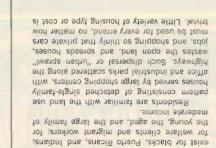
the preservation of the Island's assets. the Plan will contribute to the proper development of existing and new communities and to changing conditions and values. In this fashion, and with public interest and support, The Plan is not a static document, in

for conservation and recreation. seed to preserve open space and shorefronts (air, water, and soils), transportation, and the dated is limited by environmental constraints the number of people who can be accommohat the natural environment is not limitless. mands of the population and reflects the fact The Plan is responsive to the future denarizes the Plan.

documentation for this leaflet, which summajor findings of the studies and provide the prehensive development plan for Long Island. The publications listed at left contain the sided by consultants, has prepared a comthe Nassau-Suffolk Regional Planning Board, During the past four years, the staff of

a balanced transportation system. duste housing, linked to jobs and shopping by terioration and obsolescense, and provide adeopen space, encourage the elimination of dedevelopment pattern, one that would preserve provided. This is the antithesis of a rational



Expressway, Although the vast majority of residents live in sound houses, housing problems

York City is frustrating, whether one uses the Long Island Railroad or the Long Island

are giving way to developments; older down-town areas are declining; and travel to New

ncreasingly polluted; woodlands and fields are overcrowded; fresh and marine waters are

residents, are threatened. Beaches and parks

tracted more than two and one-half million

Today, these attributes, which have aticcessibility to New York City. air and waters; moderately priced housing, good schools and community services; and miles of shorefront; woods, fields, ponds, clean 000,1 Jaomis - stasse to notiferidings alpini Massau and Suffolk Counties possess a





The direction of the pattern of development and the rate of growth.

The provision of adequate housing and jobs linked by a balanced transportation system.

The elimination of deterioration and obsolescence.

The preservation of open space and the natural environment.

PROJECTIONS

PEOPLE AND HOMES

Approximately 2.6 million people live in Nassau and Suffolk Counties today: 1.5 in Nassau County and 1.1 in Suffolk County. It is expected that the population will reach at least 3.3 million by 1985. Most of the growth will occur in Suffolk, whose population will exceed that of Nassau before 1985.

As the population grows, its composition and needs change. There will be increasing proportions of young and elderly. Reflecting this, the average household size will be somewhat smaller. Apartments will serve the requirements of these people better than detached single-To provide decent housing for all, three changes are essential. First, the rate of housing construction must increase in order to accommodate the population growth and replace over 30,000 obsolete and

substandard units. Altogether, 400,000 new housing units should be Second, the emphasis in the provision of new housing must shift away from single-family detached homes, towards town-houses and apartments. Of the new housing units, 62,500 in Nassau County and 66,000 in Suffolk should be apartments. Apartments are scarce today in both counties and the amount of land presently zoned for them bears little relation to the second.

ititle relation to the need.

Third, to assure sound housing for households of low to middle income, Nassau County will need 25,000 publicly assisted housing units by 1985, and Suffolk County will need 51,000 units. Of these, about 21,000 units in Nassau and about 23,000 in Suffolk are needed to make up present deficiencies. The required units can be provided in

rehabilitated and used for housing families of low and moderate income. here is every indication that the State will provide this housing should the municipalities fail to act.

The number of jobs on the Island must keep pace with its population. Today, there are over 700,000 jobs in the two counties; by 1985 there will be more than two-thirds again as many jobs. Many of these new jobs will require new construction. It is estimated that Nassau County needs 1,800 acres of land for new manufacturing establishments, 2,300 acres for wholesaling, and 750 acres for eleven million square feet of new office floor space. Suffolk needs 1,500 acres for manufacturing, 1,350 acres for wholesaling, and 550 acres for eight million square feet of office floor space.

