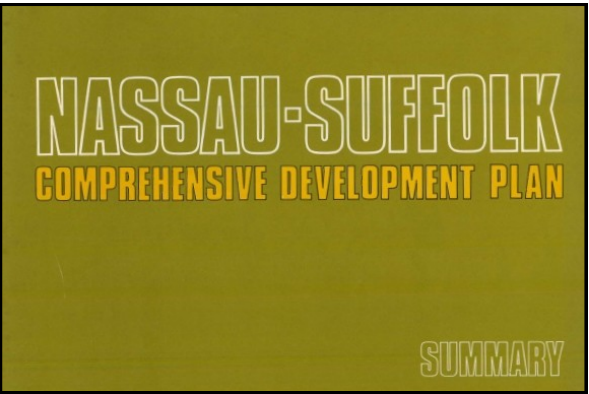


APPENDIX A - REVIEW OF REGIONAL AND LOCAL PLANS

REGIONAL PLAN REVIEW

- Nassau-Suffolk Comprehensive Development Plan – 1970
- Long Island Comprehensive Waste Treatment Management Plan - 1978
- Long Island Regional Strategic Economic Development Plan – 1993
- Pine Barrens Comprehensive Land Use Plan - 1995
- Long Island Regional Planning Council 2035 Visioning Initiative – 2009
- Sustainable Strategies Plan for Long Island, Long Island Regional Planning Council - 2010
- New York Metropolitan Transportation Council (NYMTC) - Regional Transportation Plan (RTP) 2010-2035



NASSAU-SUFFOLK COMPREHENSIVE DEVELOPMENT PLAN - 1970

Today's Long Island Regional Planning Council was originally formed as the Nassau-Suffolk

Regional Planning Board (NSRPB) which was responsible for establishing regional land use policies based upon sound research during a period of intense growth within the County. One of its earliest and most comprehensive works was the Nassau-Suffolk Comprehensive Development Plan adopted in 1970.

The Plan recognized that, "Nassau and Suffolk Counties possess a unique combination of assets – almost 1,000 miles of shoreline; woods, fields, ponds, clean air and waters; moderately priced housing,

good schools and community services; and accessibility to New York City. Today, these attributes, which have attracted more than two and one-half million residents, are threatened. Beaches and parks are overcrowded; fresh and marine waters are increasingly polluted; woodlands and fields are giving way to developments; older downtown areas are declining; and travel to New York City is frustrating, whether one uses the Long Island Railroad or the Long Island Expressway."

The preparation of the report was financed, in part, through a Federal grant from the Department of Housing and Urban Development (HUD) under the Urban Planning Assistance Program, authorized by Section 701 of the Housing Act of 1954, as amended.

The Plan articulated some of the same land use issues that are recognized today, 40 years later, in stating:

"... Residents are familiar with the land use pattern consisting of detached single-family houses served by large shopping centers, with office and industrial parks scattered along the highways. Such dispersal or "urban sprawl" wastes the open land, and spreads houses, jobs, and shopping so thinly that private cars must be used for every errand, no matter how trivial. Little variety of housing type or cost is provided. This is the antithesis of a rational development pattern, one that would preserve open space, encourage the elimination of deterioration and obsolescence, and provide adequate housing, linked to jobs and shopping by a balanced transportation system."

The NSRPB indicated that the, "Plan is responsive to the future demands of the population and reflects the fact that the natural environment is not limitless. That the number of people who can be

accommodated is limited by environmental constraints (air, water, and soils), transportation, and the need to preserve open space and shorefronts for conservation and recreation."

As with any comprehensive plan, it was also recognized that the "Plan is not a static document. In order to remain relevant, it should be adapted to changing conditions and values. In this fashion, and with public interest and support, the Plan will contribute to the proper development of existing and new communities and the preservation of the Island's assets."

Sub-studies within Nassau County included topics related to Republic Airfield, Bayville-Rye Bridge, Status and Potential of the Marine Environment, Residential Market Analysis, Suffolk County Inventory of Existing Bus Systems, The Economy of Long Island, A Look Ahead at Long Island Employment, Existing Land Use, Housing – Better Homes for Better Communities, Inventory of Public Lands and Facilities, Projected Employment and Occupational Mix, Sales Tax Study, Population, Soil Interpretations – Inventory and Analysis, Utilities –



Inventory and Analysis, Fiscal Inventory, Map Atlas, Land Use Plan, The Economy of Nassau and Suffolk Counties, Transportation Plan and Zoning – Inventory and Analysis.

The Plan projected a population of approximately 3.3 million residents in the bi-county by 1985 – significantly over the actual 1985 population of approximately 2.6 million. To meet anticipated housing needs the Plan recommended three strategies –

- (1) An increase in the rate of housing construction to allow for the development of a total of 400,000 new units within Nassau and Suffolk Counties by 1985;
- (2) Housing construction must shift from predominantly single-family homes to apartments in order to accommodate shrinking family size and changing demographics and
- (3) 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."

The Plan identified a number of priorities. The highest priority in both counties was the preservation of open space. The second highest priority in Nassau County was identified as land for the development of apartments. The Plan goes on to state that..."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 over-zoning for revenue-producing uses." The Plan states that "Both counties therefore require a rational plan that relates the amount of

... The highest priority in both counties was the preservation of open space. ...

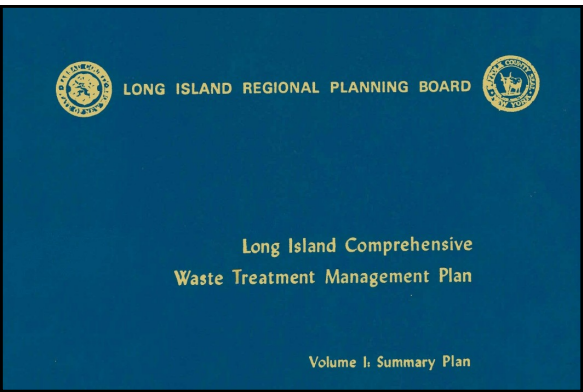
land zoned for clean industry, apartment, commerce, and office uses to the amount of land needed for such purposes."

The essence of the 1970 Plan was the concept of "Corridors, Clusters and Centers." Corridors, Clusters and Centers were to be the "guideposts" by which individual projects would be judged. It was envisioned that new development and redevelopment would be directed towards these areas. The linear nature of the Island with a major metropolitan area to the west and water surrounded it on all sides argued for the land along the waterfront to be used for recreational purposes with residential land abutting it and industry located along the spine of the Island with convenient access to major highways, rail lines and feeder bus routes.

Clustering, in which the applicable zoning ordinance or local law is modified to provide an alternative permitted method for the layout, configuration and design of lots, buildings and structures, roads, utility lines and other infrastructure, parks, and landscaping in order to preserve the natural and scenic qualities of open lands, was identified as one of the most effective tools for open space preservation. Clustering was also seen as a means of lowering

construction costs, diversifying the housing stock and providing for recreational opportunities.

Finally, the 1970 Plan recommended the development of single-use and multi-use centers in order to encourage compact development and discourage sprawl. The Centers concept was seen as an extension of the Cluster concept. Centers were seen as "accessible concentrations of activity." It was envisioned that the central spine of the Island would contain the major employment centers and traffic generators, minimizing the impact to residential areas while taking advantage of major roadways and public transportation infrastructure.



LONG ISLAND
COMPREHENSIVE
WASTE TREATMENT
MANAGEMENT PLAN -
1978

The Long Island Comprehensive Waste Treatment Management Plan was completed in 1978 under the direction of the Nassau-Suffolk Regional Planning Board.

The study was completed pursuant to the Federal Water Pollution Control Act Amendments of 1972. Section "208" of the Act specifically created a comprehensive water quality management program to deal explicitly with both the treatment and prevention of water pollution. Plans developed under this program were required to include a process for meeting established water quality goals and

demonstrate that management institutions exist with sufficient financial and legal authorities to implement the plan; or that new institutional arrangements would be created to achieve this purpose.

Governor Malcolm Wilson in December 1974 designated the Nassau-Suffolk Regional Planning Board as the regional planning entity to carry out Section 208 planning for Nassau and Suffolk Counties.

The then Nassau-Suffolk Regional Planning Board (NSRPB) created a Technical Advisory Committee (TAC) to help carry out the Plan. Voting members included Nassau County Departments of Health, Public Works and Planning, Suffolk County Departments of Health, Environmental Control and the Suffolk County Water Authority (SCWA). The 7th voting member was the Executive Director of the NSRPB who served as Chair of the TAC and Project Director for the overall program.

Consulting members also included representatives from the Interstate Sanitation Committee, Region II of the Environmental Protection Agency (EPA), the New York State Department of Environmental Conservation (NYSDEC), the United States Geological Survey (USGS), the Suffolk County Soil and Water Conservation District and the Soil Conservation Service (SCS), the Cooperative Extension Service (CES) and the New York State Department of Health (NYSDH).

In accordance with Section 208 Guidelines a Citizen’s Advisory Committee (CAC) was also created in order to provide input to the TAC from the general public and to act as a forum for the distribution of findings to the general public.

It is worth noting that the Program received a \$5.2 million grant from the EPA and was completed over a three year period from 1975-1978.

In today’s dollars, the then \$5.2 million dollar grant represents the equivalent of 27.5 million dollars in funding.

The report was completed in two volumes. Volume 1 – contains the Plan Summary while Volume 2 contains several interim reports including but not limited to (1) Population Estimates and Projections 1975-1995, (2) Modeling Studies, (3) Surface Water Quality, (4) Groundwater Conditions, (5) Management Options and (6) Virus Study. Volume 2 also included a number of individual nitrogen and organic sampling studies.

Volume 1 contained seven (7) sections entitled, (1) General Background, (2) Assessment of Conditions, (3) Alternative Wastewater Management Programs, (4) Environmental Assessment, (5) Preferred Plan Alternatives, (6) Citizen Participation and (7) Implementation in addition to a detailed Bibliographic Data Summary.

The essence of the report is the identification of the need to protect and properly manage the region’s groundwater – *“the sole source of water for the two counties.”* It was also recognized that the quality of fresh and marine surface waters must be protected for both commercial and recreational use.

Management options discussed in the plan were divided into three categories; (a) Structural, (b) Non-Structural and (c) Legal/Institutional.



**LONG ISLAND REGIONAL
STRATEGIC ECONOMIC
DEVELOPMENT PLAN – 1993**

The 1993 Long Island Regional Strategic Economic Development Plan (1993) functioned as the update to the Nassau-Suffolk Regional Planning Board’s 1970 Comprehensive Development Plan.

The structure of the plan was similar to previous plans. It consisted of an inventory and analysis of the existing economic conditions within the region in order to highlight the Island’s strengths and weaknesses. The second component of the study involved the *“projection of a range of possibilities and/or probabilities for each area of the economy under evaluation.”* A variety of economic development scenarios were then analyzed along with their associated consequences. The final step in the analysis was to then *“promulgate an implementation program to achieve the objectives of the plan.”* The intent of the plan was to provide a *“foundation for stable future economic growth and development.”*

Recommendations contained within the study are divided into economic categories including Manufacturing, Education, Dependent Care, Tourism, Energy Use and Conservation, Industrial Land Use, Commercial Land Use, Government and Taxation and Highway Transportation.

The Plan was completed at a time when the region’s economy was recovering from the decline of the Defense Industry sector. As a result, the plan discusses the need to diversify the economy and to

retrain the workers that were adversely impacted by the changes to the industry.

Additional recommendations within the Plan related to Manufacturing included a desire to “*forcefully exploit non-defense high-technology activities, the development of state of the art teaching factories in a cooperative effort between industry, government and academia and the establishment of a “loan pool”* in order to encourage banks to provide working capital loans to industry.

Educational recommendations spoke to the need to redefine the missions of Long Island’s institutions of higher education including the establishment of a “*first-rate public engineering college.*” The Plan also spoke of the need to establish a state-fund dedicated to university-oriented initiatives and projects and greater cooperation between business and academia in order to promote a more mutually beneficial relationship.

The Plan also spoke to the urgent need for dependent care and a closer working relationship between the Long Island financial community and Long Island child care providers.

