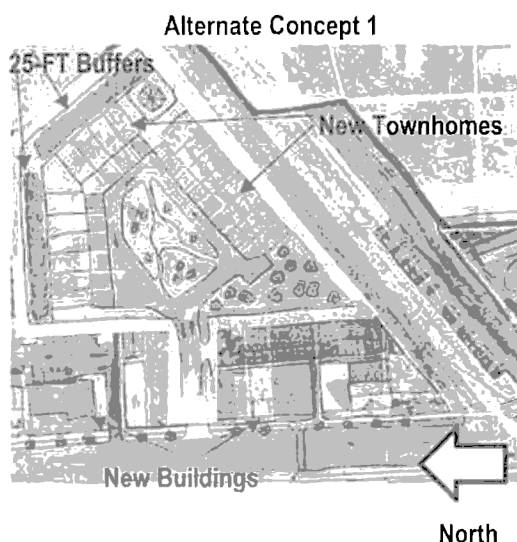
Activate pedestrian realm with streetscape improvements and amenities, encouraging buildings to locate near to the street edge, and encouraging active ground floor uses. Amenities such as resting areas, plantings, and lighting in strategic locations will encourage shoppers to walk around and shop longer or initiate a second point-of-sale. St. James' commercial downtown currently lacks resting areas including benches, planters, and other pedestrian realm amenities shoppers enjoy. Improving the pedestrian realm and streetscape not only helps make the downtowns "centers of place", but it also works towards creating a unique shopping experience in the wake of changing shopping preferences and the evolution of retail.

Placemaking provides downtown St. James with an identity and sense of place that local residents will be encouraged to visit. Placemaking creates public spaces that promote people's health, happiness, and wellbeing

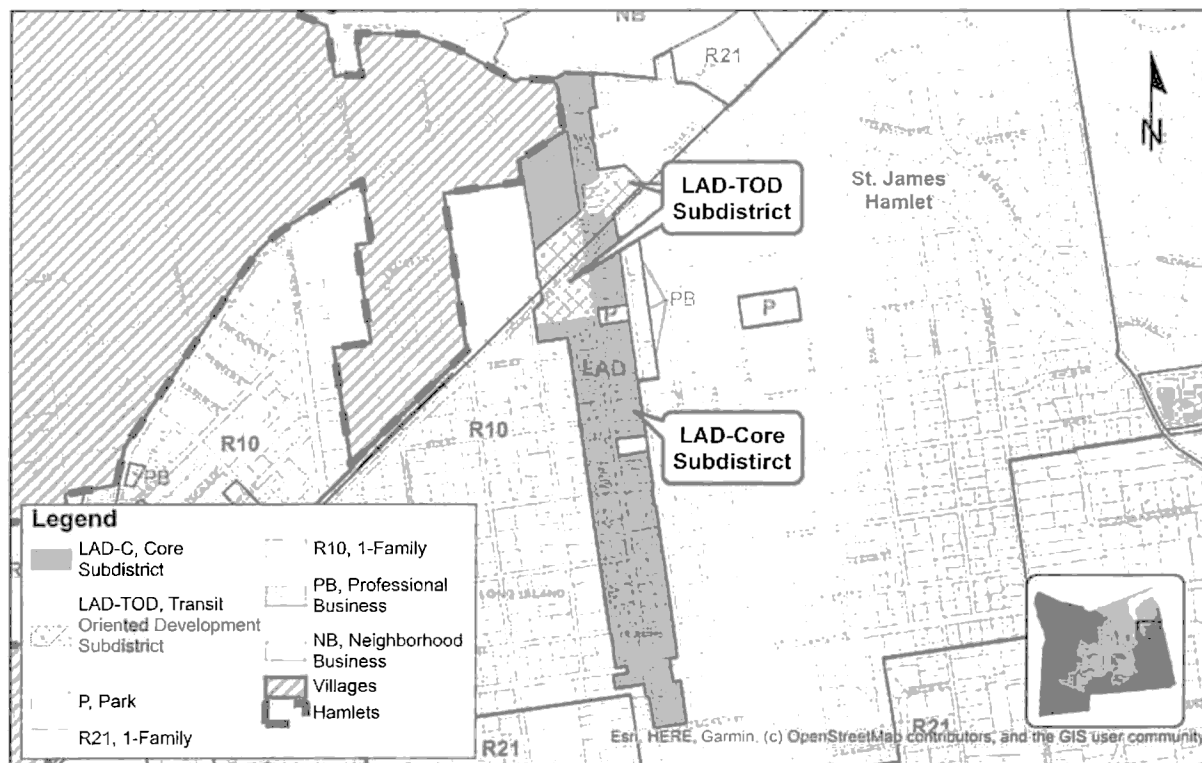
while also capitalizing on a community's assets, inspiration, and potential. St. James' assets include its history and designation as a Cultural Arts District. One opportunity for placemaking would be in walkways from shared parking to businesses fronting Lake Avenue. These areas could showcase murals or other art pieces, and also act as locations for small gatherings, such as for musical entertainment. Other ideal locations for strategic placemaking would be near buildings of historic value or great architectural style. These areas and others could be enhanced with unique brick paver designs or green space, outdoor seating, art installations, or wayfinding signage directing visitors to other points of interest in the downtown.

Encourage shared parking lots, in conjunction with improved wayfinding (i.e. parking directional signs). Parking lots should be shared among downtown users. Parking lots should be located behind businesses or to the side, if rear parking is not feasible. Parking in the front should be avoided. Ingress and egress to these shared lots should be located along side streets rather than on Lake Avenue. Doing so will reduce the number of curb-cuts along Lake Avenue, which will allow for greater on-street parking capacity, as well as reduce potential vehicular-pedestrian conflicts. More detailed parking recommendations can be found in the Parking Plan.

Require Vegetative Buffers to provide adequate separation between commercial and residential uses. With the proposed expansion of the existing zone district from ragged boundaries that primarily include the entire block from Lake Avenue to 1st Avenue to the east and 200 feet west of Lake Avenue towards Washington Avenue, protection of nearby residential neighborhoods is key for not only community buy-in, but also for sound long-term planning. The new LAD zone should require twenty-five (25) foot landscape buffers at property lines that abut residential zone, such as along the length of 1st Avenue. Doing so will screen commercial and vehicular activity. To additionally protect residences and pedestrians, all shared or municipal parking areas should orient driveways to side streets, and away from Lake Avenue and 1st Avenue. These measures will minimize disruptions to 1st Avenue and maintain the character of the residential neighborhood.



The following map and table summarize the location of sub-districts and their use and bulk regulations for the proposed Lake Avenue District (LAD).



	Central Business (CB) Current Zoning	Lake Avenue District (LAD)	
		LAD-TOD Proposed Zoning	LAD-Core (LAD-C) Proposed Zoning
Permitted Uses	Existing Schedule of Use Table	See Proposed Schedule of Use Table	
Max Height	2.5 stories or 35 FT	3 stories or 40 feet along rail line	2.5 stories or 35 FT
Lot Area	Min. 5,000 SQFT	Min. 65,340 SQFT	Min 5,000 SQFT
Lot Frontage	Min. 50 FT at setback line	-	-
Lot Width	Min. 40 FT road frontage	Min. 40 FT road frontage	Min. 40 FT road frontage
Front	Min. 10 FT	Min. 0 or 5 FT* Min. 25 FT**	Max. 15 FT
Rear	Min. 50 FT	Min. 25 FT	Min. 25 FT
Side	Min. 0 or 5 FT	Min. 0 or 5 FT	0 or 5 FT
Screening	See Section 322-20	See Section 322-20	See Section 322-20
Gross Floor Area	Max 60%	-	-
Landscape Area	Min. 5%	Min. 5%	Min. 5%

*Fronting Lake Avenue

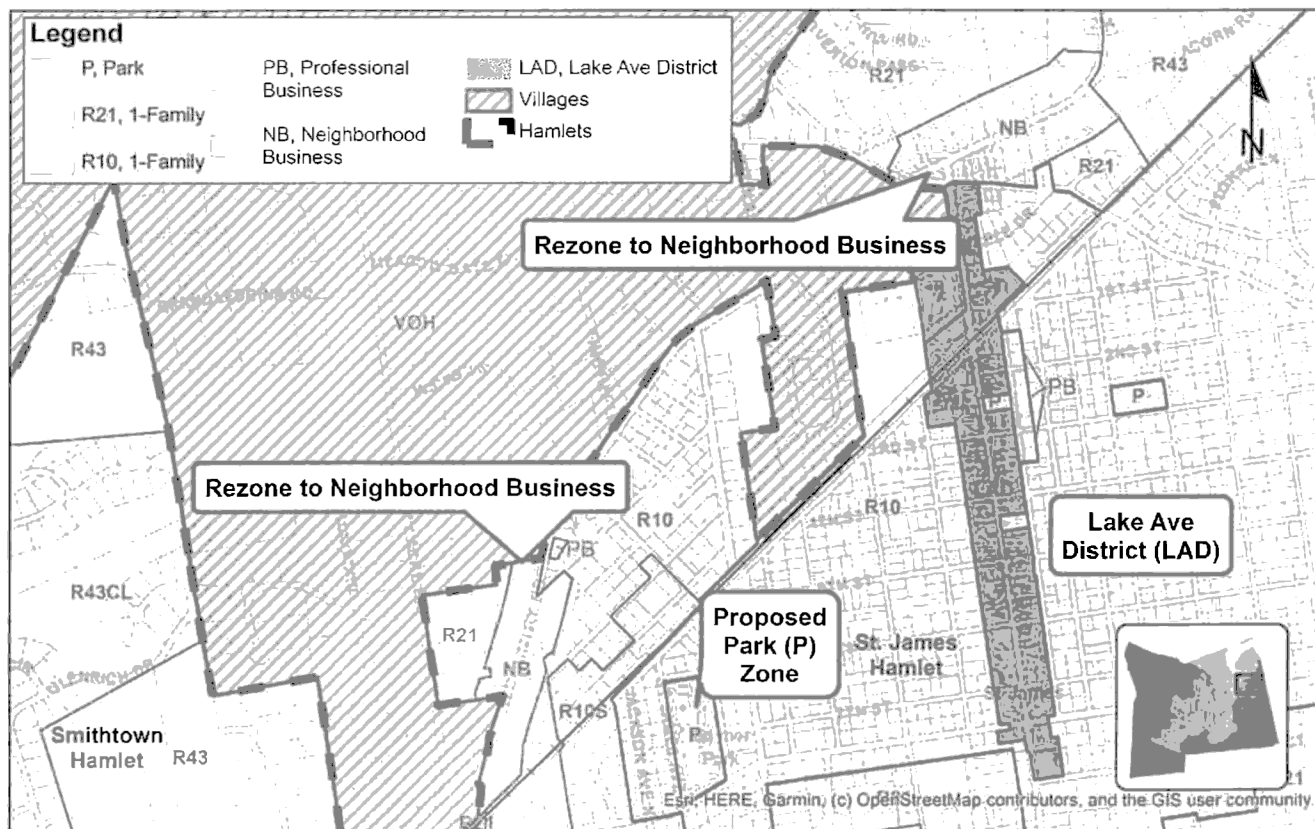
** Fronting 1st Avenue

North Country Road

North Country Road crosses multiple jurisdictions including St. James and the Village of Head of Harbor. Much of the historic resources found near this corridor such as the St. James General Store and Deepwells, are located in the Village. The portions of the roadway located in St. James are primarily commercial in nature. When asked to rate the appearance and convenience of the North Country Road corridor, survey participants believed it to be Average to Good.