PARKS AND OPEN SPACE

Land is also needed for recreation and for conservation. Open space must be acquired in anticipation of needs. The open space acquired now is all that is likely to be available to serve the population In Nassau County there is a current shortage of 11,000 acres of park space. The addition of 125,000 or more persons by 1985 will increase the deficiency to about 15,000 acres. Suffolk County, not seriously short of park space today, will stay ahead only if it continues its present vigorous program of acquisition,

TRANSPORTATION

Long Island's residents contend with a transportation system characterized by bottlenecks and accidents on the highways, delays and cancellations on the railroad, and infrequent and inaccessible buses. The traffic exceeds the available capacity on 260 miles of state and county roads. This means it's stop-and-go every rush hour. More traffic will mean virtual paralysis. An additional 177 miles of state and county roads are now operating at design capacity. Although traffic usually flows at acceptable levels, any growth in traffic will create increasingly frequent slowdowns.

Despite the overcrowded highways, most Long Islanders rely on automobiles, whether en route to work, to school, or to do shopping.

Buses are not yet an answer. Service is slow and infrequent, routes are uncoordinated, and bus stops often inconvenient. Buses attract few riders and the bus companies, privately-owned, cannot afford to extend routes or greatly improve service without public subsidy.

The Long Island Railroad is only available for east-west travel. It is used primarily by commuters — six of every seven riders are workers bound for Manhattan. Even so, the railroad carries only 60 percent of all Manhattan-bound commuters.

Automobile ownership is increasing rapidly, as is the number of trips per person. If present trends continue, the total traffic in the two counties will be more than half again the present load by 1985. The volume of east-west traffic at the Queens-Nassau line will increase by one-third. At the Nassau-Suffolk line, the 1985 east-west traffic will equal today's traffic at the Nassau-Queens line. Two steps must be taken if this trend towards increasing use of the

automobile is to be changed first, the establishment of a highly efficient, frequent, and convenient mass transportation system consisting of coordinated rail and bus service; second, the grouping of all new land uses near transportation centers, at densities greater than those prevalent on the Island today. To attract riders, mass transportation must offer a better alternative than the car. If a person must use his car, he will use it for the entire trip. Therefore, new housing and jobs must both be located along mass transportation corridors so that substantial numbers of people can utilize mass transit and thus lessen the need for additional made.

Freight is another problem. The Island's dead-end geography raises the cost of freight shipments. Bridging Long Island Sound will mitigate the dead-end situation for some truck freight shipments, enabling the Island to qualify for a change in the rate structure that will make the two counties competitive with other areas.

Based on the expected population increase, the demand for rail freight could double by 1985. If rail freight facilities are not developed to meet this growth, truck freight movements into or leaving the two counties will increase by more than 60 percent using the very roads that are now most congested. Airport facilities will also need expansion. The use of aircraft will more than double by 1985, producing an additional one million take-offs

POPULATION 1985 - 1.6 Million 1985 - 1.7 Million

There are less than 15,000 acres of vacant land in all of Nassau County. This is only six to seven percent of the land area and is insufficient to satisfy all of the projected needs. The land use priorities below are based on a determination as to which of Nassau County's needs must be met within the county, either on vacant land or through rebuilding on under-utilized land, and which of those

on under-utilized land, and which of those needs can be allowed to spill over into nearby areas of Suffolk County.

Suffolk County, with 41 percent of its land vacant, has sufficient land to satisfy its own needs, absorb some of Nassau's, and still preserve the open character of the eastern towns — but only if development is carefully planned and controlled.

Land for narks and conservation has been

planned and controlled.

Land for parks and conservation has been accorded the first priority in both counties. This land must be acquired in anticipation of need — once graded, paved, and built upon, open land is lost forever. Excess acreage can always be released later, but a lack of open land cannot be rectified. Nassau County, with a projected 1985 shortage of 15,000 acres of park lands, has less than 15,000 acres of vacant land. Therefore, whenever there is a choice of use involving land areas large enough and suitable for recreation, they should be so used. Existing open space, even when privately owned, should be carefully preserved. In both

counties, sufficient recreation land should be provided in new communities through the clustering of development.