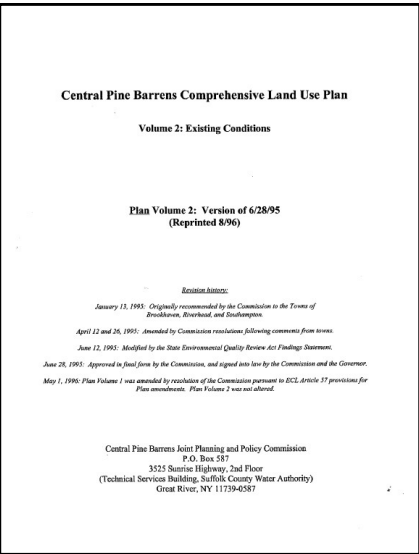
There were also numerous recommendations related to Tourism within the Plan. Some of these recommendations cited the need to better market the hospitality industry beyond Long Island and its immediate environs. Additional recommendations related to tourism included the need to promote shopping as a recreational pastime, better use of the Island’s harbors and docks and increased recognition of the Island’s historical and cultural amenities.

The Plan also recognized the need to promote energy conservation of all fuels, the encouragement of co-generational facilities and the establishment of a level playing field for independent power

producers. A decrease in the use of fossil fuels is also recommended along with an increase in the use of hydroelectric power.

One of the central recommendations within the plan deals with “*excess*” industrial land identified in Suffolk County. The Plan speaks to the removal of surplus industrial land and consideration for additional residential and marine use, where appropriate.

Finally, the plan proposed several recommendations related to government and taxation, highway transportation and commercial land uses.



PINE BARRENS COMPREHENSIVE LAND USE PLAN – 1995 (AMENDED TWICE)

The Pine Barrens Comprehensive Land Use Plan (CLUP) was adopted pursuant to the Long Island Pine Barrens Protection Act which was itself adopted by the State Legislature in 1993. The Plan was statutorily required to be adopted within 2 years of the passage of the Act. It was, in fact, adopted within the 2 year period in 1995 and has since been amended twice. A third update to the Plan has been underway for several years but has yet to be adopted.

The principal goals of the Act include the following:

- The protection of groundwater, surface water, and future drinking water supplies for 1.8 million residents.
- The protection of a threatened landscape containing the greatest diversity of rare, threatened and endangered species in NY State.

The Act created a five member Commission representing the State, Suffolk County and the towns of Brookhaven, Riverhead and Southampton. It is a unique inter-governmental board with regional land use jurisdiction at the local governmental level. The Commission’s responsibilities include: Comprehensive Plan development and implementation, Plan Enforcement, Transfer of Development Right (TDR) Authority and Public Lands Stewardship.

The Act charges the Commission with:

- The “*combined duties of a state agency, planning board and park commission.*”
- Land use review, permitting, and enforcement authority in the Central Pine Barrens, along with local municipalities.
- Establishment and operation of a transferable development rights and conservation easement program.
- Coordination of public lands stewardship and management on a regional basis.

The Act divides the Pine Barrens region into a Core Preservation Area, where development is prohibited without a hardship permit from the Commission and a Compatible Growth Area (CGA), where development must adhere to land use restrictions contained within the 1995 CLUP or seek a Commission permit. The Act also “grandfathers” or exempts certain specifically identified development projects.

The Commission’s stewardship work is advanced through a set of councils including:

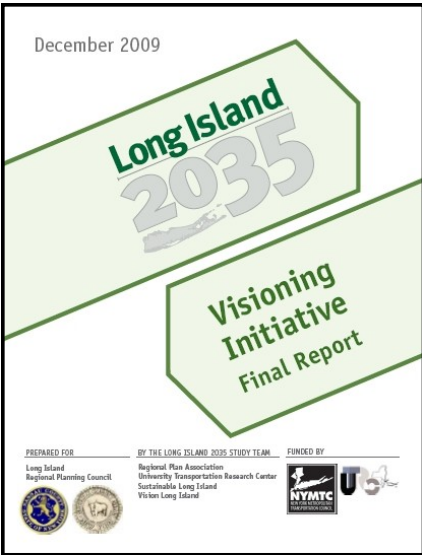
- Protected Lands Management
- Law Enforcement
- Fire Management
- Research

Core Elements of the Plan include:

- Land acquisition with the Core Preservation Area
- The establishment of a robust Transfer of Development Rights (TDR) program permitting owners within the CGA to receive and sell development rights known as Pine Barrens Credits.
- Establishment of a Pine Barrens Credit Clearinghouse to facilitate the transfer of credits.
- Specification of designated receiving areas for credits along with standards associated with same.
- Establishment of developments standards and guidelines for projects within the Compatible Growth Area (CGA).
- Procedural and Jurisdictional guidelines for application review

The establishment of several councils to guide the stewardship work of the Commission.

The Pine Barrens Comprehensive Land Use Plan reflects the ability of Long Island’s diverse collections of state, regional and local governments to work together effectively in order to protect and preserve a regional resource.



LONG ISLAND 2035 VISIONING INITIATIVE – 2009

The Long Island 2035 Visioning Initiative was completed in 2009 and was intended as a multi-phase project that would “implement a preferred vision for Long Island’s future, a vision that would be determined through extensive public input drawn from a series of workshops that would construct and rigorously evaluate alternative scenarios of how the Island could develop over the next 25 years.” The Visioning Initiative was established “to help achieve a regional consensus on where the next generation of Long Islanders could live and work, the transportation systems needed to support these settlements and the public and private actions required to insure a prosperous, equitable and environmentally sustainable Long Island.”

The Visioning Initiative was funded by the New York Metropolitan Transportation Council (NYMTC) and was administered by an Executive Committee comprised of the Long Island Regional Planning Council (LIRPC), Nassau and Suffolk Counties, the New York

State Department of Transportation (NYSDOT), the Metropolitan Transportation Authority (MTA), the MTA Long Island Rail Road and the Federal Highway Administration (FHA). Subcommittees comprised of municipal officials and various stakeholders also participated in the process. The LIRPC was the Chair of the Executive Committee. Work on the plan was completed by a variety of consultants including the Regional Plan Association (RPA), Vision Long Island, Sustainable Long Island and the University Transportation Research Center (UTRC).

The Visioning Initiative utilized certain assumptions related to population and job growth to forecast development alternatives within the region. The development alternatives were predicated upon the estimated population and job growth that was forecast by NYMTC. Using these assumptions, the Visioning Initiative Team then conducted a 90 minute exercise with a selection of stakeholders in order to determine where and how development might occur. The Visioning Initiative concluded with a summary of the findings from the exercise. Some of the findings included doubts about the likelihood of the projected growth, a preference for the preservation of open space and a strong sentiment for avoiding additional strip commercial development.

While the Visioning Initiative was conceived as the first step in a multi-phase effort to establish a vision for Long Island’s future, only the first phase of the project has been funded. Additional work associated with the project has been directed to the Long Island Regional Planning Council’s ongoing Long Island 2035 Comprehensive Regional Sustainability Plan. It is hoped that the rigorous evaluation of alternatives and extensive public input originally anticipated as the foundation of the Visioning Initiative will ultimately be incorporated into the work of the LIRPC.



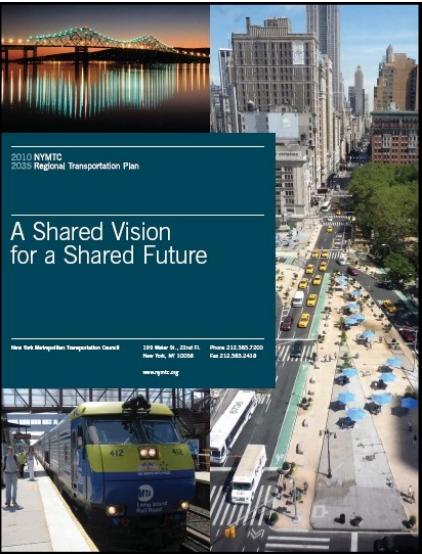
SUSTAINABLE STRATEGIES PLAN FOR LONG ISLAND, LONG ISLAND REGIONAL PLANNING COUNCIL

The Plan begins with an “Open Letter to the People of Long Island.” The letter indicates that the Sustainable Strategies Plan represents the “first phase” of the Council’s 2035 Regional Comprehensive Sustainability Plan. It speaks to the need to change the “way we develop and plan for our future” or risk becoming “fiscally, socially and environmentally endangered.” Critical issues identified within the Plan include “high taxes, lack of affordable workforce housing, unfriendly business climate and too many layers of government.”

The Plan includes an executive summary and list of strategies along with four main sections dedicated to the focus areas of the plan including Tax & Governance, Economy, Environment & Infrastructure and Equity. Each of the chapters covering the four thematic areas consists of an introduction detailing the context of the subject matter, a review of recommended “Strategies” and specific “Actions” needed to advance the recommended Strategies. Each chapter also includes a review of challenges and assets for the region related to the thematic area along with case studies, linkages to other initiatives and identification of the role of the LIRPC.

The Sustainable Strategies for Long Island 2035 Plan (Plan) represents an important and needed attempt to guide regional policy moving forward. It includes a total of thirty-nine (39)

Strategies along with one hundred and eighty-nine (189) Actions within the above-referenced four (4) focus areas.



NEW YORK METROPOLITAN TRANSPORTATION COUNCIL (NYMTC) - REGIONAL TRANSPORTATION PLAN (RTP) 2010-2035

The New York Metropolitan Transportation Council (NYMTC) is the designated Metropolitan Planning Organization (MPO) for New York City, Long Island and the Lower Hudson Valley. Since the 1970’s, Federal transportation legislation has required that all urbanized areas with a population greater than 50,000 must have a designated MPO in order to receive Federal transportation funding.

The NYMTC region encompasses an area of approximately 2,440 square miles along with a population of 12.6 million or roughly 65% of the entire state population. Voting members to the Council include Nassau, Suffolk, Putnam, Rockland and Westchester Counties, the Metropolitan Transportation Authority (MTA), New York City Department of Planning, New York City Department of Transportation and the New York State Department of Transportation. Advisory members to NYMTC include the Federal Highway Administration (FHA), Federal Transit Administration (FTA), New Jersey Transit, New York State Department of Environmental Conservation (NYSDEC), North Jersey Transportation Planning Authority, Port Authority of

New York & New Jersey and the U.S. Environmental Protection Agency.

The Mission of the NYMTC is:

- To serve as the collaborative forum to address transportation-related issues from a regional perspective
- To facilitate informed decision-making within the Council by providing sound technical analysis
- To insure the region is positioned to capture the maximum federal funds available to achieve the goals of the Unified Planning Work Program (UPWP), Regional Transportation Plan (RTP), and Transportation Improvement Program (TIP)
- To focus the collective planning activities of all Council members to achieve a shared regional vision

The Regional Transportation Plan (RTP) is a central component of the transportation planning process within NYMTC. The Plan details the region’s transportation plans, needs and goals over the years 2010-2035. It is updated every four (4) years. The Plan is a collaborative effort among NYMTC partners, the public and private sectors, various stakeholders and the general public. It addresses all major aspects of regional transportation including highways, streets, public transit, ridesharing and demand management, bicycles, pedestrian facilities, the movement of goods and special needs transportation.

The RTP includes strategic transportation investments which are tied to a “Shared Vision” for sustainable growth. This Shared Vision consists of:

- Five Regional Shared Goals that lay the foundation for the region’s decision-making framework;
- Ten Regional Desired Growth Areas that represent the region’s consensus vision for guiding future growth and development;
- Strategic Regional Transportation Investments, including four foundation improvement projects that are deemed a first step toward improving long-term mobility within the region;
- Ten Strategic Regional Policy Guidelines that together help NYMTC member agencies and partners achieve the Regional Shared Goals
- County, Borough and other Local projects

The Five Regional Shared Goals included within the Plan are:

- Enhance the regional environment
- Improve the regional economy
- Improve the regional quality of life
- Provide convenient, flexible transportation access within the region

Build the case for obtaining resources to implement regional investments

The Ten Desired Growth Areas are spread throughout the NYMTC region with the “HUB” identified in Nassau County and the Sagtikos Corridor identified in Suffolk County. Combined, the Ten Growth Areas could contain a total of 90 million square feet of commercial space, 70,000 residential units and as many as 360,000 new jobs.