Strategy and Development

North Country Road is recommended to be rezoned from the Central Business (CB) zoning district to the existing Neighborhood Business (NB) zoning district.



The following outline the reasons for the proposed zone changes:

1. The proposed intent of the NB zone is to encourage moderate-intensity office and service development and uses which are compatible in scale and character with, and are designed principally to serve the needs of, the adjoining neighborhoods and are adequately buffered from residential districts. This zone intent adequately describes the existing corridor, unlike the zone intent for the Central Business district, which describes a place of traditional commercial development uses that depend on and encourage pedestrian traffic and public transportation.
2. A key reason for rezoning this corridor from Central Business to Neighborhood Business is to differentiate between St. James' walkable downtown and N. Country Road's auto-oriented character. For instance, as discussed in the Land Use Plan, the Neighborhood

Business (NB) zone is proposed to no longer permit retail sales and per this recommendation, such uses would not be permitted on North Country Road. Restaurants would be permitted. Retail Sales such as clothing stores or gift shops are ideal for downtown environments because they encourage shopping. Allowing these uses in areas outside the downtown disperses or dilutes the customer base. To attract visitors and ensure a vibrant downtown, retail sales should be permitted only in those areas, however, retail sales should remain permitted in shopping centers to accommodate for larger, big-box type development.

3. Lots along the N. Country Road corridor are larger in size and can accommodate the minimum required bulk regulations of the Neighborhood Business zone. A wide majority of the lots in this zone meet the minimum lot size of 7,500 SQ FT, for example. While not all sites and structures will meet the new

bulk requirements, these existing conditions are permitted to remain as existing non-conforming uses with the grant of a Certificate of Existing Use (CEU). As is current Town Law, nonconforming structures shall not be expanded except in compliance with the dimensional requirements of the zone. The following existing uses highlight the reasons for the North Country Road corridor's rezoning:

- Existing uses on upper N. Country Road:
 - Garden center, marina/boat sales, gas station, strip center, professional office (in converted single-family structures), vacant lots, vet, antique stores, dentist
- Existing uses on lower N. Country Road (starts new Edgewood Ave):
 - Garden center, restaurants, art studio, real estate office, 7-Eleven, strip malls, propane exchange, food retail including Starbucks with drive-thru, antiques, nursery, and office building.

By changing the zoning of this corridor, in-fill development of vacant lots and redevelopment of existing buildings for compatible uses will be encouraged to further strengthen the economic vitality of the corridor.

Middle Country Road

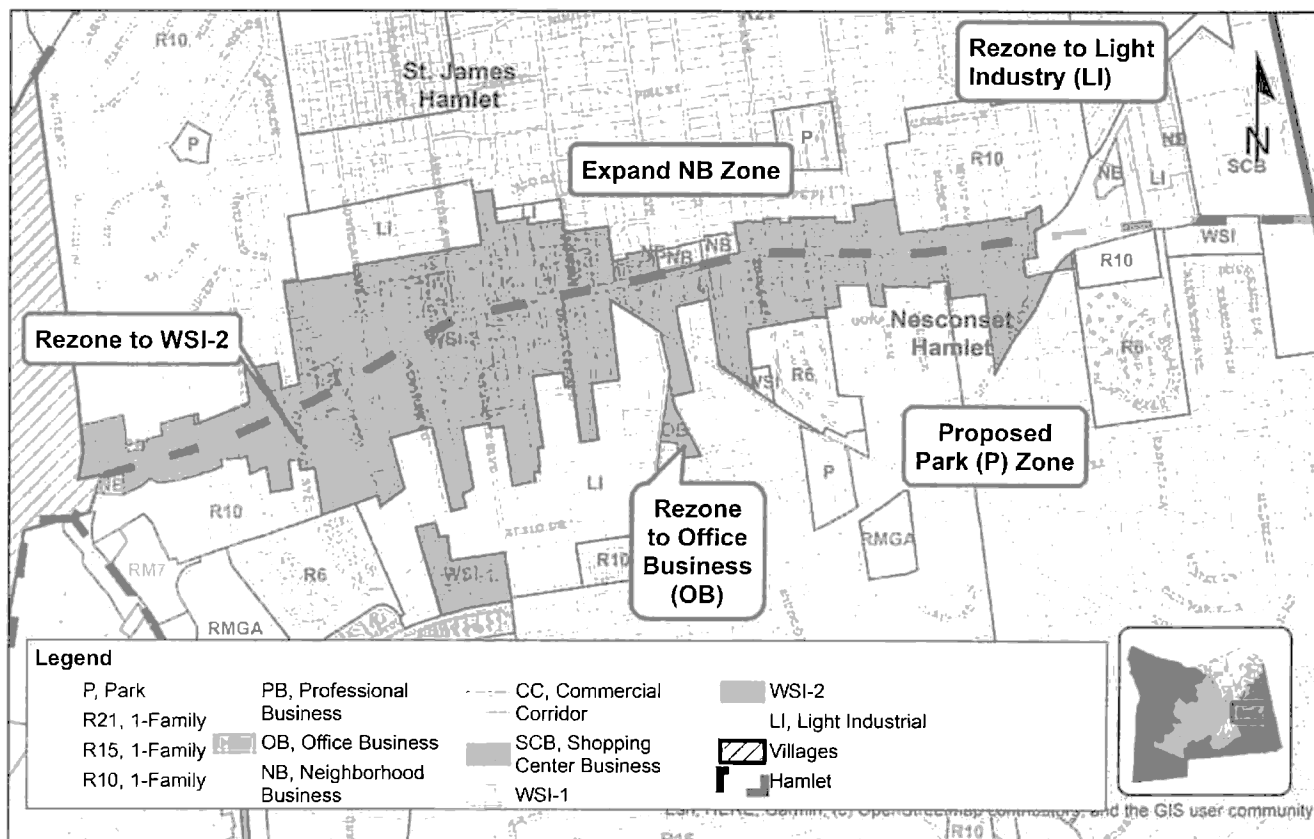
Middle Country Road is a main thoroughfare for Town of Smithtown residents, with access to local destinations including Smith Haven Mall and downtown Smithtown. The corridor is also regionally used. Located in both the hamlets of St. James and Nesconset, the corridor is a mix of auto-related, commercial and light industrial uses, a majority of which is zoned for the Wholesale and Service Industry (WSI) zoning district.

While both Middle Country Road and Jericho Turnpike West are zoned as WSI, the two roadways are distinct and unique from one another and have differing characteristics. As such, they should be regulated separately.

Strategy and Development

Middle Country Road and located in both the hamlets of St. James and Nesconset is recommended to be rezoned from the Wholesale Service Industry (WSI) zoning district to the Wholesale and Industry zone (WSI-2). The intent of this new zone will be to encourage vehicle-related businesses and limited outdoor storage that is aesthetically pleasing.

The following outline the reasons for the proposed zone changes occurring in St. James:



1. The existing Neighborhood Business zone located between Sunny Road and Hobson Avenue should be expanded to include adjacent existing restaurants. Doing so will ensure these uses remain in a zone that would continue to permit them.
2. Another area of change is located between Smithhaven Mall, Smithtown Bypass and Middle Country Road. The area is currently zoned as WSI, NB and R21 with some existing uses and vacant wooded land. The area could be better utilized and developed for several uses, the most appropriate however for light industry. Light Industry is most appropriate for several reasons including:
 - Compatible with desired limited ingress/ egress from Smithtown Bypass
 - Expansion of the SCB zone is not desired or realistic due to the evolution of retail
 - Office trends indicate a reduction in central office locations and an increase in work from home or co-work spaces, making an Office Business zone undesirable
 - Residential was contemplated but deemed inappropriate due to the likelihood of increased traffic in that scenario. When asked to rate the appearance and convenience of the Middle Country Road, 34% of comprehensive plan survey participants ranked it as either "Below Average" or "Poor", placing it fifth among the worst rated areas in Town. Regulations for outdoor storage, landscaping, screening, buffering, and general site aesthetics should be analyzed to help improve the appearance of the WSI zones along this corridor. To help improve the corridor's convenience, regulations for parking and driveway design should be reviewed.
3. The primary recommended change (in St. James) is to expand the WSI zone in existing Light Industrial zones and to "right-size" approved developments with the most appropriate zone. For instance, the CarMax site was approved by the Town Board in November 2018 and was partially located in a Light Industrial zone. By recommending the entire CarMax site be included in the WSI zone ensures its future use as an auto dealer and removes regulatory barriers for future improvements.
4. The Middle Country Road area should be rezoned from WSI to as WSI-2 and continue to permit auto-related uses along the roadway, where these types of uses currently co-locate. While this does not change the current zoning, it does play a part in the recommendation to rezone portions of West Jericho Turnpike. Due to Middle Country's many narrow, long lots, the area is capable of managing outdoor storage out of view of the roadway, unlike West Jericho Turnpike. Properties to the north of the Middle Country Road (in St. James) are primarily residential, the depth of the lots provide an adequate buffer to adjacent residential zones.
5. While this plan proposes to prohibit restaurants from the WSI-2 zone, it is still necessary to serve the locally employed population. Therefore, the WSI-2 zone will allow Food Retail, as further discussed in the Land Use Plan.

FOOD RETAIL

An eating establishment where the preparation and sale of food and/or beverages are served to patrons in a ready-to-consume state, primarily off the premises, where orders are generally not taken at the customers' tables but at a counter, and where food is wrapped in disposable wrapping containers. Seats may be provided for on-site consumption and/or customer waiting.