This priority will be easy to overlook since, unfortunately, the most valuable recreation land is frequently the best for home sites as well. Conservation land appears to cry out for "improvement" and hard-pressed faxavers.

are anxious to attract revenue-producing fa-Land for apartments has been accorded the second priority in Nassau County. In fact, no residential land should be rezoned to in-dustrial, commercial, or office use unless it appears beyond a doubt that the land is unsuitable for parks or open space, or for devel-opment of multi-family units. Not all multi-family construction should take place on vacant land. Many of the new apartments should be located in the older business dis-tricts of both counties, where rebuilding at increased densities would stimulate revitali-zation and encourage the greater use of mass

If these priorities are followed, parks, conservation, and multi-family housing will pre-empt Nassau County's vacant land. To in Nassau County will require great determina-tion, resistance to more attractive tax assets, and a willingness to permit greater apartment densities than most Nassau County communities have accepted in the past.

Beyond these two highest priorities in Nassau County, it will be necessary, as well as desirable, to locate as much new commercial and office space as possible in the exist-

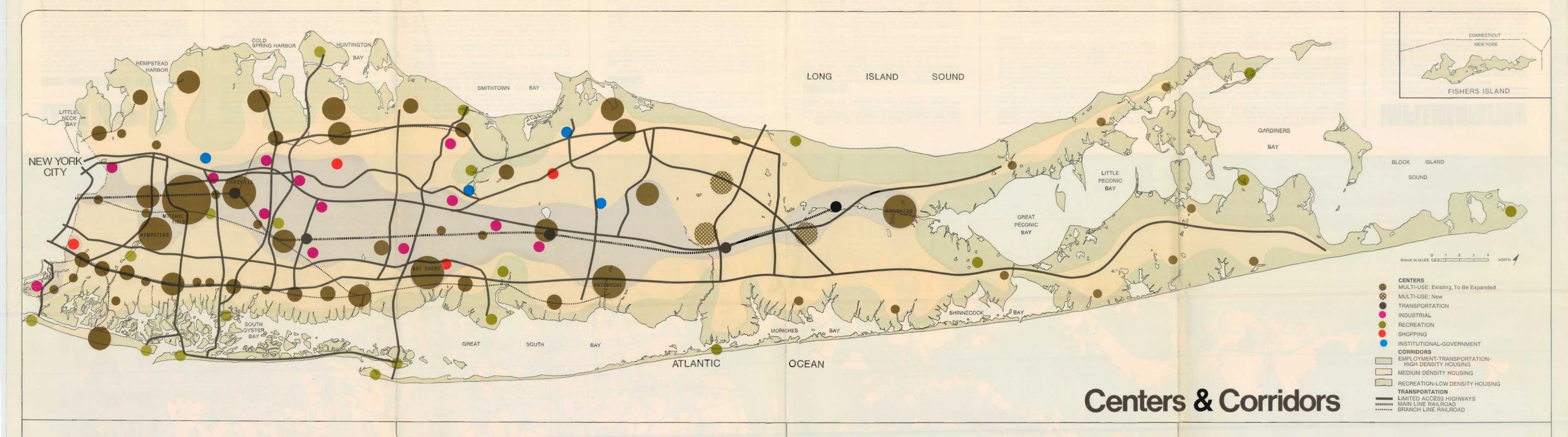
dictated by the shortage of land and the need

to revitalize these older centers to decrease dependence on the automobile. New office space should be strictly limited to the projected need. If the construction of large office parks continues at the current rate. Nassau County will soon have a surfeit of office space. The floor area proposed for Mitchel Field and Roosevelt Field alone amounts to over six million square feet; the additional five million square feet that will be needed by 1985 can and should be provided within existing central and should be provided within existing central business districts. The present practice of building office structures on scattered parcels violates the land use priorities established for Nassau County.
Industry is also a large land-user. Much
of the new industry that will employ Nassau
residents must locate in Suffolk County where
many accessible sites, along major highways

many accessible sites, along major highways and the railroad, are available to meet the needs of both counties.

Because Suffolk County has more than enough land to accommodate both its projected 1985 needs and the spill-over from Nassau, it is not necessary to establish rigid priorities, except for the preservation of open land. Suffolk County must, however, avoid overzoning for revenue-producing land uses.