The Strategic Regional Transportation Investments identified in the Plan include resources needed to support existing infrastructure, completion of four “*Foundation Projects*” which, have already been approved for funding, pursuit of new strategic transportation improvements in order to better advance the development of the ten desired growth areas and identified county, borough and local projects.



1928 aerial of Commack

The four Foundation Projects include the MTA New York City Transit’s Second Avenue Subway, MTA Long Island Rail Road access to the east side of Manhattan, MTA New York City Transit’s No. 7 Subway Extension to the west side of Manhattan and New Jersey Transit’s access to the Region’s Core Project.

Financing the Plan is not easy. Cost estimates over the 2010-2035 time period include 289.8 billion for work related to maintaining the current infrastructure in a state of good repair, 661.1 billion in operations and maintenance costs, 29.8 billion for the 4 Foundation Projects and 5.6 billion associated with safety and mobility. Thus, total needs identified within the Plan are 986.3 billion with Forecasted Resources totaling 998.5 billion. Unfortunately, this leaves approximately 12.3 billion in funding to cover an estimated 50 billion dollars in identified major strategic improvements.



1978 aerial of the same area in Commack

OVERVIEW OF LOCAL MUNICIPAL COMPREHENSIVE PLANS OF SUFFOLK COUNTY

The New York State constitution provides that the principal authority for guiding community planning and development is vested in the cities, towns and villages of the state. This "home rule" authority has allowed the municipalities in Suffolk County to shape their development patterns and land uses in accordance with the needs, desires and vision of their community. While all of the ten (10) towns in Suffolk County have adopted or are presently considering adoption of a comprehensive plan, the record among the 33 incorporated villages is mixed. Many villages do have comprehensive plans but it is noteworthy that most do not. Sixty-nine percent of incorporated villages in the county do not have an adopted written comprehensive plan. While these municipalities do have basic land use tools such as zoning and subdivision regulations, unwritten informal plans make it difficult to support land use decisions. This may place the municipality and its respective boards in a position to have to explicitly demonstrate in its records and findings evidence of the essential development goals of the community. Unprepared municipalities may discover zoning procedures are inadequate to deal with new land use challenges. Sometimes, the only option for the local government is to establish a temporary moratorium until it can handle the situation, a reactionary approach.

Towns and villages that have legislatively adopted and updated comprehensive plans can provide a welcome environment for rational development by identifying the location and type of development projects that are appropriate for the community. Written plans that are easily identifiable and accessible to the public provide legitimacy to zoning and land use decisions. Such plans are also valued by private land owners since they can provide predictability to the land use review process.

As indicated, all of the ten (10) towns in Suffolk County have legislatively adopted comprehensive plans. The oldest adopted plan is from the Town of Huntington and was adopted in 1933. Interestingly, the most recently adopted plan is also from the Town of Huntington adopted in 2008 (see **Table A-1**). The trend for the updates to existing comprehensive plans in Suffolk County is a proactive approach to land use by encouraging mixed use development (dwellings and offices above stores, shops and businesses) separated by less intense development and open space corridors similar to that which evolved in hamlet and village neighborhoods in earlier decades. This concept can be termed a "nodal development pattern." Current comprehensive planning

recommendations promote land use tools such as incentive zoning, transferable development rights, cluster development, planned development districts, overlay zoning and floating zones. Many of the plans under revision address, to some extent or another, the regionally significant issues identified by the Suffolk County Planning Commission including environmental protection, economic development, housing diversity, transportation, energy conservation and public safety. For a synopsis of each local municipal comprehensive plan initiative in Suffolk County see the attached summaries.

A review of the basic land use tools utilized by municipalities in

TABLE A-1, SUFFOLK COUNTY TOWN'S COMPREHENSIVE PLAN STATUS			
TOWN	Year of Last Officially Adopted Plan	Website Address of Town's Comprehensive Plan	Year of Town's Previous Comprehensive Plan
Babylon	1998	-	-
Brookhaven	1996*	http://www.brookhaven2030.org/	1987, 1965
East Hampton	2005	http://www.town.east-hampton.ny.us/comp_plan.cfm	1984
Huntington	1978	http://town.huntington.ny.us/permit_pics/818.pdf	1993, 1965, 1933
Islip	1978*	-	1964
Riverhead	2003	http://riverheadli.com/planning-3.html	-
Shelter Island	1994*	http://www.shelterislandtown.us/comprehensive.ihtml	1972
Smithtown	1957*	http://www.smithtowninfo.com/PlanningDepartment/templateproc.cfm?PageID=340	1970
Southampton	1999	http://www.southamptontownny.gov/content/72/837/2113/default.aspx	1970
Southold	1985*	http://southoldtown.northfork.net/Planning/Southold%202020/Southold_2020.htm	-

* Town is currently working on an update to the Comprehensive Plan.

Suffolk County indicate that all municipalities (100%) in the county have zoning in place (*Nassau Co., 99%; Rockland Co., 100%; Westchester Co., 96%; Statewide, 78%: Commission on Rural Resources 2008*). All Suffolk County municipalities (100%) have site plan and subdivision procedures in place (*Nassau Co., 85% & 90%; Rockland Co., 92% & 88%; Westchester Co., 94% & 79%; Statewide, 70% & 73%: Commission on Rural Resources '08*). All municipalities in Suffolk County (100 %) have planning boards (*Nassau Co., 84%; Rockland Co., 92%; Westchester Co., 96%; Statewide, 87%: Commission on Rural Resources 2008*). As previously indicated, all towns in Suffolk County have comprehensive plans (*Nassau Co., 33%; Rockland Co., 100%; Westchester Co., 90%; statewide towns, 71%: Commission on Rural Resources 2008*) while only 31% of the incorporated villages (*Nassau Co., 40%; Rockland Co., 100%; Westchester Co., 90%; statewide villages, 66%: Commission on Rural Resources 2008*) have such plans.

Suffolk County, by comparison to similar counties in the state or for the state as a whole, is relatively sophisticated when it comes to land use controls. The significant planning tool lacking in Suffolk County is the Comprehensive Plan at the village level. (see **Table A-2**)

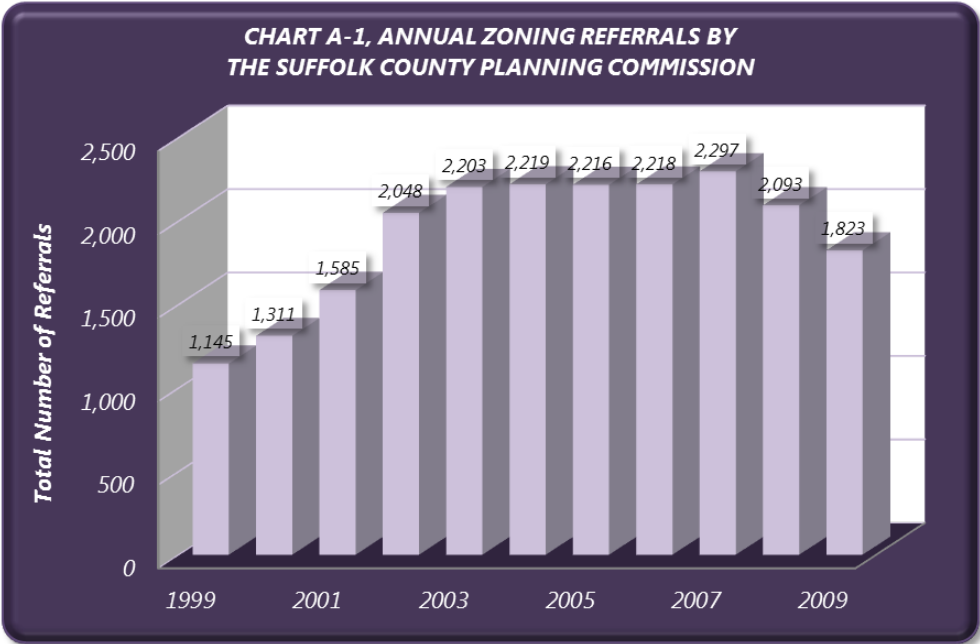
It is estimated that over 1,000 people serve on legislative boards, planning boards, zoning boards, architectural boards, historic boards, community advisory committees, etc. in Suffolk County. This does not include local justice courts and the State Supreme Court officials who are regularly called on to adjudicate land use conflicts. Nine (9) of the ten (10) towns in the County have full time professional planning staff. The Town of Shelter Island and all of the villages in the County retain professional firms (to some degree) to review and report to the boards on various land use initiatives. It is a continuing effort of the Suffolk County Department of Planning and the Suffolk

County Planning Federation to keep land use practitioners and interested parties abreast of planning and zoning principles, practices, case law and statutes.

A review of Suffolk County Planning Commission Statistics over the last ten years (1999 – 2009) reveals that annual referral totals received in 2009 from local municipalities (pursuant to NYS GML 239 l., m. and n.) was greater than that received in 1999 (see **Chart A-1**). The peak year for municipal referrals to the Commission was 2007. Beginning in 2008 referrals to the Suffolk County Planning Commission has declined. Several factors may be involved including diminishing developable land and therefore less development applications within the jurisdiction of the Suffolk County Planning Commission, the downturn in economic activity and the enactment of Inter-Municipal Agreements (IMAs) between Suffolk County and seven of the ten towns and eight of the 33 villages in it (The IMAs are agreements to expedite the land development process between the local municipality and the County by categorically determining certain minor development applications to be matters for “*local determination*”. Hence, there is no need to refer these cases to the Commission and so they are not counted in the statistics).

A review of the percentage of the total number of referrals to the Suffolk County Planning Commission by municipality reveals that the Town of Brookhaven refers the greatest percentage of the total applications. The Town of Brookhaven is the largest town in the County of Suffolk, both geographically and demographically. Beginning in 2003 however, the percentage of the total referrals from the towns began to change. An increasing percentage of the totals came from the Town of Huntington and the Town of Riverhead (see **Chart 5-2**). One possible explanation for this is that in this time period Huntington, second only to the Town of Brookhaven in

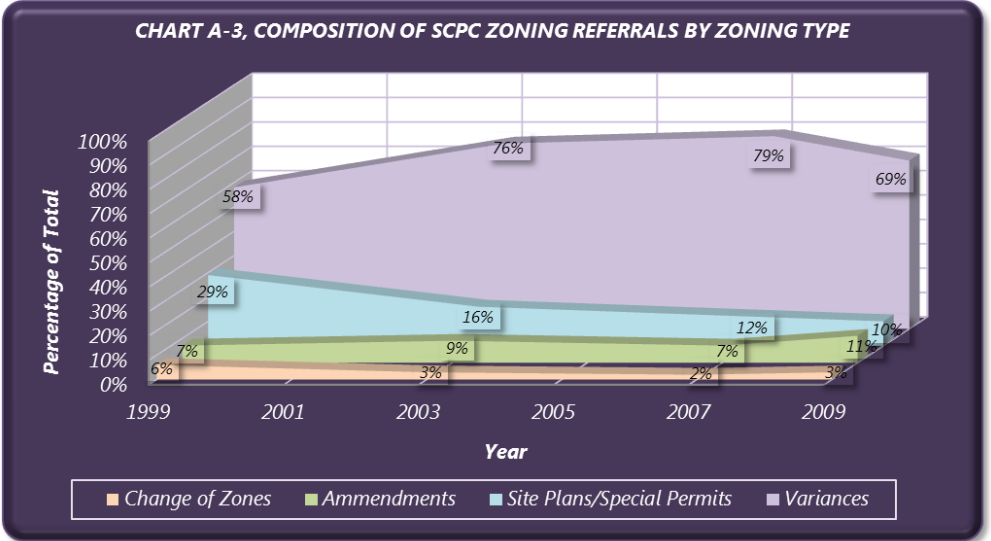
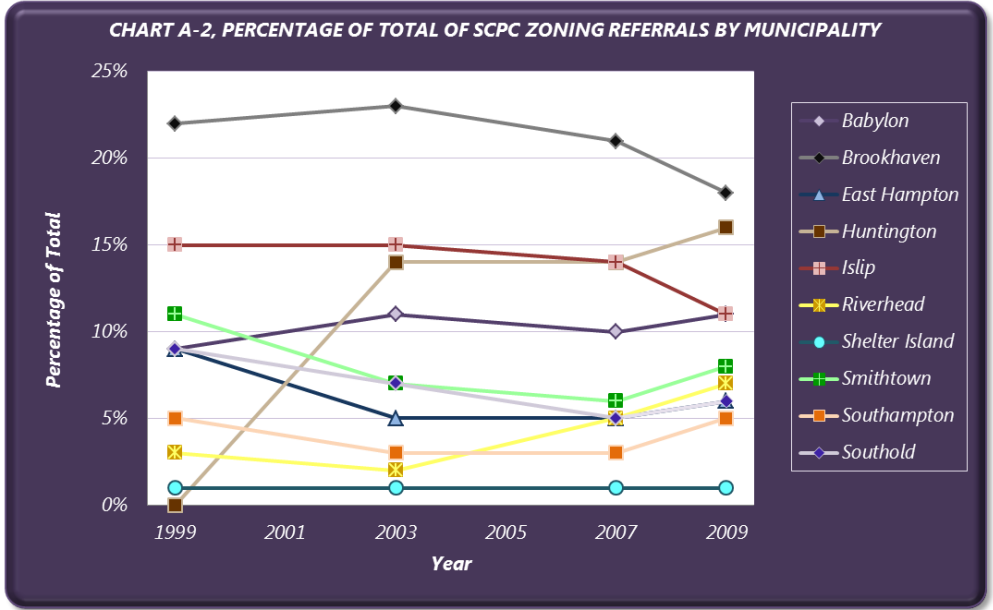
TABLE A-2, REVIEW OF LAND USE TOOLS					
MUNICIPALITY	% of Municipalities with Zoning	% of Municipalities with Site Plan Subdivision	% of Municipalities with Planning Boards	% of Towns with Comprehensive Plans	% of Villages with Comprehensive Plans
Suffolk County	100	100	100	100	31
Nassau County	99	85/90	84	33	40
Rockland County	100	92/88	92	100	100
Westchester County	96	94/79	96	90	90
Statewide	78	70/73	87	71	66