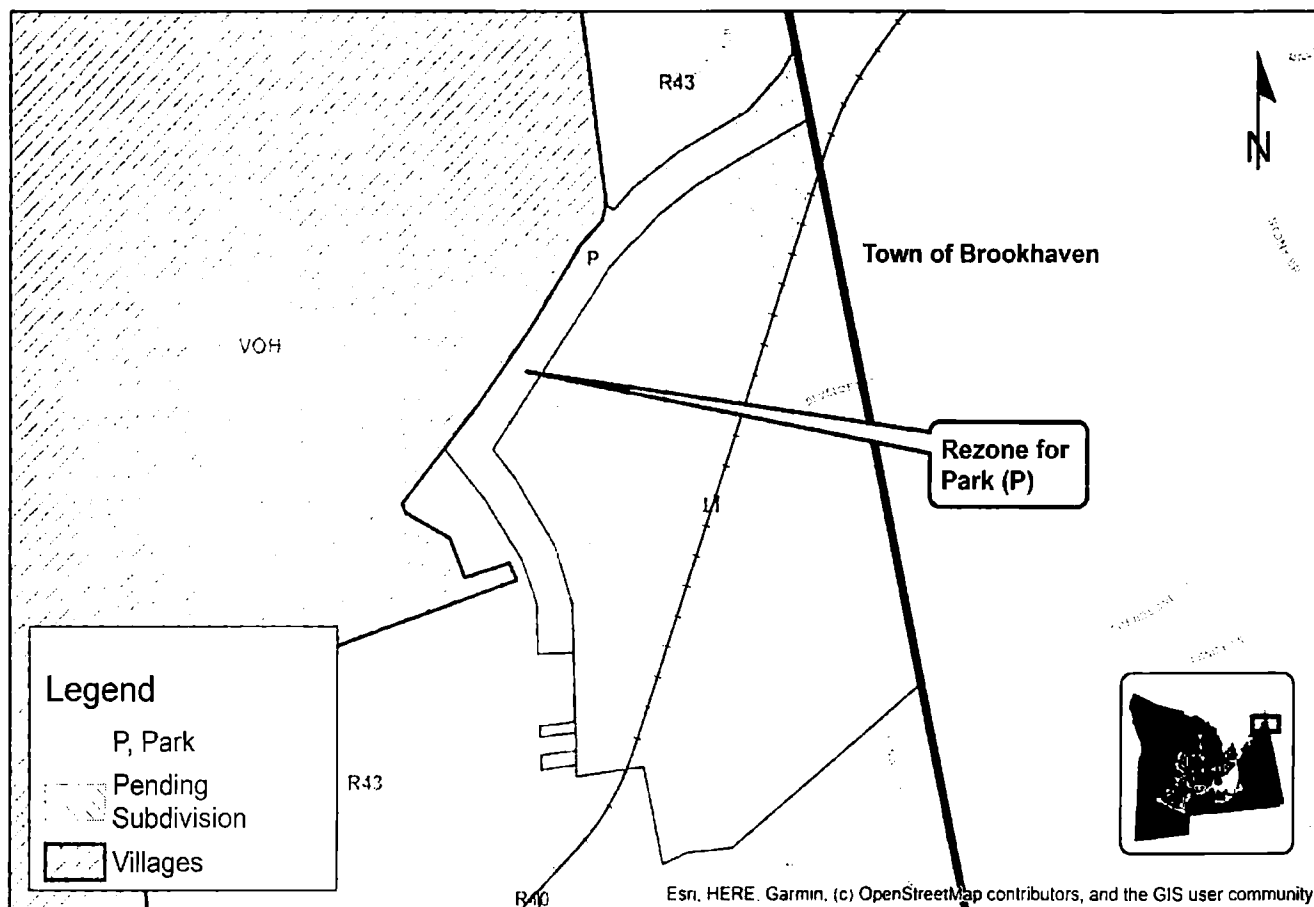
Gyrodyne

The northeastern corner of St. James at the border of the Town of Brookhaven and the Village of Head of the Harbor, lies a 74.98-acre site of the former helicopter manufacturer known as "Gyrodyne". As of writing, the site is currently undergoing Town review for a subdivision that would create eight industrial lots and a ninth lot consisting of open space and a sewage treatment plant. The sewage treatment plant would serve the existing and proposed uses at Gyrodyne and potentially serve the Lake Avenue area of St. James. While the plans under consideration are for subdivision, the site is ultimately envisioned for a 150-room hotel, 220 units of assisted living and 130,000 square feet of medical offices.

Strategy and Development

Given the pending subdivision of the Gyrodyne site, the Town should primarily keep the Light Industrial (LI) zone district but rezone portions of the Gyrodyne site as a Park (P) zone. The Park district designation is intended to protect the Town's parklands and other environmentally sensitive areas. Accordingly, this area of the former Gyrodyne site would be appropriately rezoned as the Park Zone since the proposed subdivision identifies this area as common open space. Not only will the recommending rezoning from Light Industrial (LI) to Park (P) "right-size" the proposed conditions to the most appropriate zone, but it ensures that future uses would remain compatible with the neighboring residential zones while preventing any disturbance of the wetlands present in the area.

When asked how they'd like to see Gyrodyne redeveloped, comprehensive plan survey commenters believed the current proposed plans for a hotel, assisted living, and medical office was appropriate, and they additionally desired a sewage treatment plant, walking trails, green space, and in some instances, residential customer waiting.



Additional Recommendations

As discussed in the Circulation Plan, Community Facilities Plan, Sustainability Plan, and Parking Plan the following improvements and actions are recommended for the hamlet of St. James.

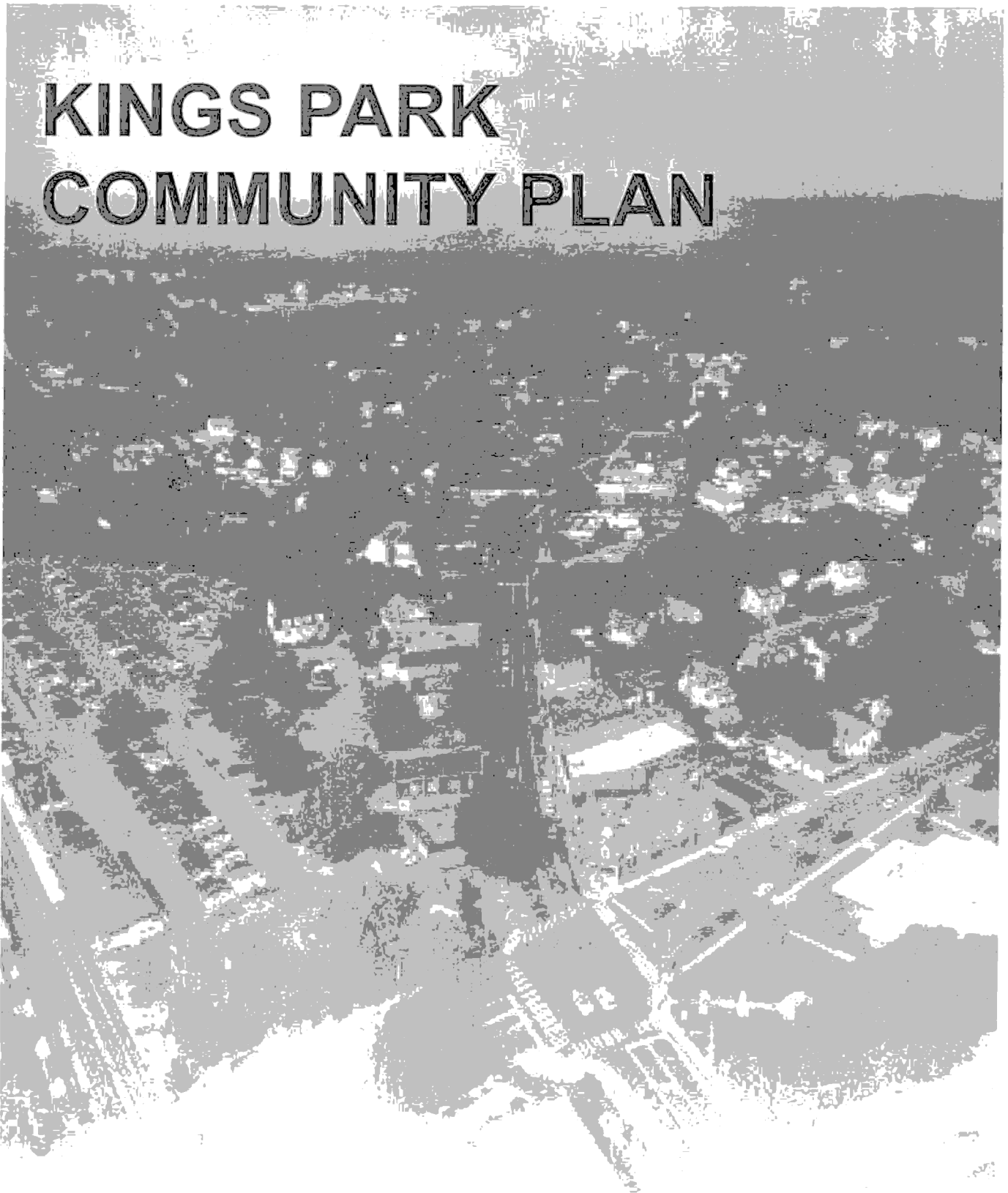
	<i>Recommendation</i>	<i>Referenced Plan</i>	<i>Completed</i>	<i>Year Completed</i>
Circulation Plan				
1	Consider "Complete Streets" strategies in redesigning the streetscape along the Lake Avenue corridor			
2	Work with SCDPW to add bus shelters and improve pedestrian infrastructure surrounding bus stops in downtown St. James			
3	Work with the MTA to improve the existing St. James LIRR train station			
Community Facilities Plan				
4	Work with Celebrate St. James to provide community events and programming in downtown St. James.			
5	Encourage a local Farmer's Market in downtown St. James			
6	Consider higher density Transit Oriented Development around larger parcels around the train station (King Kullen site, Commuter Lot, Garden Center)			
7	Consider designating certain alleyways as linkages to the downtown, installing vibrant and prominent signage and enhancing alleyways			
8	Consider updating signage and wayfinding systems that are simple and convey a distinct Smithtown "brand"			
Sustainability Plan				
9	Introduce public recycling containers in downtown St. James			
10	Consider implementing a green business program in downtown St. James			
Parking Plan				
11	Consider applying appropriate Transit Oriented Development (TOD) parking ratios			
12	Continue to use shared parking as an effective strategy to reduce parking requirements for future development in the downtown			
13	Engage downtown business owners to enter shared parking agreements			
14	Consider adopting a PILOT program ordinance with a dedicated fund for revenues and reinvest in parking trust fund dedicated to expanding public parking opportunities in the downtown			