Both counties therefore require a rational plan that relates the amount of land zoned for clean industry, apartment, commerce, and office uses to the amount of land needed for such purposes. Such a plan will show locations such purposes. Such a plan will show locations for the various uses that will encourage proper densities and community design, enable the creation of a mass transportation network that



clusters, and centers — are the essence of the Plan. These against which individual deciding on the merits of a community should be guided concepts, and the locational

Not every new development will conform fully fact, even if starting today, these concepts were rigorously and absolutely followed, they would not substantially change the appearance of the western third of the Island over the next fifteen years, except in the heart of some of the larger centers. Nassau County and the westernmost portion of Suffolk are already almost fully developed. Abou half of the new housing in Nassau will be singlefamily homes on scattered lots. This in-filling will But, over time, the concepts of this Plan, if followed. ill accommodate necessary growth while respec ing the needs of the people and their environmen and will encourage the use of mass transit by placing greater densities of housing, jobs, and

shopping within walking distance of mass transit facilities.

Consider the geography of Nassau and Suffolk Counties — long, narrow, attached at one end to one of the world's major cities, surrounded everywhere else by water. Clearly, the most valuable recreation land is at the waterfront; the best loca-tion for housing is adjacent to the recreation areas. Equally clearly, the most logical location for industry and other employment is along the center spine of the Island, close to its major transportation facilities. In this location, equi-distant from both the north and the south shores, jobs will be most accessible to residents, yet the inevitable harmful effects of industrial points. effects of industry - noise, traffic - will be On the above map, the Island is outlined in

pale green, indicating shorefront recreation, con-

broad residential corridors, one along the north shore, one along the south shore. These bands, each fairly well served by its own highways and rail, are within easy reach of both the central emseashore. Residential densities are lower along the shore, increasing towards the central employ transportation corridor, where existing limited-access highways, together with rapid and efficient rail service coordinated with a network of feeder bus lines, can provide rapid transportation to work, to

forks, where agriculture, fishing, and recreation

Inland, adjacent to the green areas, are two

square feet per parcel. The 250,000 square feet thus saved throughout the development could then be used for playgrounds, greenways, and other comchase price and the annual taxes might be less, yet the value of the house might be greater due to the enhanced quality of its environment. Of course, if the original lot were one acre or larger, clustering to one-quarter acre would save a greater amount of open space without increasing the overall Clustering should apply to entire neighbor

for example, suppose that instead of placing 50

on 10,000 square foot lots - at a saving of 5,000 ments will help to ease the critical housing shortage in the two counties and to slow the rapid rise in the cost of housing. Single-family homes in established neighborhoods may become more readily available where nearby apartments provide for the changed needs of the present occupants of these homes. Apartments relieve the mounting cost of public services, because the cost of public utilities, fire and police protection, and roads is lower per unit for apartments than for single family dwellings. In addition, new apartments on Long Island are a hoods. Local streets would serve only those struc-tures within the neighborhood. Collector streets tax asset to schools as they generally pay more than three times as much in taxes as the cost of educaservation areas, and low-density residential development. The green border thickens at the eastern

New development should be clustered wherever possible. The concept of clustering is simple:

would delineate neighborhoods while linking them with the community center or downtown. ting the children from these units.

The proper use of clustering techniques is one

of the most effective tools for open space preser-Clustering also allows for the combining of vation at no acquisition cost to the community. town-houses and apartments with single-family detached houses while maintaining the overall original Through clustering of adjoining developments and the dedication of contiguous acreage, alert com-munities can acquire extensive open space systems. Linear parks, which can be created by judicious planning of adjoining cluster developments, can be valuable for watershed protection, hiking, horseback riding, cycling, passive recreation, preservation of spots of particular scenic beauty or ecological significance, and the articulation and delineation of comample of such a linear park. CENTERS

munities. The Smithtown-Islip greenbelt is an ex-The centers concept is an extension of the concept of clustering. Centers are accessible con-

The centers depicted on the map above are

an educational institution such as Stony Brook, a government center as at Hauppauge, or a grouping of industrial establishments such as that along the use center containing a variety of land uses and activities, such as those proposed for Mitchel Field and for the revitalized downtowns along the major east-west transportation routes. These multi-use centers can be large or small (those proposed range from a regional center at Mitchel Field to a local center in Southold) but in every instance they include housing and shopping, and in the case of all ut the local centers, they also include other activi ties and facilities - employment, education, transportation, special services and recreation - a

placed in an accessible location.