agricultural acreage of the five west end towns in Suffolk County, may have converted these acres into developed land (Brookhaven’s conversion of available land may be declining due to the proximity of the vacant land relative to environmental and regulatory constraints of the groundwater management zone and the Central Pine Barrens). For the Town of Riverhead an increase in referrals to the Suffolk County Planning Commission may be indicative of land development pressure and activity moving east as available buildable land diminishes at the western end of Suffolk County.

The Composition of referrals to the Suffolk County Planning Commission by zoning type over the last ten years indicates that variance application referrals were the largest category of referral. Over time variance referrals have steadily increased while all other categories have steadily declined (see **Chart A-3**).

In conclusion, while Suffolk County municipalities are relatively sophisticated in terms of land use plans and regulations by comparison to similar counties in New York State, there are gaps in overall comprehensive planning at the village level. It can be argued that municipal zoning categories in Suffolk County appear to be aging relative to the changing needs in the region but the evolution of new ordinances is slow. The need to integrate inter-community and regional issues into local comprehensive plans is acute at this time.



SUMMARY OF SPECIFIC LOCAL MUNICIPAL COMPREHENSIVE PLANS IN SUFFOLK COUNTY

MUNICIPALITY: Town of Babylon

PLAN TITLE: A Plan for the Future of the Town of Babylon (Town of Babylon 1998 Comprehensive Plan)

PLAN ADOPTED (or to be adopted in lieu of):

The Town of Babylon initiated its Comprehensive Plan process with a community-wide survey in 1991. A series of public workshops were then conducted in 1993 to identify important community issues as well as Town strengths and weaknesses. This was followed by baseline studies designed to inventory existing conditions and to develop strategies targeting identified Town concerns. After public hearings and a public comment period the Town of Babylon adopted the Comprehensive Plan on August 11, 1998.

MAJOR OBJECTIVES (scope/basic summary):

The Town of Babylon Comprehensive Plan identified five major “themes” and then made related recommendations. These themes included: preserving the Town’s suburban character, responding to

the changing population, improving quality of life in economically distressed areas, job and economic development, and protecting natural resources.

To preserve “suburban character” the Comprehensive Plan recommends enforcement of town regulations (i.e. Building Code, Accessory Apts., etc.), utilizing commercial districts as focal points, creating buffers between residences and conflicting land uses and ensuring that zoning boundaries match neighborhood boundaries.

The Town of Babylon experienced dramatic population growth from 1940 to 1970 increasing from 24,000 to 204,000. Population growth decreased between 1970 and the completion of the Comprehensive Plan in 1998. During this period the population also became older, more racially diverse and had a lower average household size. The study noted the increasing need for senior housing and affordable housing for younger families.

The Plan identified the hamlets of Wyandanch and North Amityville as economically distressed areas. The Plan recommends continued work in housing support by the Long Island Housing Partnership Inc., increases in social services, and community improvement programs including community centers and revitalized retail areas.

The Economic Development section the plan recommends redevelopment of Route 110 and Route 109 where there has been a shift from manufacturing/retail to office and entertainment use. The Plan discusses establishing a new office use district and changing the zoning along a part of Sunrise Highway and a large portion of the Route 110 corridor. Reestablishment of Central Business Districts that promote a mixed use type of development pattern is recommended for Wyandanch, Deer Park, North Babylon and Copiague.

Preservation of Babylon Town’s natural resources was cited as the most important issue of resident concern in initial surveys. The plan recommends adopting a Land Conservation District that would limit density and uses in environmentally sensitive areas and on most of the larger vacant parcels in residential areas.

KEY ELEMENTS:

The Town of Babylon’s Comprehensive Plan recommends the adoption or amendment of many different zoning districts. These modified zoning districts are then used as part of relatively large scale change of zone recommendations. Two important examples of this are the Office District creation/change of zone along the 110 Corridor and the Land Conservation District/change of zones on environmentally sensitive lands and large residential parcels.

OTHER COMMENTS:

The Town of Babylon Comprehensive Plan emphasizes four out of the six “critical County-wide priorities” of the Suffolk County Planning Commission including environmental protection, economic development, transportation and housing diversity. Babylon’s land use plans do not specifically address energy conservation or public safety.



MUNICIPALITY: Town of Brookhaven

PLAN TITLE: Brookhaven2030

PLAN ADOPTED: Pending

The Town of Brookhaven’s Master Plan was adopted in 1996. The 1996 Master Plan was based on eight previously completed Hamlet Plans. Subsequently there have been numerous hamlet and corridor studies that are either in progress or have been adopted or accepted by the Town Board. The Town is currently working on a new comprehensive plan, Brookhaven2030.

MAJOR OBJECTIVES:

The primary goals of the Town’s 1996 Master Plan are to foster economic activity, utilize mechanisms that both preserve open space and create development centers that have a “sense of place”, provide affordable housing, and align zoning with existing/future conditions. The Master Plan makes specific recommendations in four major areas: environmental resources/open space, historic preservation, transportation, land uses and zoning. The land use and zoning recommendations emphasize additional development of multifamily and senior housing, reduction of the excess commercial zoning through rezoning to higher density residential or industrial and directing industrial zoning to appropriate locations.

Since the 1996 Master Plan a number of Hamlet/Corridor Studies have been conducted. These studies generally recommend the development of “downtown centers” surrounded by “transition zones”.

Brookhaven Town is currently preparing a new Comprehensive Plan entitled “Brookhaven2030”. The new comprehensive plan lays out a vision for the town through 2030. Goals for this Plan include: protecting open space and the environment, redirecting growth to areas with existing infrastructure, revitalize downtowns making them pedestrian oriented with a unique “sense of place”, expand the town’s

transportation options, and insure a sustainable tax base via job and business development. Additional emphasis is given to developing infrastructure and creating a diversity of housing options.

KEY ELEMENTS:

Recent Town Hamlet/Corridor Studies and the broad goals of the Brookhaven2030 plan emphasize “downtown development centers” with neighboring “transition zones”. The plans recommend an increase in density in the “development centers” while maintaining or reducing density outside of the “development centers”. Additional emphasis is placed on multi-modal transportation and development of transit oriented development most notably shown in the Ronkonkoma Transit Oriented Development Plan.

OTHER COMMENTS:

The Town of Brookhaven 1996 Master Plan, subsequent Hamlet/Corridor studies and stated goals for Brookhaven2030 address five out of the six “critical County-wide priorities” of the Suffolk County Planning Commission including environmental protection, economic development, energy conservation, housing diversity and transportation. The Town puts emphasis on development of downtown or hamlet centers with multimodal transportation options and reduced car dependency, attached housing and economic development. The Plans do not specifically address Public Safety.

MUNICIPALITY: **Town of East Hampton**

PLAN TITLE: Comprehensive Plan

PLAN ADOPTED: May 6, 2005

MAJOR OBJECTIVES: The Vision Statement articulates the overall image of what the community would like to be in the future. It expresses that development should be harmonious with the existing character of the community. Within the Town of East Hampton there are areas that are traditionally identified as separate communities with unique geography, land-use, natural and built environments, of which their residents are very protective.



KEY ELEMENTS: The eleven (11) stated goals of the Comprehensive Plan are as follows:

- Maintain, and restore where necessary, the Town’s rural and semi-rural character and unique qualities of each of East Hampton’s historic communities.
- Take forceful measures to protect and restore the environment, particularly the ground water.
- Reduce total build-out of the Town to protect its natural and cultural features.
- Provide housing opportunities to help meet the needs of current year-round residents, their family members, senior citizens, seasonal employees, public employees, emergency service volunteers, and other local workers.
- Encourage local businesses to serve the needs of the year -round population and reduce the environmental impacts of commercial and industrial uses.
- Encourage and retain traditional local resource based fishing and agricultural industries that practice environmentally sensitive methods of operation.
- Protect historic buildings, hamlets, neighborhoods, landscapes and scenic vistas from incompatible development. Prevent further loss of the Town’s cultural and archaeological resources.
- Coordinate with regional agencies, organizations and systems to reduce reliance on the automobile. Encourage investment in alternative transportation – including sidewalks, rail, buses, shuttles, and “shared” cars – while maintaining the existing scale and character of the community.

- Develop road, wastewater treatment, water, and power infrastructure, consistent with Goals 1 thru 3, needed to reduce public health, safety & environmental risks.
- Provide adequate facilities, land and programs for schools, town offices and other functions, day care, senior care, families, and other educational, cultural, recreational and health care needs.
- Commit to implementing the Comprehensive Plan.

COMMENTS:

The plan analyzes land use by hamlet or planning area, whereas the school district boundaries serve as the hamlet or planning areas boundaries (excluding Villages). There are five (5) of them; Amagansett, Wainscott, Montauk, Springs, and East Hampton.

The plan addresses existing land uses town-wide and within the five (5) hamlet areas. It discusses residential build-out, affordable housing, urban renewal, and water resource management.

The plan then offers land use recommendations both town-wide and by hamlet area including criteria for acquisitions as well as rezoning recommendations (including proposed zoning maps).

The proposed zoning changes are intended to create a more contiguous land use pattern throughout the Town and within the hamlet areas; also to achieve the plan’s goal of reducing residential build-out and protect ground and drinking water resources via up-zoning, establishing various overlay districts to further regulate development, and make strategic land acquisitions for open space purposes.

To counteract the undesired effect of the reduction in residential build-out on housing options for its residents and workforce, the plan recommends, and the Town Board supports, the creation of Affordable Housing Overlay Districts for higher density housing and receiving sites for transfer of development rights (TDRs), in location though-out the town and within the five (5) hamlet areas; and updating the town’s Urban Renewal Plan to create new housing and employment opportunities for its residents.



MUNICIPALITY: **Town of Huntington**

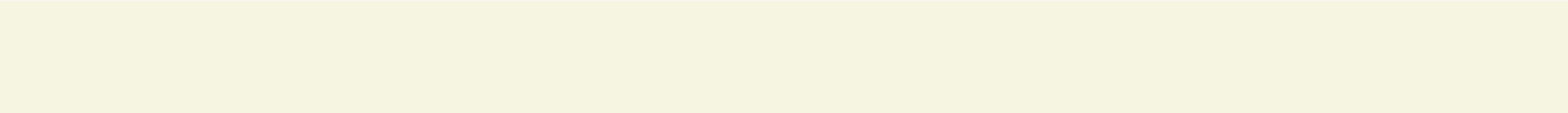
PLAN TITLE: Horizons 2020: Town of Huntington Comprehensive Plan Update

PLAN ADOPTED: December 2008

MAJOR OBJECTIVES: The Plan promotes a Vision Statement based on extensive community input having four basic themes; Community Character, Quality of Life, Sustainable Community Structure and Responsive Town Government.