<i>Recommendation</i>	<i>Referenced Plan</i>	<i>Completed</i>	<i>Year Completed</i>
15 Maximize the use of on-street parking to meet TOD project parking requirements			
16 Eliminate parking on one side of Lake Avenue			
17 Implement fee parking for valuable and convenient, high-demand on-street parking			
18 Enforce high-demand parking spaces in downtown in a consistent basis throughout the day			

Appendices

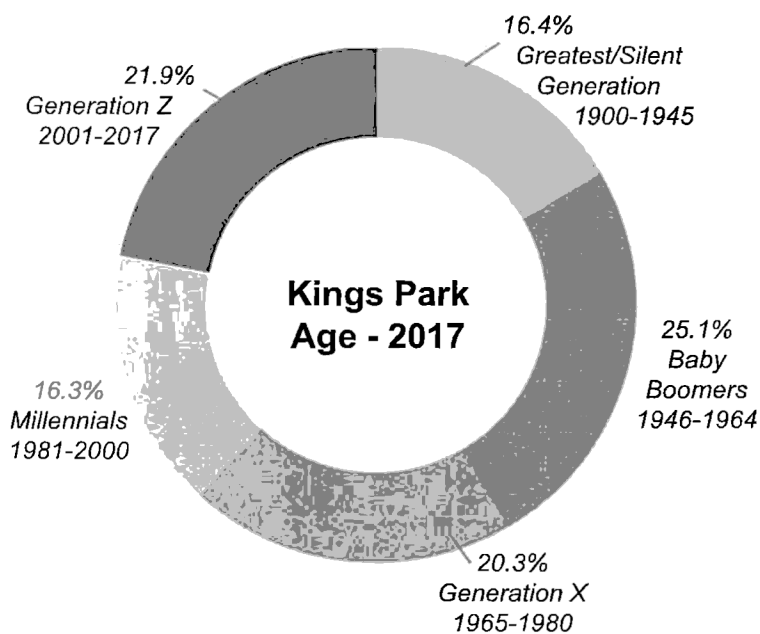
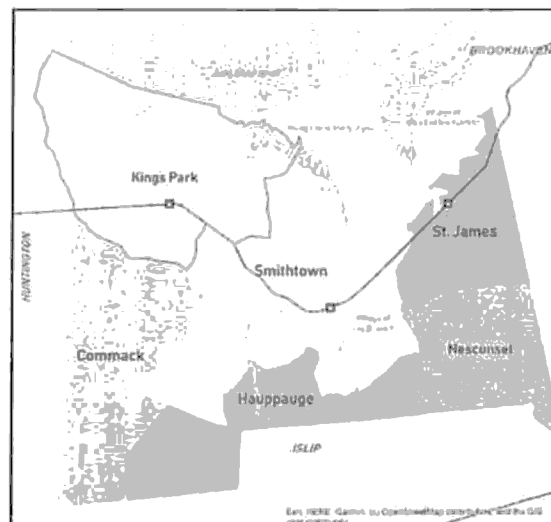
- a. Hamlet of St. James Community Workshop Results
- b. Hamlet of St. James Comprehensive Plan Survey Results
- c. Envisioning St. James: Lake Avenue Corridor Visioning Plan.

KINGS PARK COMMUNITY PLAN



Kings Park at a Glance

On Long Island, most Towns are too large for people to identify as their community and alternatively identify with smaller place names, such as villages or hamlets. In Smithtown, the six unincorporated communities, or hamlets, are the places people identify with most. In this plan, we will focus on a discussion of **Kings Park** community identity and specific areas of proposed change.



20,465 residents

4th densest hamlet

Areas of Change

- Kings Park Downtown
- Nissequogue River State Park
- Old Northport Road

<p>Housing</p> <p>17.0% rent</p> <p>83.0% own</p>	<p>Household Income</p> <p>11.3% less than \$25k</p> <p>33.8% more than \$150k</p>	<p>Education</p> <p>39.2% HS Diploma or Some College</p> <p>56.3% College Degree</p>
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How Kings Park Commutes

0.7% Walk	0.7% Bike	0.7% Taxi, motorcycle, or other means	79.4% Drove alone	5.1% Carpooled	9.9% Public Transportation	4.2% Worked at home
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Existing Development Pattern

There is a somewhat lower share of residential land uses as a whole in the Kings Park hamlet when compared to Town of Smithtown's land use breakdown, where the hamlet is comprised of 46.44% residential and the Town 54.53%. Only Hauppauge has a lower share of residential.

Although there is a traditional downtown, Kings Park has the smallest share of commercial acreage (0.78%) compared to all other hamlets, and has a lesser share than in Town of Smithtown as a whole (2.71%).

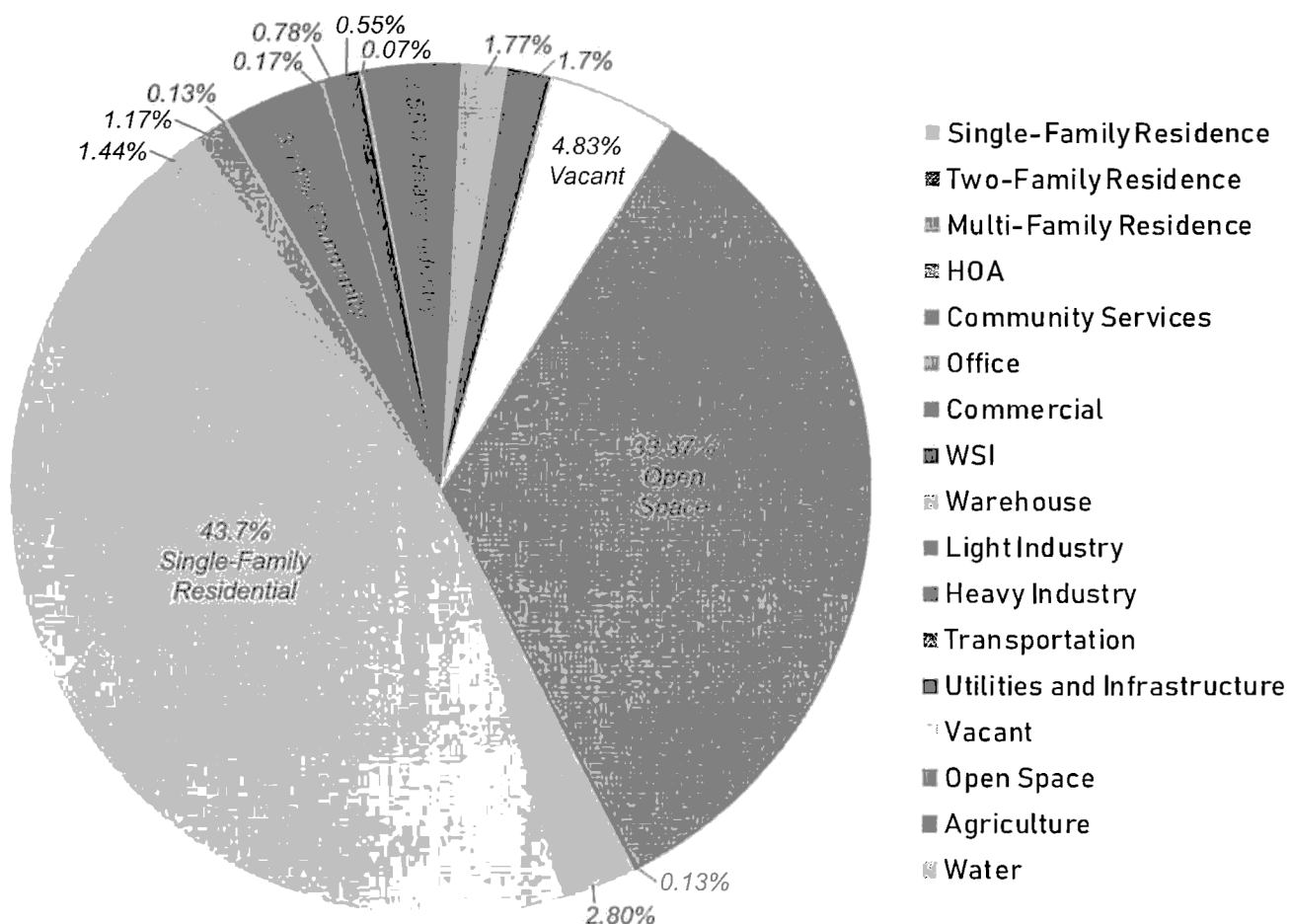
Kings Park, however, has a substantially larger share of open space than the Town (33.37% in Kings Park versus 18.31% Townwide) and the highest share compared to all other hamlets. Kings Park also has a higher share of heavy industry (3.55%) than the Town of Smithtown as a whole (1.27%) and the highest share of all other hamlets.

Recent Major Developments

Taking a look at recent development can be a good indicator of where the hamlet's built environment is headed. The following recent major development projects are examples of investments for the hamlet of Kings Park's future and may contribute to population growth and economic activity for residents and businesses.

- The Society of St. Johnland in Kings Park will be constructing a new assisted living facility aimed at helping Medicaid-eligible residents. The building was approved for 2 stories with 82 units and 100 beds.
- Hudson Place at Kings Park is a garden apartment development with 36 units located at 262 Indian Head Road.
- Propsect Sports is a proposed sports complex located at 350 Old Northport Road.