Activity centers can be formed through the

revitalization and expansion of an existing nucleus

of two types: the single use center, exemplified by such as an older central business district or a small business district, or through the creation of an en-tirely new center as the focus of a planned new com-

Every effort should be made to transform those older central business districts situated near the major transportation routes into activity centers. Many of these business districts have deteriorated because of their inability to compete with the new outlying shopping and office centers. Ease of access and ample parking space have lured customers from the older traffic-clogged downtowns to new convenient shopping centers along the major roads. Lower income residents have moved into the aging and decaying housing bordering the business district.

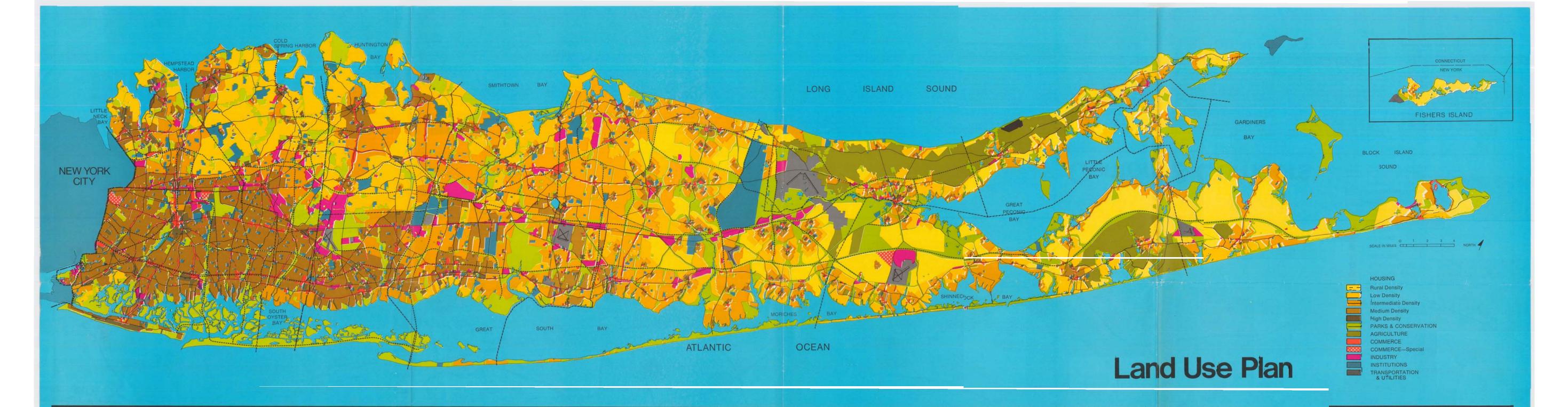
water mains, sewers, and power lines are extended

to serve new commercial and residential growth in

and improved parking, together with a substantial increase in permitted densities, will stimulate undeveloped, and where it is not possible to expand existing small concentrations of non-residential uses. For example, three entirely new

should contain as little industry as possible, and the commercial and office centers within the outer corridors should be smaller than those projected for the central spine. activity centers are proposed for eastern Brook-

Activity centers will encourage the use of public mass transportation by providing concenhousing. The central line of the railroad would provision of such a system would encourage which would, in turn, reinforce the economic contain the major employment centers and other speed line. The concentration of a large proporportation centers are planned for Mineola, Hickscenters would permit the retention of the open and Calverton, at the points where the main line



PARKS - CONSERVATION AND AGRICULTURE

Proposed Areas for Profile Acquisition. The additional parklands proposed for Nassau County include a large raw park at Woodbury; smaller ones at Woodmere, at Beyaliks, and at the Naval Divides site at Sanus Point; extensions of an existing park at hids Blacks. Perfor reclamations at Warriasset Bay, Herobestead Inlation and Coloris Coue in the Great Nack area. Centre felland, and others, and lands gained through development at Mitthe Heidt and through clustering in the North Share area. Acquisition at some North Share estates, and of the North, Lattingtown, and Stilwell Land Woods is recommended. These proposals fell short of the 15,000 acres, needed, but there is no other suitable land available in Nassau County.