KEY ELEMENTS:

- Environmental Resources and Open Space “*Green Infrastructure*”: 1) Protect environmental resources and natural systems; 2) Preserve a town-wide network of open space and greenways; 3) Provide excellent parks and recreation facilities that meet the needs of residents.
- Community Character: 1) Maintain and promote the



Town’s historic and cultural resources, heritage, and position as a center of the cultural arts; 2) Preserve and enhance Huntington’s visual character.

- Community Facilities: Provide cost-effective community facilities and services that meet citizens’ needs and contribute to the quality of life.
- Land Use: Created a “*General Future Land Use*” map to manage development and redevelopment to protect valued land use patterns and to maintain or improve the character of areas experiencing pressures for change.
- Economic Development: Promote a healthy, diversified, and sustainable economy that provides a strong tax base, needed goods and services, and employment opportunities.
- Transportation: Provide safe, efficient, multi-modal transportation system that provides residents with convenient choices for accessing destinations.
- Housing Provide a variety of housing choices that are suitable and affordable Huntington’s diverse households and compatible with the character of Huntington’s neighborhoods.

OTHER COMMENTS:

The plan calls for reducing the percentage C-6 General Business zoned parcels, which currently makes up approximately 90% of all the commercially zoned parcels in the Town, and rezoning some of them to what would be more appropriate for their specific locations. The changes would likely result in either the new C-7 Minor Commercial

Corridors/Centers and/or Hamlet Center Business zones. The revised zoning maps will generally be based on what is already the developed land use, and would be the “*blueprint*” to regulate future development and redevelopment.

The Town projects a continued population growth trend that will continue to make housing a critical issue.

Community (visual) character is being preserved partly via establishing Architectural Review procedures as part of the site plan review process.

The town’s strategy to preserve environmental resources and open space is to enact more regulatory controls; enact overlay districts; manage Special Groundwater Protection Area (SGPA) concerns; expand the inventory of wetlands not already regulated; apply appropriate environmental criteria; require/encourage alternative site design standards providing more open space; etc.

The plan also calls for the town to implement a transfer of development rights (TDR) program that is self-contained. That is where all sending and receiving sites are within the town’s boundaries. The plan does not prohibit transfers of development rights in or out of villages within the town, but adheres to the Suffolk County Sanitary Codes, and SGPA policies.



MUNICIPALITY: **Town of Islip**

PLAN TITLE: Town of Islip Comprehensive Plan

PLAN ADOPTED:

The Town of Islip last completed a Comprehensive Plan in the 1970s and early 1980s. This has been followed by many specialized studies including a town-wide economic development plan and numerous corridor studies. More recent plans include hamlet studies of Oakdale and Brentwood. Islip’s Planning Department also indicated that in addition to their written plans, a consistent land use philosophy is used (and made evident in the staff reports) when evaluating change of zone applications.

MAJOR OBJECTIVES:

The goals of the Town’s mid-1970s community studies were to promote: a variety of housing types, recreational services, open space, the protection of natural resources, identifiable communities, and varying but compatible land uses. Community study recommendations were generally to focus commercial development in downtown areas while reducing strip commercial development elsewhere, increase industrial zoning, and allow for higher residential densities in downtown areas.

KEY ELEMENTS:

Islip’s community plans, corridor studies, and land use philosophy emphasizes replacing strip commercial zoning with residential or industrial zoning to reduce the potential for commercial sprawl. The town’s plans also stress the importance of maintaining and/ or increasing the Town’s industrial zoning as well as allowing higher density residential development in or near downtown centers.

OTHER COMMENTS:

The Town of Islip’s plans emphasize three out of the six “critical County-wide priorities” of the Suffolk County Planning Commission including environmental protection, economic development and housing diversity. Transportation is addressed in terms of traffic congestion and related mitigations but there is little discussion regarding other transportation modes. Islip’s land use plans do not specifically address energy conservation or public safety.



MUNICIPALITY: **Town of Riverhead**

PLAN TITLE: Town of Riverhead Comprehensive Plan

PLAN ADOPTED: 2003

MAJOR OBJECTIVES::

The Plan promotes compatible agricultural and open space recreational uses of the town’s remaining undeveloped land deemed to be a priority to preserve as such. The plan redirects new construction or development from open space and agricultural resources by a transfer of development rights program. The plan supports the Central Pine Barrens Comprehensive Land Use Plan, the Revitalization Strategy for Downtown Riverhead and the Local Waterfront Revitalization Program. The Plan puts the Town of Riverhead in a position to become the East End’s regional retail destination with continued retail growth of the CR 58 corridor and the Tanger outlet. The plan promotes tourism orientated retail in downtown Riverhead and the Jamesport hamlet center. The plan foresees a major growth opportunity in tourism related to wine

country, outdoor recreation, Atlantis Aquarium, Splish Splash., etc.

KEY ELEMENTS:

New zoning districts are proposed to foster concentrated commercial development in the Riverhead Central Business District and the hamlet centers. The plan also promotes industrial development at the terminus of the Long Island Expressway (NYS Rte. 495). Zoning districts for the Enterprise Park at Calverton are designed for regional recreation and entertainment facilities as well as an office and industrial center. The Destination Retail Center District is designed to foster regional retail at the Tanger Outlet development. The plan further recommends up-zonings in residential areas to “*preserve community character.*”

OTHER COMMENTS:

The Comprehensive Plan addresses four of the six stated “critical County-wide priorities” of the Suffolk County Planning Commission including environmental protection, economic development, housing diversity and transportation. With regard to transportation, the plan envisions continuation of CR 58 and NYS Rte. 25 as the main east west thoroughfares with little development of east-west bypass roads and intermodal transportation development for the hamlet centers. The plan does not address energy conservation or public safety.



MUNICIPALITY: **Town of Shelter Island**

PLAN TITLE: Shelter Island Comprehensive Plan

PLAN ADOPTED: 1993; 2009 Shelter Island Comprehensive Plan Advisory Committee.

MAJOR OBJECTIVES:

The 1993-94 Town of Shelter Island Comprehensive Plan is currently undergoing a seven year review process by the Shelter Island Comprehensive Advisory Committee. The 1993 Plan was a review, analysis and update of previous planning documents namely the 1972 Shelter Island Development Plan and 1986 Town of Shelter Island Planning Study (Suffolk County Planning Commission), 1998 Community Preservation Project Plan and its updates. The major objective of the town’s planning initiative is to protect and manage the quantity and quality of water for drinking supplies. It has been reiterated in all the latest planning initiatives for the town that water and landscapes are critical resources to be protected and intelligently utilized within the Town of Shelter Island.

The people of Shelter Island have traditionally valued a “smallness of place” community atmosphere and lifestyle. Consistent with the 1993 Comprehensive Plan and the new Vision Statement of the Comprehensive Plan Advisory Committee Report, the primary goals of the Shelter Island Community may be considered to be a) preserve its rural seaside charm and unique, intimate island character b) protect and enhance natural resources c) promote a balance between needs of full time residents, second home owners, summer renters and tourists and d) modernize and adapt the town’s approach to governing.

KEY ELEMENTS:

Key elements proposed in the Shelter Island Comprehensive plan and endorsed by the Committee include encouraging the use of apartments over businesses, conducting a priority review of an upgraded Shelter Island Heights sewage system, and develop an amended zoning ordinance to include aquifer protection island wide.

OTHER COMMENTS:

The Plan also proposes the clustering of business activity in the Shelter Island Heights and the “center” to preclude strip zoning effects. The plan also calls for the concentration of light industrial uses into one zone and the establishment of a light industrial zone near the town recycling center. The plan strongly recommends limiting the number of total housing units to a full build out of 3,250 dwellings.



MUNICIPALITY: **Town of Smithtown**

PLAN TITLE: Town of Smithtown Comprehensive Plan Update (Draft)

PLAN ADOPTED: Last Plan adopted 1957, Plan Update in process.

MAJOR OBJECTIVES: The goal of the Update to the Plan is to improve the quality of life of its residents by proposing an environment that is reflective of the community’s wishes, including: 1) Developing/ enhancing a “sense of place” in order to provide a strong community

identity, 2) Managing and modernizing infrastructure, 3) enhancing the environment and cultural resources through protection, preservation, and management, 4) Improving the local economy in terms of business activities, taxes, employment, and property values so as to provide an attractive, affordable and livable community, 5) Providing for needs of all segments of the population, 6) Providing for existing and future trends in land use, communication technology, transportation, and related fields to remain competitive and economically viable in the 21st century.

KEY ELEMENTS: The Comprehensive Plan Update is being written as a series of reports ‘in house’ by the Town of Smithtown Department of Planning and Community Development. The Comprehensive Plan series is to be published in a seven (7) Volume Study as follows:

- Goals and Objectives Statement – Completed & draft version has been published
- Population – Completed & draft version has been published.
- Natural and Cultural Resources – Completed & draft version has been published.
- Community Facilities – Completed & draft version has been published.
- Transportation – Completed but draft version has not been published.
- Economic Development - Completed but draft version has not been published.
- Land Use - pending

COMMENTS: The final recommendations of the Comprehensive Plan Update will be presented after all seven (7) volumes of the study are completed. Currently, six (6) Volumes have Draft versions completed with land use being the exception. Of the six (6) completed volumes, four (4) have been printed.

While the town has been in the process of updating its Comprehensive Plan over the past several years, the plan updates state the following:

Natural and cultural resources can define a community, how they are managed will also define the quality of life in the community.

Economic development will focus on promoting business and industrial development that provides a healthy economic environment, employment, and enhanced economic tax base. The Plan has identified the three (3) existing downtown centers as being Kings Park, Smithtown and St. James; and several retail corridors. The town contains Long Island’s largest industrial parks; the John V.N. Klein/Hauppauge Industrial Park.

The community facilities study addresses a wide spectrum of public areas and services from parks, education, public safety, health, cultural (social & religious), government and utilities (including sewage treatment which is also an issue of economic development).

The population of the Town of Smithtown is not anticipated to increase more than approximately 2% given the permitted density of existing zoning and land use patterns, which is not expected to

significantly change. The population study focuses more on the changing composition of the population.

Some of the pending changes in land use within the town focus more on amendments to the existing zoning ordinance. Specifically, the Wholesale Service Industry (WSI) and Light Industrial (LI) zoning categories would allow more kinds of uses in their districts than are currently permitted.

Finally, the eventual recommendations of the Plan Update via the Comprehensive Plan Series will result from a balancing the objectives of each of the components of the community as defined above and addresses by each volume of the Study.



MUNICIPALITY: **Town of Southampton**

PLAN TITLE: Southampton Tomorrow

PLAN ADOPTED: 1997

MAJOR OBJECTIVES:

The plan promotes three basic objectives for the Town of Southampton; protection of natural, historic and scenic resources, community enhancement and protection of character and quality of place. The comprehensive plan is centered around emphasizing the second-home resident and visitor sectors that are the driving force in the local economy. Agribusiness including fisheries and equestrian (as well as other livestock) uses are considered mainstays to the land

use character and are promoted as desirable land forms influencing the open and scenic character of the town. The plan notes a lack of affordable housing opportunities and supports pursuit of regulatory and financial incentives to promote affordable housing. The plan is supportive of the Peconic Estuary Program, the Central Pine Barrens Plan, the town Local Waterfront Revitalization Program and the Town Aquifer Protection Overlay Zone.

KEY ELEMENTS:

The plan appears to center on the premise that second home owners will continue a trend of spending more time in the Southampton vacation home. As such, the plan endorses preserving the existing scenic beauty of the Town and channeling any new growth to existing hamlet centers while promoting a unique identity for each hamlet center. The Plan recommends replacing the Office District with a mixed use district that allows greater mixing of uses but with restraints regarding design, traffic, noise, etc. Moreover, the plan recommends strengthening the Planned Development District (PDD) zoning to allow the town to provide for mixed use projects and the adsorption of transferred development rights. Since the adoption of the plan the town has conducted numerous hamlet studies to further define the plan. The studies have led to a number of zone changes to implement the plans. One PDD of note is the Gabreski Airport Planned Development District. This PDD is perhaps the largest industrial/Commercial PDD in the town.