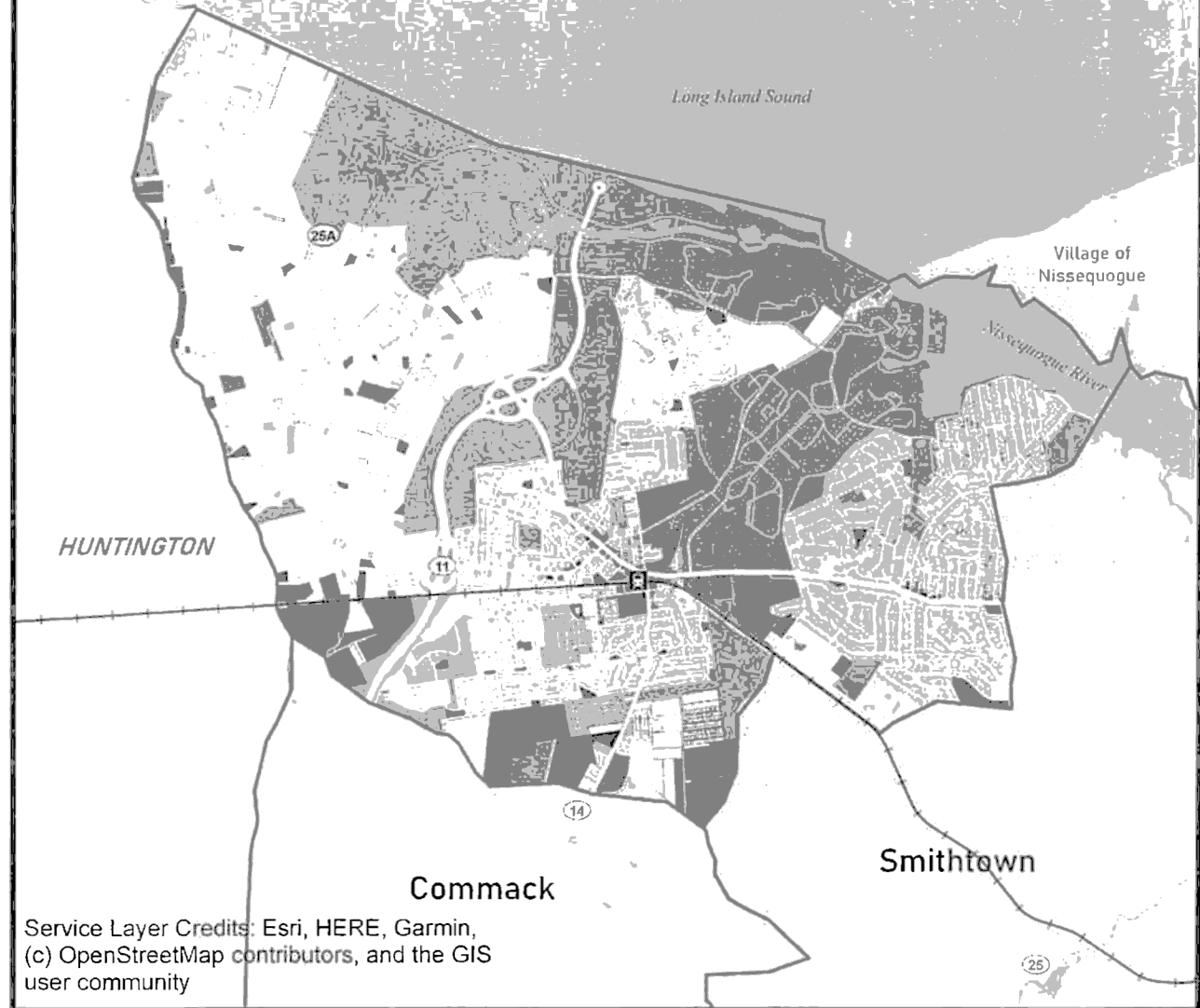
Kings Park 2012 Land Use Breakdown



Map 16: Kings Park Existing Land Use



Data Sources: NY State GIS, Suffolk County GIS, GUGIR



Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community

Legend

Single-Family (Low Density)	Office	Transportation
Single-Family (Medium Density)	Commercial	Utilities and Infrastructure
Single-Family (High Density)	Wholesale and Service Industry	Vacant
Two-Family Residence	Warehouse	Open Space
Multi-Family Residence	Light Industry	Agriculture
HOA Property	Heavy Industry	Water
Community Services		

Areas of Change

To keep the Town of Smithtown on a path towards success in all aspects of quality of life, the Town must reflect its current demographics, development trends, and many other factors affecting how people live, work, travel, and play in the community. The Kings Park Community Plan reflects these realities and makes modern land use policy recommendations for future development, as well as zoning changes for the Town's Zoning Ordinance.

The following areas in Kings Park are areas that were identified by Comprehensive Plan participants as areas of concern and are therefore recommended for change.

Downtown Kings Park

When asked to rate the appearance and convenience of downtown Kings Park on a scale from Excellent to Poor, most survey participants rated it as Average (30%) or Below Average (28%), but of all the places participants were asked to rate, Downtown Kings Park received the second poorest rating, with 16% of respondents rating it as poor.

Future Vision

The Town of Smithtown undertook a comprehensive planning process for the revitalization of downtown Kings Park through a Kings Park Downtown Revitalization Master Plan, with a draft date of October 2019. The draft Kings Park Downtown Revitalization Master Plan builds upon previous planning and sewer studies of the area. Therefore, the future vision of downtown Kings Park includes those goals identified in the Kings Park Downtown Revitalization Master Plan. The goals include:

- Improve economic and market conditions in the downtown
- Improve traffic safety and reduce traffic congestion
- Enhance the appearance of the downtown
- Preserve the character of the downtown and surrounding residential neighborhoods
- Allow for residential development to meet the needs of the community
- Promote a pedestrian-friendly walkable and bicycle friendly downtown environment

"The primary goal of the Downtown Kings Park Master Plan is to create a healthy, walkable downtown area that is attractive to both residents and visitors"

– Kings Park Downtown Revitalization Master Plan, page 77

Strategy and Development

According to the Kings Park Downtown Revitalization Master Plan, seven Key Concepts and corresponding recommendations provide the direction that the community and Town can use as a guide towards implementing the overall vision for downtown. While concepts two through seven can be referenced within the Kings Park Downtown Revitalization Master Plan document, this Kings Park Community Plan showcases **Concept 1: Implement a new Downtown Zoning District.** Recommendations for all Key Concepts can be found at the end of this Kings Park Community Plan.

Concept 1: Implement a new Downtown Zoning District

Concept 2: Guide the quality and character of new development in downtown Kings Park with **Design Guidelines**

Concept 3: Streamline the approval process in order to attract new development

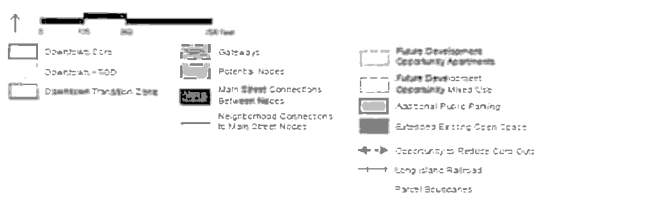
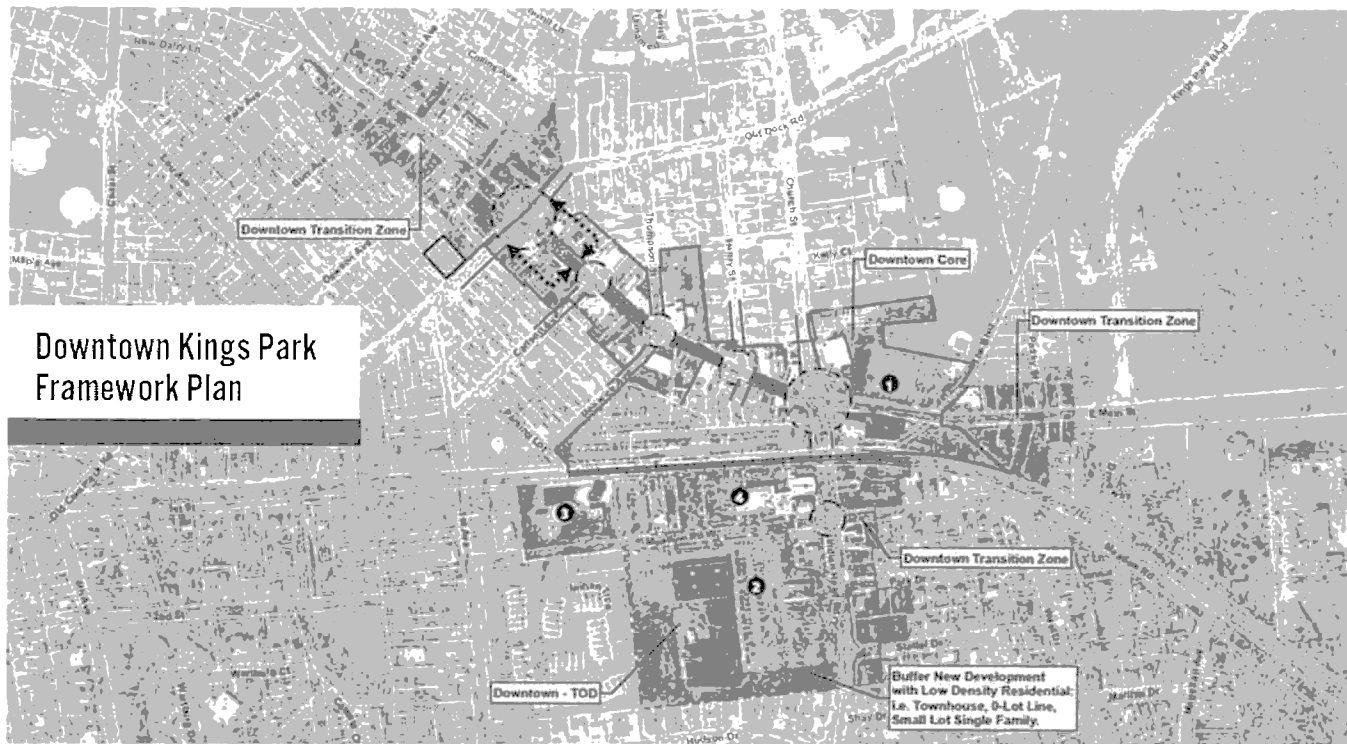
Concept 4: Reinforce a downtown identity and theme to strengthen the retail community

Concept 5: Fuctional improvements through pedestrian safety and enhanced vehicular circulation