In Suffolk County, three state park acquisitions are recommended, amounting to approximately 3,000 acres. The first, and largest, is for a new park with camping facilities at Flanders, the second and third are for additions to existing parks at Montauk Point and Wildwood.

oncl and third are for additions to existing parks at Montauk Point and Wildwood.

New county parks are proposed at Warding River, Ivan Piles, and Fresh Pant or the Booth Storie; at Reeves Bay, Rebins Island, Nichol's Point, Cardiners, Island, and Napsegue in the Peconic Bay - Gardiners, Pay area. Two Atlantic shoughtont areas are also recommended for county acquisition: an eastward extension of county haddings at Shinne cook Intel and a westward extension of county Pands along the barrier beadt near Hampton Bays. A min or addition to Blydenlaugh. barrier beach near Hampton Baye. A min or addition to Blodenburgh Park; extension of the Smithtown-Islip greenbalt, and several additions to Peconic County Park, including the Bald hill screege, are also recommended. These proposals, greatly augmented by an open space extent additional through Justeling, will provide for all prevently anticipated needs in Suffolk County, and will help to office, the chortage of open space in Nassau County. Both countries should obtain first additions for the purchase of golf.

courses and other large semi-public or private tracts that are par-

the golf courses represent virtually the any potential public park sites the county should exercise this option immediately whenever a golf course is offered for sale or development. Wettendia, Waltuways, annuther Sundrue. The ecological halance of the istant must be protected, an equilibrium must be mant and diffirm.

In the live in harmony with his environment.

Threatened by dredging, and fillings, and by the discharge of partiully treated effluent and other pollutants; the wetl ands napuire pro-

tedion. All major shows root wed lands and the remaining unportedest.

ponds. Creeks, and sireams in both counties should be protected and proserved in perpetuity. Declaring sand mining, and filling should be permitted only where these processes with not damage the marine environment, and greferably only where necessary for Onstruct into overhead in Port 35-feasor Habor. Powering must be aliminated; partially treated sewage emulant can no longer be discharged into Great South Bay without serious parameter dramage to the marine environment. Furthermore, water thoroughaines — similar to major roads — should be established to direct materialistic pleasure broads passing through the well-ands into areas where their popular water, notice, and formes with be least harmful.

Beaches and other shorefood land should be publicly acquired where tasished, and public access to the shorefood thought be improved.

The Eastern Towns, Eastern Suffolk County serves two important func-

The Eastern Towns. Eastern Suffolk County serves two important functions: the provision of recreation and the provision of fixed for the Metro-polition Regists and Deycold. Server growth in eastern Suffolk facus be limited if the desire to preserve its present functions and atmospheric to

limited if the desire to preserve be present functions and atmosphere is to be achieved. This aim is in accord with the ecological constraints of a limited fresh vater supply.

To preserve the rural and resort character of the eastern towns, land banking, clustering, and small certers are proposed.

Agriculture situated be protected through the public purchase and leasefacts of a minimum of 30,000 acres of the most productive farmland in the towns of Riverhead, Southold, and Southampton. No lesser measures can prevent the loss of virtually all of this extraordinarily productive acreage. Land prices are vising rapidly, the farmland must be purchased quickly before all of it is lost to development.

Many of the large parcels of land which are now farm and woodland as shown on the Land. Use Plan as Rural Density Housing — that is, unified development of clustered housing and neighborhood shooping at overall densities low chough to retain the present rural character.

New second housing, should be desired in or adjacent the existing centers such as lamagnet, Grannight, Mangatin Bays, Southampton, Sag Harbor, and East Hampton, all of which are planned as local multi-use centers, primarily for housing and shopping. marily for housing and shopping

The North Shore, The North Shave area of cestern Niassau and western Surfidik should continue to the developed at law densities to preserve its present open inpediamous liqually important, all future development should be desired to preserve open space, woods, and somic views. The Land Use Plan therefore shows this area as intended for low-density clustered. readountial development, with an overall avalage density of one litause or less per acre.