OTHER COMMENTS:

The Southampton Tomorrow Comprehensive Plan Update addresses four of the six stated “critical County-wide priorities” of the Suffolk County Planning Commission including environmental protection,

economic development, housing diversity and transportation. With regard to transportation, the plan envisions continuation of CR 39 as the main east west thoroughfares with little development of east-west bypass roads. The plan promotes creating more choices for residents in how they travel to and through town, and to create a transportation system that works in tandem with land use to preserve rural roads. The Comprehensive Plan does not address energy conservation or public safety.



MUNICIPALITY: **Town of Southold**

PLAN TITLE: Southold 2020

PLAN ADOPTED (or to be adopted/in lieu of): 1985; LWRP 2004; Southold 2020 in process.

MAJOR OBJECTIVES (scope/basic summary):

The Town of Southold is currently undergoing a comprehensive plan process building upon numerous prior plans, updates and studies. The plan will be based upon localized hamlet studies produced via community visioning processes. The Southold 2020 Comprehensive Plan is scheduled to be completed in 2011. Functioning as the Comprehensive Plan is the town’s Local Waterfront Revitalization Program (LWRP). The entire geographic area of the town of Southold is included in the scope of the LWRP. The document provides a synopsis of all past and ongoing planning policy documents and programs that govern the decisions and actions of the town of Southold. The town has a clearly articulated set of goals for the development of the town described in detail in the 1967 and 1982 town plans and the 1985 Master Plan Update, reaffirmed in 1991 and

1994 by the US/UK Stewardship Exchange Report and the subsequent Final Report of the Southold Town Stewardship Task Force. The goals are carried forth in the LWRP and appear to remain the sentiment of the various hamlets of the town to this day.

The LWRP plan promotes stimulation of local economic growth while making sure the hamlets stay hamlets and are not turned into large “metro” areas. Maintaining quaint, Main-street style clusters of shops surrounded by residential and agricultural property is the sentiment of town planning initiatives. Preserving open space and retaining the rural quality of Southold are among Southold’s top priorities.

KEY ELEMENTS:

One major initiative to date that exemplifies the town direction for the future is the adoption of a Transfer of Development Right (TDR) program for the Town of Southold. The program would shift development from agricultural lands in the Town (“sending areas”) to locate new residential units in defined hamlet areas (hamlet locus, or “HALO” zones) referred to as “receiving areas”. The receiving areas would have a “cap” on the development that can be received in the HALO zones to maintain a careful balance of existing community character and ensure compliance with density limitations of the Suffolk County Department of Health Services. It is a goal of the town to retain one-third of its land mass in agriculture.

OTHER COMMENTS:

The town of Southold hamlet study process and the existing LWRP addresses four of the six stated “critical County-wide priorities” of the

Suffolk County Planning Commission including environmental protection, economic development, housing diversity and transportation. With regard to transportation, the repeated goals of the town are to increase transportation efficiency and to create attractive alternatives to automobile travel, while preserving the scenic and historic attributes of roadways in the town. The Comprehensive Plan initiative does not address energy conservation (except for a passing mention on energy efficient street lights) or public safety.



MUNICIPALITY: **Village of Amityville**

PLAN ADOPTED: No Comprehensive or Master Plan.



MUNICIPALITY: **Village of Asharoken**

PLAN TITLE: Comprehensive Plan

PLAN ADOPTED: September 2004

MAJOR OBJECTIVES (scope/basic summary): This plan updates and replaces the original Comprehensive Master Plan of 1984. Some of the goals (objectives) that were not implemented from the original plan but are still valid in the current plan are as follows:

- That a cluster development provision be adopted as Village Law for the “C” Zone.

- The prevention of road storm water runoff entering Duck Island Cove.
- Guidelines and enforcement for the Village’s roadway rights-of-way.
- A plan for dune stabilization and maintenance.
- Suggested uses for the Village Sound-front property adjacent to the LIPA/Keyspan property.

New topics (goals/objectives) in the current Plan include the following:

- Parkland, natural conservancy, and set-asides for Village recreation.
- Docks
- Village services
- Code compliance
- Coast Guard Station acquisition
- Beautification of the Village
- Gas service and underground utilities
- Annexation
- Agricultural use and farm animals

The two most important topics remain Sound beach erosion and planning for the development of the former Morgan estate.

KEY ELEMENTS: The recommendations of the Comprehensive Master

Plan are organized around the following major themes or goals:

- To insure the orderly development, growth and improvement of the Village so as to maintain the quality of life that sets Asharoken apart as a special place to live.
- Erosion of the Long Island Sound Beach.
- Future uses and potential development of the Eaton’s Neck United States Coast Guard Station (if decommissioned) and the former Morgan Estate (later makes up 51% of the total area of the Village.

COMMENTS:

The land use in the village is predominately single family housing. There is no land use for commercial or industrial purposes. There are only three zoning districts in the Villages classified as A Zone (10,000 S.F. min.), B Zone (1 Acre min.), and C Zone (2 Acre min.).

The former Morgan Estate is currently in C Zone, and after an early draft of this plan recommended an up-zone (creating a new Zone) to require a 3 acre lot minimum, the Village Board decided that the existing 2 acre lot minimum was adequate to meet the Village’s goals of orderly development, parkland and nature conservancy, and a Village set-aside for waterfront access and recreation. These goals could be most practically attained by the implementation of a cluster provision.

The plan recommends prohibiting commercial agriculture (farming), and that an ordinance should be enacted limiting the type of animal,

and number of animals that can be harbored per parcel or per acre, and indicate setbacks requirements of corrals and pens from property lines.

The plan gave consideration to population, demographics, socio-economic trends and future projections. The saturation population of the village is considered 3,312 persons; while the current population is 2,058 persons, therefore potential future population growth within the village is estimated to be 60%. This significant growth potential can be largely attributed to the availability of vacant land associated with the former Morgan Estate.

The Plan offered no recommendations that an affordable housing provision be enacted into Village Law, but made mention that it’s relatively high property values do make it difficult for young families to afford homes in the village.

The Plan mentions the issue of Sound Beach Erosion as being a significant ongoing issue concerning the village. It is imperative that the beach be restored and maintained in stable condition and the Plan makes (in depth) references of several mitigating efforts and recommendations to accomplishing this.



MUNICIPALITY: **Village of Babylon**

PLAN ADOPTED: No Comprehensive or Master Plan.



MUNICIPALITY: **Village of Belle Terre**

PLAN TITLE: No Comprehensive or Master Plan

MAJOR OBJECTIVES:

The Inc. Village of Belle Terre has only one zoning category known the “*A Residence District*” which boundaries are identical to the village boundaries. The village consists of approximately 300 private residences. The village was incorporate din 1931 and has not adopted a comprehensive plan.

KEY ELEMENTS:

In terms of major regionally significant issues identified by the Suffolk County Planning Commission the Inc. Village of Belle Terre does address some environmental protection via a Flood Damage prevention law. Subdivision regulations of the Village of Belle Terre indicate the need to review drainage, sewerage and water systems as well as park and recreation provisions.

The village ordinances do not specifically address regionally significant issues such as Economic development housing diversity, transportation, energy conservation or public safety.



MUNICIPALITY: **Village of Bellport**

PLAN TITLE: A Planning Analysis of the Village of Bellport

PLAN ADOPTED:

The Village of Bellport’s “A *Planning Analysis of the Village of Bellport*” was prepared and finalized in December 1988. This plan was designed to serve as the Village’s Master Plan but with future planning for the village golf course to be evaluated in a separate plan. Prior to this plan the village had last updated their Zoning Map in 1980.

MAJOR OBJECTIVES:

The overall objective of the Village’s Master Plan was to maintain the existing residential and small business district character. Upon review of the zoning districts, the Village Master Plan, proposed to increase the minimum lot size in the two residential districts from the Great South Bay to South Country Road from 40,000 SF to 80,000 SF and 30,000 SF to 40,000 SF. A number of the lots in these districts were found to be oversized and the Village believed that if these lots were subdivided it would significantly impact the nature and character of the residential districts. No changes were proposed to the residential zoning district with a minimum lot size of 15,000 SF in the northern portion of the Village.

A maximum build out analysis was completed for the E Business district which comprised the Village’s commercial downtown area. This analysis indicated that the large majority of existing buildings in the district were much smaller than allowed (the district allowed a maximum lot coverage of 80% and a maximum height of 50 ft.) and that a full build out would create a large Village wide shortfall in parking. In response the Plan proposed to reduce the maximum allowable height in the district to 25 ft. and require that the new building construction include parking.

Additional goals of the Plan were to strengthen the Village Architectural Board’s powers, create a historic district, reduce traffic congestion in the Village, and designate Village municipal land as open space for recreation, conservation and parks.

KEY ELEMENTS:

The major element of Bellport’s Master Plan is to amend the zoning districts to reduce allowable density and thus reduce future development potential in an effort to preserve the existing residential and commercial character.

OTHER COMMENTS:

The Village of Bellport’s Plan emphasizes three out of the six “critical County-wide priorities” of the Suffolk County Planning Commission including environmental protection, economic development, and transportation. The Village’s Comprehensive Plan does not specifically address energy conservation, housing diversity or public safety.



MUNICIPALITY: **Village of The Branch**

PLAN TITLE: None

PLAN ADOPTED: None

MAJOR OBJECTIVES (scope/basic summary): None indicated.

KEY ELEMENTS: Zoning map determines type and density of land use with in the Village.

COMMENTS: The Village of The Branch, located in approximately the center of the Town of Smithtown, has a significant number of business properties relative to its size consisting of shopping centers and office complexes along main roadways (S.R. 25(A) and S.R. 111); in addition to its approximately 500 homes.

The Village has the following five zoning classification;

- Business (general)
- Restricted Business (offices)
- Residence A (½ acre)
- Residence B (10,000 sf.)
- Historic

To date, the village has not adopted a Comprehensive Plan to address future development issues within its municipal boundaries. The village relies on it Zoning Map and Zoning Code to guide land use decisions. Most of the land in the Village has already been developed, and no significant future building projects are anticipated within its boundaries.



MUNICIPALITY: **Village of Brightwaters**

PLAN ADOPTED: No Comprehensive Master Plan.



MUNICIPALITY: **Village of Dering Harbor**

PLAN TITLE: N/A

PLAN ADOPTED: Considered part of the Town of Shelter Island plan, 1993

MAJOR OBJECTIVES:

- Preserve rural seaside character and unique, intimate island character
- Protect and enhance natural resources
- Promote a balance between needs of full time residents, second home owners, summer renters and tourists.

KEY ELEMENTS:

The Town of Shelter Island Comprehensive Plan is currently undergoing a seven year review process by the shelter Island Comprehensive Advisory Committee. The village is participating in the initiative. Key elements proposed in the Shelter Island Comprehensive Plan include encouraging the use of apartments over businesses, conducting a priority review of an upgraded Shelter Island Heights sewage system, and developing an amended zoning ordinance to include aquifer protection island wide.

In January of 2010 the Town of Shelter Island was awarded a grant from LWRP funding for the Town of Shelter Island and Village of Dering Harbor Watershed Management Plan.

The management plan is anticipated to generate recommended management actions and strategies to address nonpoint source pollution and improve water quality.

OTHER COMMENTS:

The Dering Harbor community was named after Thomas Dering, resident and delegate to the Third Provisional Congress in 1776 when the Congress unanimously adopted the Declaration of Independence. Incorporated in 1916, Dering Harbor is the smallest village in NY



State, with 13 residents (as of the 2000 census).



MUNICIPALITY: **Village of East Hampton**

PLAN TITLE: Comprehensive Plan

PLAN ADOPTED: January 2002

MAJOR OBJECTIVES (scope/basic summary): The Vision Statement states that the right to peaceful enjoyment of residential property and protection against the threat of impinging non-residential activity and traffic are of paramount concern. In recent years the intensification of activity and population in the village has prompted the adoption of the comprehensive plan that articulates and envisions the future of the village to continue as a residential enclave with only six (6) highly defined commercial districts.