Concept 6: Reinforce connectivity to neighborhoods

Concept 7: Welcome the pedestrian

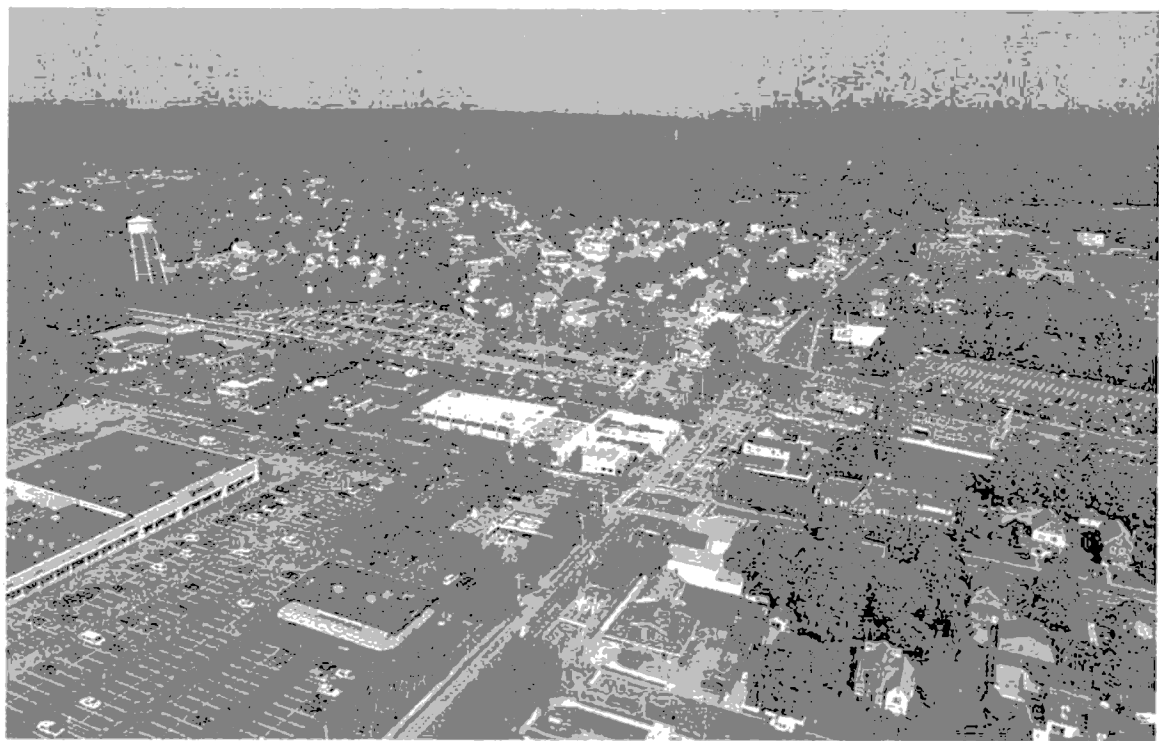
Figure x represents the framework plan for downtown Kings Park, which reinforces the seven Key Concepts and was built upon the findings and recommendations of preceding planning efforts and public input.



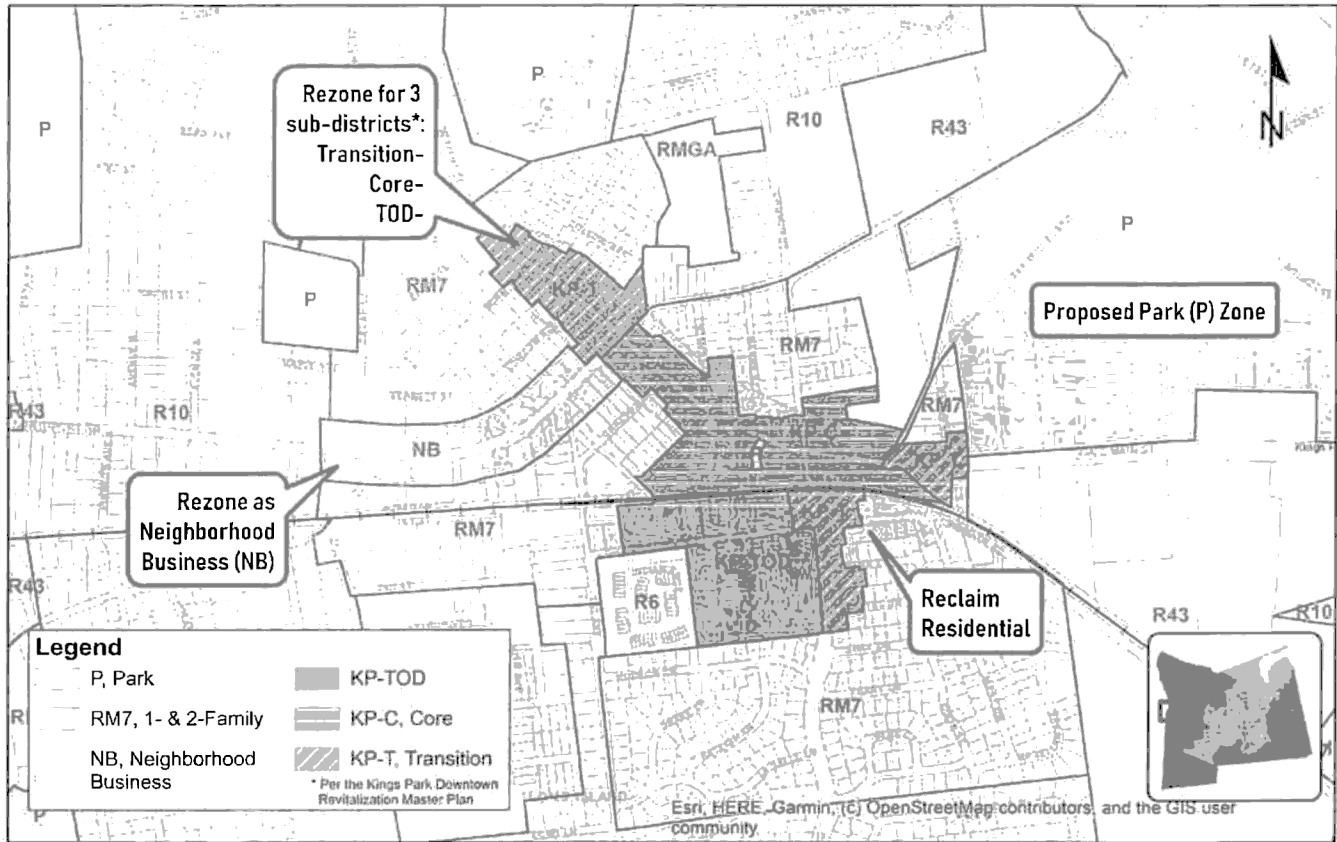
Directing Change-Building Success

Looking to the future, there are four "opportunity sites" that can serve to target future development by expanding retail and housing choices, enhancing the core area and meeting the needs of changing demographics while supporting goals for economic development: the municipal lot on East Main Street, Kings Park Plaza, Meadow Road West, east of the municipal lot and Meadow Road West, west of the municipal lot.

Map Source: Kings Park Downtown Revitalization Master Plan (draft date October 2019)



The following map and tables summarize the location of proposed sub-districts and their use and bulk regulations for the proposed Downtown Kings Park Zoning District (D-KP). Within this new zoning district, are three proposed subdistricts: Downtown Core zone; Downtown TOD zone; and Downtown Transition Zone. Please reference the Kings Park Downtown Revitalization Master Plan for the reasons behind the shown zone changes.



Permitted Uses	Central Business (CB)	Downtown Kings Park (D-KP)	
	Current Zoning	Downtown Core Proposed Zoning	Downtown Transition Proposed Zoning
Existing Schedule of Use Table	Existing Schedule of Use Table	See Proposed Schedule of Use Table	
Max Height	2.5 stories or 35 FT	3 stories or 40 feet	2.5 stories or 35 FT
Lot Area	Min. 5,000 SQFT	Min. 5,000 SQFT	Min 7,500 SQFT
Lot Frontage	Min. 50 FT at setback line		
Lot Width	Min. 40 FT road frontage	Min. 50 FT	Min. 100 FT
Front	Min. 10 FT	Min. 10 FT	Max. 10 FT
Rear	Min. 50 FT	Min. 10 FT	Min. 20 FT
Side	Min. 0 or 5 FT	Min. 0 FT	10 FT
Screening	See Section 322-20	See Section 322-20	See Section 322-20
Gross Floor Area	Max 60%		
Landscape Area	Min. 5%		
Lot Coverage		Max. 95%	Max. 75%

*Proposed Bulk Standards as recommended in the Kings Park Downtown Revitalization Master Plan

	Shopping Center Business (SCB) Current Zoning	Downtown Kings Park (D-KP) Downtown TOD Proposed Zoning*
Permitted Uses	Existing Schedule of Use Table	See Proposed Schedule of Use Table
Max Height	2.5 stories or 35 FT	2.5 stories or 40 FT
Lot Area	Min. 87,120 SQFT	Min. 40,000 SQFT
Lot Frontage	Min. 200 FT at setback line	N/A
Lot Width	Min. 40 FT road frontage	Min. 150 FT
Front	Min. 50 FT	Min. 10 FT
Rear	Min. 50 FT	Min. 10 FT
Side	Min. 5 (one) Min. 15 FT (both)	5 FT
Screening	See Section 322-20	See Section 322-20
Gross Floor Area	Max 40%	—
Landscape Area	Min. 15%	—
Lot Coverage	—	Max. 80%

**Proposed Bulk Standards as recommended in the Kings Park Downtown Revitalization Master Plan*

Overarching principles of the zoning amendments identified in the *Kings Park Downtown Revitalization Master Plan* are repeated here: (reference pages 80 – 82 of the plan)

- Permit a maximum building height of three stories in the Downtown Core and along the Downtown-TOD, and 2.5 stories in the Downtown Transition Zone. The existing street and surrounding edges are at a pedestrian scale, with predominantly one and two stories and interesting rooflines, gables, awnings and facades that allow views in and out. These features contribute to a well-defined and welcoming downtown. Guidelines should be developed for fitting new development into this pattern that allow for creativity while adhering to this context.
- Require buildings on the street to reinforce the street edge, with setbacks only where they are providing space for outdoor dining. Incorporate well-defined bulk and siting requirements to promote this principle.
- Parking should be provided at the rear and accessed from side streets where possible. Amendments to the parking requirements should restrict and help eliminate multiple curb cuts and support the provision of appropriate amounts of parking for a compact, mixed-use downtown and safer and enhanced walkability. Below-deck parking should be supported where practical and shared parking opportunities should be encouraged to reduce parking requirements. The following parking requirements are recommended for the various uses within each of the subdistricts:
 - Townhouses: 2 spaces per 1,000 SF
 - Grocery: 4 spaces per 1,000 SF
 - Apartment: 1.5 spaces per 1,000 SF
 - Retail: 3 spaces per 1,000 SF
- Signage should be geared toward enhancing pedestrian wayfinding and reduce visual clutter. The use of decorative wayfinding signs can help to improve circulation by effectively directing pedestrians and motorists entering the downtown to municipal lots and other points of interest without diversion. These signs serve as an aesthetically pleasing welcome to visitors and help to enhance the identity of the downtown. It is recommended that decorative wayfinding signs be placed in strategic locations that direct visitors to each point of interest found downtown.
- Along with decorative wayfinding signs, larger street signs or decorative street signs on decorative posts also help to create a unique identity for the downtown. Street signs that deviate from the norm generate a sense of exclusivity, which makes spending time in the downtown more desirable for visitors. It is recommended that these type of street signs be placed along the study area consistent with the style and size of the wayfinding signage.