Residential Densities, Selveral residential densities are shown on the Land Use Plan. Lift grant dwalling types. Cat he producted in eight of these cargories. Thus, in shy residential a es shown on the map, now development doubt cambine clusteed single-timily homes, fown houses and spathments, as long as the overall density remained within the tense for eight category. These ranges are as follows: Rura — one dwelling unit or 1635 per acre in planness unit daysopments Low — one dwelling unit or 1635 per acre; intermediate = two to four units per acre; Mediam = rive to ten per acre; and High — eleven or more per acre. Single-family housing. Hair of the new penetral in Nassau Chunty will be single-family housing a membra in milling on a contract process as a membra in milling on a contract process in Statistic County, stragge family development will continue to preforminate, but should be displayed and served by sources.

Multi-Family Housing. Multi-family housing should not be scattered. The optimism liseation for appearance is term public transportation and shopping The site must be served by water and sewers. Ideally, apartments should be localed in an accessible activity center, preferably an older central business district. Locations near recreation are desirable, such as those near a large park or near the seashore.

Within the older central business districts, elevator apartments are Within the older central business districts, elevator apartments are suggested father than gardier apartments. The accompanying increase in density is particularly important to encourage private renewal of slighted areas and to provide support for an improved public transportation system. In Natsaw County, the Plan proposes aparthabuts in the fifteen older business districts; in the new center at Mitchel Field; in the area of the New York State University, C. W. Post College, and New York Institute of Technology at Old Westburs and Brooklyile; and elsewhere in the county on parcels that are usable, well-located, and presently zoned for apartments.

on parcels that are usable, well-located, and presently zoned for apartments.

Bet ween new and 1985, 42,500 apartment units should be built in the incorporated and unincorporated portions of the Town of Mempstead and in the City of Long Bleach, 8,000 in North Hampstead, and 12,000 in the Town of Owster Bey and the City of Glen Caus.

In Suffick County, 65 percented the recommended spartments should be provided in the citing of all business distribs. The rest should be part of the proposed centers at Middle Island, Yaphank, and Manorville, of the Clustin distributions of Parkhipper Mismor and Breitwood in the Town of Island State of Intertwineton, and of the proposed reflectionment of North Amityville in the Town of Babvion.

Between 10w and 1985, 11,000 apartment units should be built in the incorporated and unincorporated areas in the Town of Babvion, 15,000 in the Town of Island to 10,000 in the Town of Babvion, 15,000 in the Town of Island, and 20,000 in the Town of Rivertead, 2,000 in the Town of Southampton, and 500 each in the Town of Cast Hampton and Southard Apartments are not suggested for the Town of Southampton, and Sou each in the Town of Southampton, and Sou each in the Town of Southampton, and So Publicly-Assisted Housing. Publicly sesisted housing must be provided throughout most of Nassau and Suffolk Counties to assure decent homes

for residents of low to middle incomes runnermore, the continued growth of industries and offices, which are among the Island's Isrjam talepayers, may depend on an adequate supply of ribusing for workers.

The staff of the Nassau Sutolik Regional Planning Board has prepared. a guide to local ties, summarized below sixting forth, by towns, the number of dwelling units to the deagnizate in the first phase of a publicly assisted housing projection. In Nacista County the quantities are: Hempsaleti, including the City of Long Black——10,400 units, North Hempsaleti——2,600, Oystar Bay, including the City of Clast Cays——2,500, In western Surfolk Counts, the quantities are Baylon——2,645 units, Islip——3,700, Hunts ingtor — 1 5/5. Smith-town — 35% brockhaven — 4.475, in easier sufficiely Riverhead — 725. State amotion — 1.00%, East Hampton — 275, and Southand — 725.

The preferable location for previoly-assisted nousing, whether for low or middle income families or for the 505My, is now public videous families or for the 505My, is now public videous families or for the 505My, is now public videous families or for the 505My, is now public videous families or for the 505My, is now public videous families. The construction of housing at convenient, access that the first section of the families and will fend to minimize that the formal of the families and will fend to minimize the families and will fend to minimize the families.