KEY ELEMENTS: The recommendations of the Comprehensive Plan are organized around the following seven (7) major themes or goals:

- Preserving the village’s neighborhoods.
- Supporting the villages commercial needs.
- Protecting the village’s natural resources.
- Preserving the village’s historic character.
- Providing for the village’s transportation needs.
- Providing residents with facilities and services.

- Working with the Town of East Hampton.

COMMENTS:

The pattern of land use and zoning districts in the Village, with very few exceptions, remains as it was established when its first zoning ordinance was adopted in 1925. The original zoning map was based upon the historic settlement pattern of the village over 400 years ago, and while the land use pattern has not changed very much since then, certain code provisions have been adjusted over time that affected density, intensity and design of new construction in order to achieve the goals and objectives of the village; to remain a residential community with extraordinary natural beauty, historic integrity, and special charm.

The comprehensive plan supports the existing zoning districts within the Village of East Hampton. The residential zoned districts range in minimum lot size from 20,000 square feet to 160,000 square feet. The commercial district categories include Core Commercial, Commercial, Limited Office, and Manufacturing/Industrial. No new districts are recommended in the plan.

The village conducted a Commercial District Study (August 2000) supporting the Comprehensive Plan and its recommendations, the most notable is the adopted amendment of Chapter 57 of the Village Code to establish a 10,000 square foot limitation on the footprint of commercial buildings. With this limitation, along with current regulations, there is the potential for there to be a 5.6 percent net increase in commercial gross floor area in the village’s six (6) commercial districts. The Districts of Newtown Lane, Gingerbread,

Cove Hollow and North Main could potentially increase, while the Districts of Village Center and Sheepfold could experience a decrease, primarily because new commercial uses would need to comply to present parking and wastewater disposal regulations.

As for residential development potential, many residents feel the village is already fully developed. In fact, at the time the plan was being drafted, approximately 90 percent of the land in the village was categorized in some type of development use by the Suffolk County Division of Real Property, or is preserved as ‘open space’. Many of the remaining potential residential units are located on properties that now have buildings but are large enough to be subdivided.

The comprehensive plan does make brief mention of the issue of affordable housing, and that the strong real estate market and the limited number of available multi-family units may be why there is very limited availability and potential within the Village of East Hampton.

The residents of the village seek to minimize the effects of ever-increasing tourism.

Within the ‘Vision for the Future’ section of the Comprehensive Plan, the Vision Statement specifically mentions that the village should not provide any additional parking but should maximize the use of the existing parking resources.

The plan also acknowledges that the village and the Town of East Hampton need to appreciate and respond to their mutual interests by cooperating in planning for the future.



MUNICIPALITY: **Village of Greenport**

PLAN TITLE: Local Waterfront Revitalization Program

PLAN ADOPTED: September 1988 (recently announced plans to update). There is no initiative for the Village to begin work on a comprehensive (master) plan at this time.

MAJOR OBJECTIVES (scope/basic summary): The Village has recently hired an outside firm to introduce new ideas and to foster significant input from the public in updating their 22 year-old LWRP (Local Waterfront Revitalization Program). The major objectives of the existing LWRP are as follows:

- To maintain and protect existing water-dependent uses and where it is possible and necessary encourage expansion of these uses.
- To redevelop the remaining underutilized or deteriorated waterfront properties for water-dependent uses.
- To strengthen Greenport’s role as a commercial fishing seaport.
- To provide for continued and expanded public access to the waterfront.
- To enhance the village’s position as the commercial and business center of Southold Town.
- To conserve and enhance the strong residential character of established residential areas throughout the Village.

- To improve the village’s visual quality.
- To provide necessary infrastructure improvements to accommodate development proposals in the waterfront and Central Business District.

The current update will likely address the reduced role of the village’s waterfront as an active commercial fishing seaport, but continue to support and encourage other maritime uses within the village.

KEY ELEMENTS: The LWRP has been developed in accordance with the New York State Waterfront Revitalization and Coastal Resources Act (1981), and includes the following elements:

- Boundary Determination: the coastal area serving as the program basis for waterfront policies and activities is defined.
- Inventory and Analysis: existing conditions, development opportunities, and constraints within the area are identified.
- Policy Determination: the Village’s governing body identifies applicable State policies, and establishes additional sub-policies specific to the Village’s LWRP, by which actions within the waterfront area will be reviewed for consistency.
- Uses and Projects: specific proposals are presented regarding potential land uses and projects to be undertaken to advance the coastal policies of the LWRP.
- Implementation Techniques: specific management, legislation, funding and program strategies are identified or developed, including organizational structures, land use

- controls, local laws, local government capacities and responsibilities, and necessary and appropriate State actions.
- Identification of Relevant State and Federal Programs: the programs that may be necessary to further the implementation of the LWRP.
 - Consultation with Federal, State Regional and Local Agencies: which agencies are to comment on the Village’s waterfront program as it is being drafted.
 - Local Commitment: the Village governing body (Board of Trustees) solicits public comment, approves the draft program, and transmits the LWRP to the New York State Department of State

COMMENTS:

- The Update is planned to expand the boundaries of the LWRP to cover the entire area of the Village since it all affects the waterfront.
- No multi-family residential (i.e. condominiums) will be permitted in the Business District of the village other than possibly some mixed-use development with business on the first floor and apartment on the higher floors.
- Some kind affordable (workforce) housing provision will likely be addressed in the Update.
- There are no significant undeveloped or underdeveloped parcels within the village (Updated LWRP) that could potentially be developed to a scale that would significantly increase the housing stock of the village.

- There is a large underdeveloped commercial waterfront parcel owned by the Greenport Yacht and Ship Building Company (approx. 4.5 acres) that offers greatest potential for new development to Greenport’s Waterfront Business District. Some kind of commercial maritime use is the likely recommendation of the village’s Local Waterfront Revitalization Program Update.



MUNICIPALITY: **Village of Head-of-the Harbor**

PLAN TITLE: Local Waterfront Revitalization Program

PLAN ADOPTED: November 1989 (partnership with the Village of Nissequogue). There is no initiative for the Village to begin work on a comprehensive (master) plan at this time.

MAJOR OBJECTIVES: The LWRP is a partnership with the neighboring Village of Nissequogue to protect the environmental quality of each village. The Village of Head-of-the Harbor adopted its zoning law in 1974 and has amended it several times since to protect its natural resources and rural character.

KEY ELEMENTS: The implementation of the village’s LWRP is accomplished via the current zoning laws and subdivision regulations which determines type and density of land use within the village. The Village of Head-of –the Harbor has significant waterfront land along Stony Brook Harbor.

COMMENTS:

- The village has no commercial districts and is composed principally of low density residential uses (single family use on a minimum lot size of 2 acres).
- All building applications within the village are subject to approval by an Architectural Review Board.
- The village has added a cluster provision to its subdivision regulations to enhance their efforts of preserving remaining open space.
- Many of the roads are owned and maintained privately, and the village prefers this over dedication.
- No affordable (workforce) housing provision is addressed in the LWRP or zoning code. Accessory dwellings are permitted on parcels 2 acres in size or greater.
- There are still significant undeveloped or underdeveloped parcels within the village that could potentially be subdivided and developed in the future.
- The Village of Head-of-the Harbor works closely with the Village of Nissequogue to implement their LWRP, and has established a Joint Village Coastal Management Commission to protect the quality of their coastal environment.



MUNICIPALITY: **Village of Huntington Bay**

PLAN TITLE: None

PLAN ADOPTED: None

MAJOR OBJECTIVES: None indicated.

KEY ELEMENTS: Zoning Map determines type and density of land use with in the village.

COMMENTS: To date, the Village has not adopted a Comprehensive Plan or Local Waterfront Revitalization Plan to address future development issues within its municipal boundaries. To date there are no initiatives to do either, and the village relies on it Zoning Map and Zoning Code.



MUNICIPALITY: **Village of Islandia**

PLAN TITLE: Comprehensive Plan for Islandia

PLAN ADOPTED:

The Village of Islandia’s Comprehensive Plan was adopted in 1994. This Plan built off the Village of Islandia Development Plan produced by the Suffolk County Department of Planning and Suffolk County Division of Transportation in 1987 and the village’s existing Zoning Map. On August 14, 1993, the Village enacted a moratorium on development for the purposes of undertaking the comprehensive plan.

MAJOR OBJECTIVES (scope/basic summary):

The Village of Islandia, with a population of approximately 2,700 and an area of 2.16 square miles, became an incorporated Village in 1985. Zoning for the village was based on the previously existing Town of Islip zoning. Great amounts of development occurred in the Village of Islandia from 1985 to 1994 and in 1994 the Comprehensive Plan was implemented to guide development in the few but important remaining vacant areas as well as all future redevelopment.

The Village of Islandia’s land use is dominated by single family residential housing and large amounts of retail and office development. Between the 1960’s and the 1980’s the Village of Islandia was transformed from a largely rural community to a suburban single family home community. Great residential development (done by the Levitt builders) took place in the 1960’s resulting in single family residential units on 1/3 to 1/4 acre lots. Some additional single family and a limited amount of multifamily housing took place after the 1960’s resulting in a relatively new Village housing stock. Islandia also has a major retail component including the 287,000 SF Islandia Shopping Center and two large hotels. In addition, the Plan notes a great increase in office development in Islandia from 1985 to 1995 with the most visible addition being the 705,000 square foot Computer Associates building.

Major New York State regional road networks - The Long Island Expressway (S.R. 495) and Veterans Memorial Highway (S.R. 454) – pass through the village, greatly affecting the village’s character and land use. The Comprehensive Plan notes that while these major roads have helped enable the village’s large office and retail development they are also resulting in major traffic congestion. Several major intersections in the village experience “F” levels of rated service (on a scale of A to F, with F being the worst traffic). This traffic

situation is highlighted as a major issue and is the driver of some of the major recommendations in the comprehensive plan.

To help limit traffic the plan recommends limiting retail to areas where it currently exists with special emphasis on not permitting new large single use retail uses. The Plan also recommends narrowing the allowed uses in the permissive Industrial Zoning District. In areas where the Industrial District is predominately office the plan recommends creating an Office District which would help prevent conflicts between non-compatible uses. The Plan also recommends eliminating the potential retail uses from the broad industrial district. These recommended changes would result in a village wide potential buildout reduction of 120,000 SF for retail, and 50,000 SF for industrial but a 225,000 SF increase in potential office space. The comprehensive plan projects that these changes would result in an overall reduction in traffic mostly on the local village roadways.

The comprehensive plan also recommends restricting development in environmentally sensitive areas as well as preventing the conversion of single family homes to multifamily. Addition recommendations include maintaining the quality of the industrial and offices areas and making the zoning code more user-friendly.

KEY ELEMENTS:

The Village of Islandia’s Comprehensive Plan emphasizes the importance of its office development and the need to limit additional retail development. The Plan also stresses the issue of traffic congestion and its negative impact on the village resident’s quality of life. The plan views restricting retail development to existing areas and especially limiting new large single use retail development as an

important way to help combat the traffic congestion in the Village.

OTHER COMMENTS:

The plan emphasizes four out of the six “critical County-wide priorities” of the Suffolk County Planning Commission including environmental protection, economic development, transportation and housing diversity. The plan does not specifically address energy conservation or public safety.



MUNICIPALITY: **Village of Lake Grove**

PLAN TITLE: Incorporated Village of Lake Grove Master Plan

PLAN ADOPTED: April 24, 1979

MAJOR OBJECTIVES: Public health, adequate transportation, youth and recreation, sewage and drainage

KEY ELEMENTS: Zoning Map and Zoning Law determine type and density of land us within the village. The Village prepared a Business Districts Plan in 2004 to formulate a strategy to prevent, improve or remediate any negative land use externalities or zoning deficiencies that were identified.

OTHER COMMENTS: Lake Grove, from its first settlements became one of Long Island’s oldest and busiest crossroad communities. In

the early 1700’s, the area was settled along Middle Country Road which was then part of the Old Kings Highway, originally a Native American tract.

Lake Grove was incorporated in September of 1968. The opening of the Smith Haven Mall in March of 1969 created a commercial boom, attracting new businesses, banks and professional services to the Lake Grove area.

Today several shopping malls, new parks, restaurants, businesses, and professional services can be found in Lake Grove. Lake Grove also features a number of different style homes including luxury and affordable housing opportunities.



MUNICIPALITY: **Village of Lindenhurst**

PLAN ADOPTED: No Comprehensive or Master Plan.