- Larger developments should incorporate spaces for public use. Public open space provides local meeting spaces for community members, a space for community events and also allows for a sense of place within downtowns. Public spaces add vibrancy and provide connections between uses such as commercial corridors and parking lots. More specifically, plazas benefit local businesses as they provide places of rest for pedestrians and visitors, create a sense of place within downtowns, and provide space for vendors or events that promote local spending.
- The D-KP district should provide clear setbacks with vegetated buffers from existing residential neighborhoods to create appropriate transitions to the downtown core. Vegetated buffers such as screening and hedges provide many benefits for the community. Aside from the privacy elements, vegetated buffers provide formality to an otherwise inconsistent street wall. Vegetated buffers can also serve to separate outside eating areas and pedestrian areas. Evergreen shrubs that reach 3 to 4 feet will be useful in this capacity and will retain yearlong screening. It is recommended that lots with large building setbacks and parking located in front of building receive this planting treatment. Multiple establishments along Main Street are currently implementing a version of this concept now. A row of evergreen shrubs should be implemented along the parking lot on the southern side of Meadow Road West to screen the cars from the pedestrian streetscape. Alternatively, a row of large deciduous trees that provide winter interest can serve as another native option.

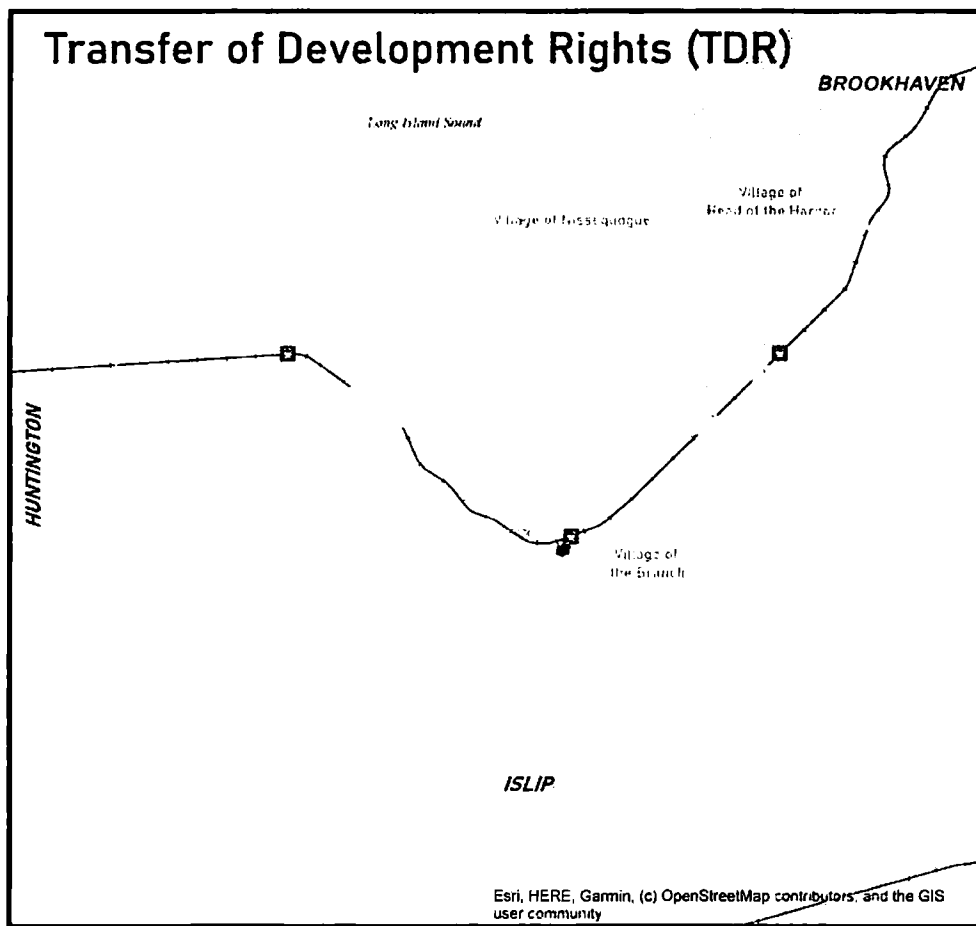
Nissequogue River State Park & St. Johnland

The former Kings Park Psychiatric Center, a 565-acre site, was open from 1885 to 1996 and was one of the world's largest mental health hospitals, at one point serving up to 9,300 patients. In 2001, New York state officials designated 155 acres as parkland (Nissequogue River State Park) and tried to find a developer for the remainder. Three deals ultimately collapsed due to cleanup costs and high-density development proposals. Between 2003 and 2006, another 374 acres were transferred to NYS Office of Parks, Recreation and Historic Preservation (OPRHP), expanding Nissequogue River State Park. On June 18, 2019, the New York State senate and assembly passed a bill to ensure that all of the land transferred to OPRHP was designated parkland. The bill also required the development, adoption and implementation of a master plan for the Nissequogue River State Park. However, the Governor vetoed the bill on December 20, 2019 due to ongoing litigation against the State's Office of Parks, Recreation and Historic Preservation and the New York State Department of Conservation (DEC) regarding the construction of a DEC building on the property. Even without a master plan, use of and development within the site must not conflict with the Town's Local Waterfront Revitalization Program (LWRP). Both the 1989 LWRP and draft LWRP Update (submitted to NYS Department of State in September 2019) indicate that the historic character of the site should be maintained and that the core of the site should be utilized for institutional and recreational purposes, surrounded by an open space buffer. The LWRP and draft LWRP Update also recommend that existing historic buildings on the site that are restorable should be restored and repurposed for institutional and park purposes.

When asked how they'd like to see the Kings Park Psychiatric Center area redeveloped, Comprehensive Plan survey commenters desired the area be preserved as parkland/open space. Some suggested recreational facilities include sports fields, hike and/or bike trails, kayak/canoe launch, picnic areas, and playgrounds.

Strategy and Development

The entirety of the Nissequogue River State Park should be rezoned as a Park (P) district. Nearby St. Johnland should remain in its current zoning district, but the Town should consider portions of this site for a Transfer of Development Rights (TDR) program.



Legend

Sending District [Solid Line] Receiving District [Square with Diagonal Line]

The following outlines the reasons for the proposed zone changes:

1. Many of the former Kings Park Psychiatric Center buildings continue to deteriorate, and some are in such a state of disrepair that rehabilitation is not feasible. While many of these buildings are in a deteriorated state, some of these historic structures, such as York Hall, can be preserved and protected by the State. While the jurisdiction of the park and all future planning is under that of New York State control, the Town should continue to engage with the State for the park's future.
2. The property owners of St. Johnland may benefit from either a TDR program or a land swap scenario (parkland alienation) with the Nissequogue River State Park to construct additional nursing home or assisted living facilities. While it is unknown at this time whether TDR or a parkland alienation approach would yield the desired outcome, the sites are included here and on the TDR diagram map in the event TDR is used.

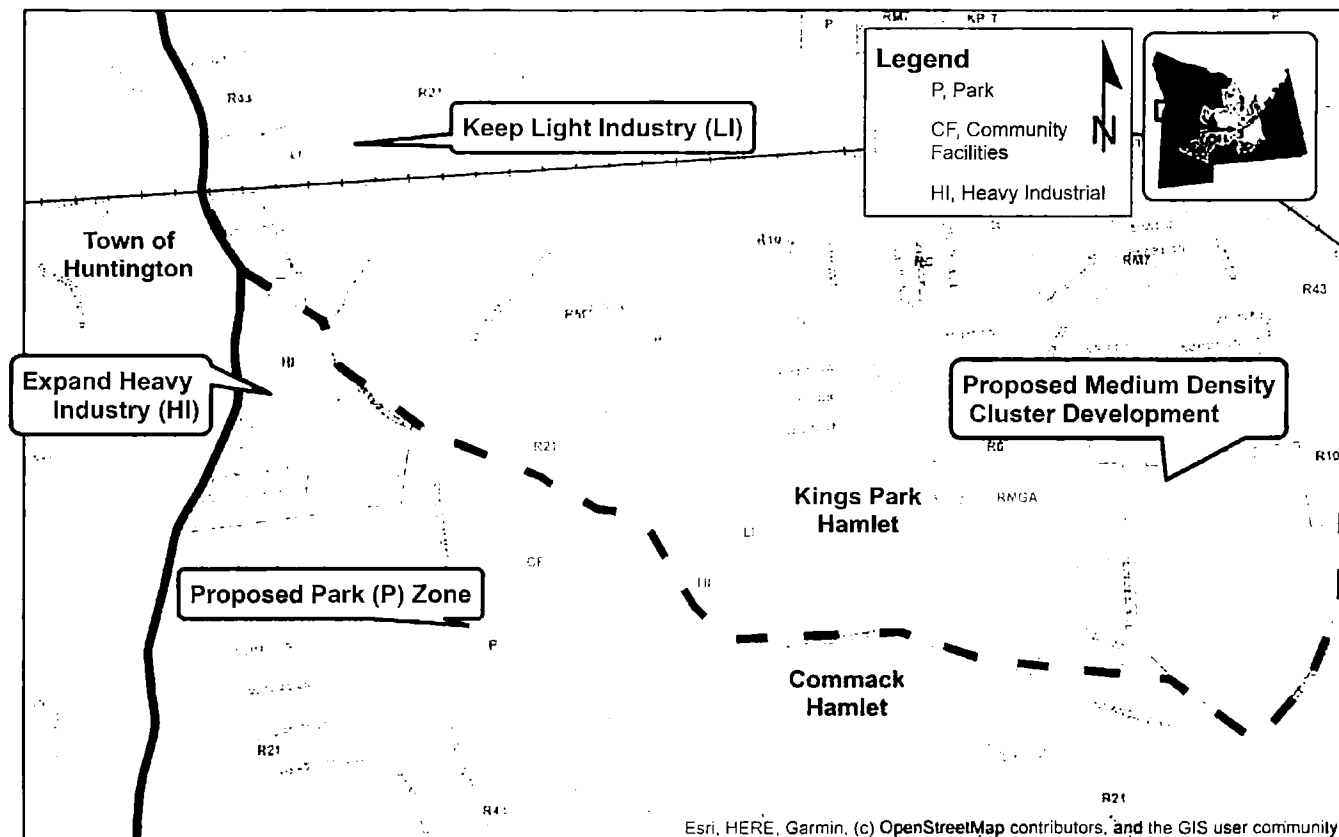


Old Northport Road

An overwhelming majority of the Town's heavy industrial uses are located along Old Northport Road. This area of Town is well-suited for heavy industry since it is located south of the LIRR/Port Jefferson rail line, west of Sunken Meadow State Parkway, north of Old Northport Road, and located east of a former landfill in adjacent Huntington. The area is well buffered from residential and is generally surrounded by a light industrial zone district.