Commercial uses should be concentrated in accessible activity centers; either in the older central fusines districts, which abready have utilities and thansportation and where the protosed abarment development will provide dustorities, of in new planned activity centers. No shopping complexes should be built, except in activity centers. No shopping contestions of retain, whice, and service uses in the centers element offset statished for activities and small shopping centers in a market statished and shopping centers. This is of particular importance in Suffolia County, where the large amount of "secret land states and similar evelopment in Nassau County many of the marginal strip coffinercial areas should eventually be eliminated through conversion to other uses such as offices or community facilities.

tually be eliminated through conversion to other uses such as offices or community facilities.

Office cultilings should be clustered near transportation and shopping. In fact, the major concentrations of offices should be located in the largest, must accessible centers the smaller concentrations, which should be limited to producional offices and business offices should be limited to producional offices and business offices should locate and industry and cultimated to the same land, make of which is at the outer edges of urban prowth. Offices should locate within the urban course, the largest outlands sites for industry.

In surfact offices should locate within the urban code, freeling the largest outlands distributed with urban and the land. Parancaid profuse and the largest outlands of the business distributed as the projection near activity contents. First sense and the projection of the strategy sense. The special Commercial category shown on the Land Use Plan comprises race tracks. Militative gard, is dwing alleys, driveriff thereof, and other commercial refreshion feelings.

New Grein industry, including manufacturing, Assearch and devisions ment, and wholesellings settled be located acts the central transportation spind of the laland. The concentration of industry adjacent to the proposed high speed rail limb and the bong is and expressing with industry with the bong is sent expression. to worked and hallital? the distribution of Socks Vallable recreational and residential line will also be proceed from industrial introduction of

traffic:
No Large-sette new industrial distriction lefts should be premitted in Newston between the limited amount of vis-shi tank and the premitted to open some about housing size. Large-stade new industrial development on the accommission of the contrate of the contrate of the some limited has a facility of the industry. At the central contrate. Surface has a facility of tend that will bis nexted by 1985.

Addrough the Land the man shows a reduction from the amount of land currently allowed for industry in Surface pointy, the accessor property and the many interesting the country the accessor production in land are producted at the Success periods of the production of the plantice.

Many the pree Park Haufrange, Bohama's Robbook access periods in the country of the plantice.

Profile and promie it suitations serving poth regions 41th total needs occurs large naces of fame in the assets and suitable. Decisions respecting the fauther of most of made educational respective, and made establishments are interested to the state of the service of the state of the service of the state of the service of the service of the state of the service of the state of t

The Transport of the Policy of

The goal of the Trums are the plain is to develop of balancia as a firm, provide more efficient mass transportation, but at the Sand type over come existing congestion on the roads. A central concept of the Unit of Plain description of the Concept of the Unit of Plain description of the concept of the Unit of Plain and the Concept of the Concept of

Highways. Residences of the Girest of tuture development, Existing

portugues, so nother hymnyas must be eliminated. With the exception of struction or examining of transporting, facilities should be considered in it along the existing rights a way. Adherence to the principle will mitigate the adverse effects of providing additional highway capacity. Additional limiting a cere highway large will minimize the need for withening see, ndividental covector and local streets and its field to make truth freight ships, right may already competitive. Pre-entivolutions of raffic warrant the construction of eight additional easily. It is also the existing training at the Current volutions of raffic warrant the construction of eight additional easily. It is also the existing the construction of the entire of the existing training at the Current volutions of the entire of the entire training and the entire principle of the entire of the

A Mestern Narsau Cxpressval, incorporating County Botheyard, is proposed from Suffice Highway to the Long stand Extressway, and eventually its Fort Washington. This Styressway is will felleve contestion in Minecial and accoming date the traffic this will result from the Construction

"Thecla and account to date one traffic this will result from the construction of a regional center at Mitchel Field.

In Surface County, which is the seven sway is recommended inclined access expressively. A top field for this expressive is a social a ministed access expressively. A top field for this expressive is recommended inclined social access to post of the construction of self-resolution of the field and the Necconstruction professional self-resolution of the field and the Necconstruction of self-resolution of the field access to the field access the field access the field and the field access to the field access the field access to the field access the field access to the field access to the field access to the field access the field access to the field Rail and Bus Survice. The Spored rail service is recommended Hone

a le the MTA to continue to provide necessity freight service.

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