Strategy and Development

Rezone select light industry zones for heavy industry, but also consider a Community Facilities (CF) zone in the future.



The following outlines the reasons for the proposed zone changes:

1. Many of the uses within the surrounding light industrial zone district are more associated with heavy industrial uses than light industrial. However, recent projects such as a privately funded 27-acre solar farm and an indoor soccer complex, may be changing the character of the corridor. In addition to these completed projects, the Town of Smithtown studied locations suitable for an Organic Waste Processing Facilities (OWPF), known also as an industrial-scale indoor composting facility, and found that parcels along Old Northport Road may be suitable. With these projects, the Old Northport Road corridor's future may very well change in the coming years. The Town of Smithtown should carefully consider zone boundary changes in this area. The Town should "right-size" the zones to meet existing land use conditions by expanding the Heavy Industry zone district.
2. While zone district changes should occur within the area shortly after the adoption of this Comprehensive Plan, the Town should consider rezoning portions of this area to a Community Facilities (CF) zone, in the event that an indoor OWPF or similar uses are constructed. The solar farm may also be considered for the CF zone.
3. Regardless of anticipated zone changes, the Town should continue the policy to prohibit residential land uses and sand mining operations from this area.

Additional Recommendations

As discussed in the Transportation Plan, Community Facilities Plan, Sustainability Plan, and Parking Plan the following improvements and actions are recommended for the hamlet of Kings Park.

	<i>Recommendation</i>	<i>Referenced Plan</i>	<i>Completed</i>	<i>Year Completed</i>
Circulation Plan				
1	Explore extending the Kings Park Hike and Bike Path including to the Kings Park Bluff			
2	Consider "Complete Streets" strategies in redesigning streetscapes in the TOD district in downtown Kings Park			
3	Work with SCDPW to add bus shelters and continue to improve pedestrian infrastructure in downtown Kings Park			
4	Work with MTA for potential improvements to the Kings Park LIRR train station			
Community Facilities Plan				
5	Eliminate the Central Business (CB) zone district and replace it with new Downtown Kings Park (D-KP) zone district and its sub-districts in the downtown; replace with Neighborhood Business (NB) district along Pulaski Road; replace remaining CB areas with other appropriate zone districts			
6	Consider Transfer of Development Rights (TDR) or land swap scenario as a way to preserve sites and areas of special historical interest or value (i.e. the core of Nissequogue River State Park as a receiving district and undeveloped parcels owned by the Society of St. Johnland as a sending district)			
7	Encourage reintroducing a local Farmer's Market in downtown Kings Park			
8	Consider designating certain alleyways as linkages to the downtown, installing vibrant and prominent signage and enhancing alleyways			
9	Consider updating signage and wayfinding systems that are simple and convey a distinct Kings Park "brand"			
10	Continue to monitor the Old Northport Road area for land use changes over the short term and consider zone boundary changes in the medium to long-term			
11	Work with the Long Island Greenbelt Trail Conference to eliminate or shorten trail gaps (since hikers must use streets in some areas) in the Long Island Greenbelt Trail			
12	Consider creating a return loop to the Kings Park Hike and Bike Trail.			
13	Explore extending the Kings Park Hike Bike and Trail to the Nissequogue River and Long Island Greenbelt Trail in order to create a Town-wide trail network.			
14	Consider extending the Kings Park Hike and Bike Trail south into the DEC Kings Park Unique Area			

	<i>Recommendation</i>	<i>Referenced Plan</i>	<i>Completed</i>	<i>Year Completed</i> --
15	Prepare a long-term facilities plan to address and properly provide for the space and functional needs of all Town Departments and those departments' parking needs (especially those in downtown Smithtown)			
16	Explore developing the Town of Smithtown's Parks Department's "front yard" for a gazebo, shade trees, and fitness zone			
17	Undertake a park-wide renovation, including installing LED lights, at Kings Park Memorial Park			
18	Draft an erosion study and management plan at Kings Park Bluff			
Community Facilities Plan				
19	Enhance the Long Island Greenbelt Trail at Kings Park Bluff			
20	Upgrade equipment at Cy Donnelly Park			
Sustainability Plan				
21	Introduce public recycling containers in downtown Kings Park			
22	Consider implementing a green business program in downtown Kings Park			
Parking Plan				
23	Establish and adopt appropriate Transit Oriented Development (TOD) parking ratios			
24	Continue to use shared parking as an effective strategy to reduce parking requirements for future development in the downtown			
25	Consider adopting a Payment in Lieu of Parking (PILOP) ordinance with a dedicated fund for revenues and reinvest in parking trust fund dedicated to expanding public parking opportunities in the downtown			
26	Maximize the use of on-street parking to meet TOD project parking requirements			
27	Consider implementing fee parking for valuable and convenient, high-demand on-street parking			
28	Enforce time restrictions for high-demand parking spaces in downtown on a consistent basis throughout the day			

In addition, the Town should implement the recommendations of the Kings Park Downtown Revitalization Master Plan, categorized as seven Key Concepts. These recommendations are repeated below.

Concept 1 - Implement a new Downtown Zoning District

1. Restore and develop the core of Main Street as a small village
2. Amend zoning ordinance to permit blade signage geared toward enhancing the pedestrian experience
3. Create a Business Improvement District
4. Revise the zoning code parking requirements to reflect needs of compact mixed-use downtowns and to reduce parking minimums to reflect industry standards
5. Adopt Downtown Kings Park Zoning District (D-KP)
6. Revise the Town zoning code to remove uses from the CB/SCB zoning districts that are incompatible with a typical downtown
7. Define mixed-use development in the Town Zoning code
8. Revise the Town zoning code to include well-defined height, bulk, and siting requirements
9. Clarify or amend outdoor dining regulations to permit this use
10. Amend zoning ordinance to permit signage geared toward enhancing the pedestrian experience
11. Reduce minimum parking requirements to reflect industry standards for mixed-use downtowns
12. Revise the zoning code parking requirements to reflect needs of compact mixed-use downtowns
13. Undertake comprehensive parking management strategy (limit time in prime parking areas, establish paid parking on street, etc.)
14. Landscape edges to hide exposed private parking along Main Street.
15. Encourage redevelopment of larger properties and non-historic Main Street properties to concentrate mixed-use development

Concept 2 - Guide the quality and character of new development in downtown Kings Park with Design Guidelines

1. Adopt design guidelines with attention to the form of buildings; type of materials, colors and texture of future development and maintenance of buildings in the short- and long-term
2. Install 'Welcome to Kings Park' signage at key intersections
3. Improve Main Street streetscape, including lights, bolder pedestrian crossings, traffic calming treatments, new furnishings
4. Develop and implement façade treatment guidelines with downtown property owners
5. Include incentives for projects that provide public enhancements
6. Remove and limit redundant poles and signage

Concept 3 - Streamline the approval process in order to attract new development

1. Promote new development through the use of incentives
2. Meet with potential developers to solicit their financial support for Kings Park sewerage efforts
3. Implement parking demand reduction strategies, encouraging shared parking, utilizing time limits, establishing paid parking and increasing supply
4. Engage developers with a good track records of building mixed-use developments
5. Promote parking flexibility strategies such as shared parking and options for payment in lieu of on-site parking

Concept 4 - Reinforce a downtown identity and theme to strengthen the retail community

1. Promote experiential retail and marketing
2. Establish a restaurant sub-committee of the Chamber of Commerce
3. Organize and continue events to attract visitors and promote the use of public spaces
4. Re-tenant vacant spaces at affordable rental rates with short- to medium-term uses and through pop-up stores
5. Promote successful or trendy business types such as gastro pubs, paint night venues, craft beer or gaming stores
6. Preserve open space along East main Street
7. Repurpose underutilized commuter parking lots

Concept 5 - Functional improvements through pedestrian safety and enhanced vehicular circulation

1. Advance comprehensive sewerage to increase capacity for water-intensive uses
2. Investigate interim measures to increase wastewater disposal capacity of downtown properties
3. Connects all properties inside the commercial area to the new sewer collection system
4. Remove curb cuts
5. Implement more permanent signage with clear regulations to better manage parking
6. Improve pedestrian amenities with better business access and outdoor dining
7. Meet with LIRR to explore restriping its parking lot
8. Explore shared parking opportunities that combines private parking lots and make them more widely available to patrons
9. Create supplemental parking lots to expand parking supply
10. Improve street crossings using differential paving and crosswalk flags
11. Promote improvements in Suffolk County Transit Bus Service
12. Participate in future planning for the Connect Long Island BRT initiative
13. Construct a grade separation where the LIRR crosses Indian Head Road

14. Expand bicycles trails, re-route Hike and Bike Trail entrance to a more prominent location and improve trail head
15. Improve bicycle and pedestrian access
16. Expand sidewalks by eliminating on-street parking on one side of Main Street
17. Upgrade and expand rail station facilities including pedestrian bridge over tracks
18. Implement bulb-outs (bump-outs) and widen sidewalks to reduce distance crossings to create a pedestrian-friendly downtown

Concept 6 - Reinforce connectivity to neighborhoods

1. Connect Hike and Bike Trail to Nissequogue River State Park

Concept 7 - Welcome the pedestrian

1. Promote the development of new parks and public spaces
2. Meet with Town and library to explore new public space options (i.e., for Veterans Plaza and adjoining property and for properties on the south side of East Main Street)
3. Expand and reconfigure Kings Park Veterans Plaza
4. Improve pedestrian connections from existing parking lots through use of appropriate wayfinding and signage
5. Leverage the LIRR station to capture recreational and eco-tourism opportunities
6. Promote sidewalk maintenance
7. Develop better pedestrian connections to overcome barrier of east-west LIRR tracks
8. Improve Main Street streetscape, including lights, bolder pedestrian crossings, traffic calming treatments, new furnishings

Appendices

- a. Hamlet of Kings Park Community Workshop Results
- b. Hamlet of Kings Park Comprehensive Plan Survey Results