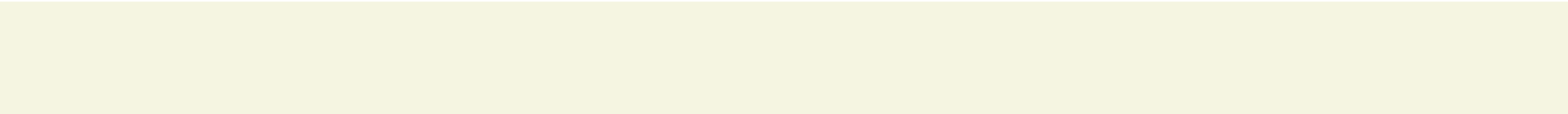


MUNICIPALITY: **Village of Lloyd Harbor**

PLAN TITLE: A Comprehensive Master Plan

PLAN ADOPTED: February 2010

MAJOR OBJECTIVES (scope/basic summary): The latest Plan sets forth the six (6) considerations as objectives;



- Maintenance of the residential character of the village.
- Maintenance of the residential property values of the village against the pressure of land exploitation.
- Maintenance and protection of the village’s natural beauty.
- Preservation of the ecology, water resources, vegetation and wetlands within the village in the face of increasing land development pressure due to the reasonable commuting distance to New York City.
- Revise village policies to minimize the number of parcels that could be subdivided and the number of properties that could be created in order to maintain the existing character of the village and protect the harbors from the pollutants and runoff.
- Differentiate between areas of village jurisdiction and jurisdictions in which the village can cooperate and make recommendations but cannot be a power unto itself.

KEY ELEMENTS: The recommendations of the Comprehensive Master Plan are organized around the following major themes or goals:

- To reduce potential build-out within the village the plan recommends the upzoning of a number oversized parcels from 2 acre zoning to 5 acre zoning.
- Maintaining extremely limited commercial uses within the village.
- Continue to rely on the residential tax base to fund essential services.
- Preserving and protecting the village’s historic character

- and natural resources.
- Not provide nor encourage the development of affordable or workforce housing with in the village*.

COMMENTS:

The village is developed with primarily single family homes on 2 acre plots, with several parks and preserves located through-out the village. The first village master plan was adopted in August of 1965. This original master plan was updated in 1977 by the village planning board. Subsequently, in 1995 the village formally adopted its Local Waterfront Revitalization Program (LWRP) in cooperation with New York State.

Land use issues in recent years have included the institution of a sliding scale of setbacks based upon lot size, increased interest in the preservation of open space, potential development associated with a 225 acre Seminary property located off West Neck Road and an increase in the purchase and demolition of existing homes along with the redevelopment of their parcels with “*much larger highly styled homes.*”

The plan includes sections devoted to environmental resources, demographics, existing land use and zoning, roads and traffic, public facilities, residential growth potential, commercial development, residential complementary development, flood plain districts, the Local Waterfront Revitalization District Program’s protective regulations and historic preservation recommendations.

The plan does address the issue of affordable housing, and that given the remote location of the village with regard to commercial/

industrial/service land uses, and the lack of convenient access to public transportation services, the plan expresses that the village is not an appropriate location for such housing. To the extent that the village can provide housing for their resident work force, the village code permits such living accommodations as accessory to single family dwellings.

**In addition, the village is “supportive of joining with other incorporated villages in the Town of Huntington to explore additional and alternative ways in which to provide affordable housing in the Town.” Finally, the village is also “supportive of inter-municipal agreements to advance the need for affordable/workforce housing.”*

MUNICIPALITY: **Village of Mastic Beach**

Village created 2010-Planning and Zoning structure under formation.

MUNICIPALITY: **Village of Nisseguogue**

PLAN TITLE: Local Waterfront Revitalization Program

PLAN ADOPTED: February 1990 (partnership with the Village of Head-of-the Harbor). There is no initiative for the village to begin work on a comprehensive (master) plan at this time.

MAJOR OBJECTIVES (scope/basic summary): The LWRP is a partnership with the neighboring village of Head of the Harbor to protect the environmental quality of each village. In 1969 the village

adopted a comprehensive zoning ordinance which set forth the village’s policies for low-density development. The village has amended its zoning ordinance several times since to protect its natural resources and rural character.

KEY ELEMENTS: The implementation of the village’s LWRP is accomplished via the current zoning laws and subdivision regulations which determines type and density of land use within the Village. The Village of Nissequogue has significant water front land along the Nissequogue River, Smithtown Bay and Stony Brook Harbor.

COMMENTS:

- The village has no commercial districts and is composed principally of low density residential uses (special permits allow for an equestrian center and a golf course).
- All building applications within the village are subject to approval by an Architectural Review Board.
- The village has no cluster provision in its subdivision regulations so that every newly created building lot must meet the zoning requirements for size while preserving at least 10% of developable land for open space. The bulk of the village is zoned for 2 acre lots with some 1 acre on the Long Beach peninsula. Lands deemed environmentally sensitive are excluded from lot yield calculates.
- Many of the roads are owned and maintained privately, and the village prefers this over dedication.
- No affordable (workforce) housing provision is addressed in the LWRP or zoning code. Accessory dwellings are permitted but require an additional 2 acres of land for a

total parcel size of 4 acres or greater.

- There are still significant undeveloped or underdeveloped parcels within the village that could potentially be subdivided and developed in the future.
- The Village of Nissequogue works closely with the village of Head of the Harbor to implement their LWRP, and have established a Joint Village Coastal Management Commission to protect the quality of their coastal environment.



MUNICIPALITY: **Village of North Haven**

PLAN ADOPTED: No Comprehensive or Master Plan.



MUNICIPALITY: **Village of Northport**

PLAN TITLE: None

PLAN ADOPTED: About 10 years ago the village became interested in adopting a Local Waterfront Revitalization Program (LWRP) in accordance New York State Waterfront Revitalization and Coastal Resources Act (1981). No LWRP Draft has been finished to date.

MAJOR OBJECTIVES: None indicated

KEY ELEMENTS: Zoning Map determines type and density of land use within the Village.

COMMENTS: To date the Village has not adopted a Comprehensive Plan or Local Waterfront Revitalization Program/Plan to address future development issues within its municipal boundaries. Presently there is revived interest in drafting and adopting a LWRP for the Village, and there is a committee with a chairman currently in existence, and consulting firms that are involved with this effort, helping to secure grants for financing and professional services to produce the eventual LWRP that the Village hopes to adopt in the near future. Currently the Village continues to rely on its Zoning Map and Zoning Code to guide and support land use decisions.

The Village of Northport is one of the few Villages whose downtown business district is set on the waterfront with ample public parks and water access.

The Village recently adopted a voluntary historic designation provision in its Code that would subject a particular project to an Architectural/Historical Review Board decision.

The Village’s southerly boundary runs along State Route 25A which also has a historical designation, and is classified by the Town of Huntington as a commercial corridor.



MUNICIPALITY: **Village of Ocean Beach**

PLAN TITLE: Local Waterfront Revitalization Program (Draft)

PLAN ADOPTED: Village recently completed a series of public hearings and the SEQR Process (Type 1); and has just approved to

adopt a Draft LWRP. There is no initiative for the Village to begin work on a comprehensive (master) plan at this time.

MAJOR OBJECTIVES (scope/basic summary): To respond in a consistent and thoughtful manner on proposed development projects within the Village; and retain the quality of life currently enjoyed. One of the main goals of the LWRP is to limit the encroachment of business activities into the residential portion of the Village.

KEY ELEMENTS: The Draft LWRP which covers the entire Village was developed to address following issues:

- Erosion control
- Population
- Zoning
- Floor Area Ratios (FAR)
- Establish an Architectural Review procedure (for the Business District only)
- Created a Bay Front Recreation District (all village owned land)
- Updated the Flood Management Ordinance and Harbor Management Plan

COMMENTS:

- The Village of Ocean Beach is one of the first seashore communities to have sewers.
- The groundwater table in some areas of the Village is less than one (1) foot.
- he only affordable (village workforce) housing is provided on village owned properties (6 unit apartment building, a 4 unit house, and 1 single family dwelling).
- There are very few undeveloped or underdeveloped parcels within the Village (99.9% developed) and no significant increase to the housing stock of the village is likely.
- There are 600 houses and 37 Business properties in the village.
- The typical residential lot is 50 feet by 80 feet, and so establishing and enforcing a permissible F.A.R. (Floor Area Ratio) has been an ongoing concern in the village.
- The village coordinates emergency services with the town of Islip.
- Most visitors and residents (especially in the summer months) arrive and depart the village by ferry. A new ferry terminal is in the planning phase.

MUNICIPALITY: **Village of Old Field**

PLAN ADOPTED: No Comprehensive or Master Plan.



MUNICIPALITY: **Village of Patchogue**

PLAN TITLE: Master Plan – Village of Patchogue (1959); Patchogue Village Planning Study (1979); Patchogue River Maritime Center Plan (1999); Village of Patchogue Downtown Business District Study (2002)

PLAN ADOPTED: The Village of Patchogue prepared a three volume Master Plan in 1959. In 1979 the Suffolk County Departments of Planning and Transportation at the request of the Village prepared an update to the Village Master Plan entitled a Village Planning Study. This was followed by a Patchogue River Maritime Center Plan in 1999 and a Downtown Business District Plan in 2002 conducted at the request of the Village by the Suffolk County Department of Planning.

MAJOR OBJECTIVES: The major emphasis of the Village of Patchogue 1959 Master Plan concerned an inventory of population, economic trends, land use and traffic conditions. This was followed by a Village parking demand and infrastructure analysis.

The 1979 Village Planning Study inventoried and then made recommendations on land use, zoning, architecture, housing, the central business district, transportation and recreation.



The Patchogue River Maritime Center Plan was completed by the Suffolk County Department of Planning as part of the Comprehensive Management Plan for the South Shore Estuary Reserve Area. The overriding goal of the Maritime Center Plan was to maintain and expand water-dependent and water-enhanced uses along the waterfront while at the same time protecting the environment. The Plan worked to accomplish these goals by breaking the study area into six segments and then making specific recommendations for each segment. In addition to some specific land use recommendations the Plan’s overarching recommendations include insuring proper maintenance of the existing channel-way, improving access to the river channel through both public and private lands, and encouraging water dependent land uses through zoning.

In 2002 at the request of the Village, the Suffolk County Department of Planning completed the Downtown Business District Study. The intent of the Plan was to improve and protect the existing downtown businesses while also improving the overall condition of the downtown business district. The study found a relatively high and increasing downtown vacancy rate of 18.2%. Through extensive field research of the area, study of the neighboring areas, and regional trends the Study made a series of recommendations. The study recommended the encouragement of retail and destination uses such as arts, entertainment, and restaurant uses in the core downtown area. Redevelopment of the vacant Sweezey’s building and related street realignment was also an important component of the recommendations for the core downtown area. Outside of the defined core area the plan recommended the encouragement of non -retail uses such as office, service and institutional uses. The plan also recommended the addition of owner occupied housing in walking distance from the downtown. In addition the Plan recommended improving traffic signage to make roads and parking more accessible to visitors.

KEY ELEMENTS: The Village of Patchogue has requested assistance from the Suffolk County Department of Planning for its 1979 Master Plan update and then more recently to conduct a River Maritime Plan (1999) and a Downtown Business District Study (2002). The River Maritime Plan stressed the importance of maintaining and expanding the Villages water-dependent uses while also increasing access to the Patchogue River and Great South Bay. The Downtown Business District Study proposes the encouragement of retail and entertainment uses in a relatively small core downtown area surrounded by walkable owner occupied housing and non-retail office or institutional uses.

OTHER COMMENTS: The two most recent Village Plans emphasizes four out of the six “critical County-wide priorities” of the Suffolk County Planning Commission including environmental protection, economic development, housing diversity and transportation. The Village’s Plan does not specifically address energy conservation, or public safety.



MUNICIPALITY: **Village of Poquott**

PLAN TITLE: None

PLAN ADOPTED: No plan adopted. Plan prepared in early 1970’s not adopted.

MAJOR OBJECTIVES: A Comprehensive Master Plan committee has been formed to review existing zoning and plans not adopted. No product of the committee has been released.

KEY ELEMENTS: Zoning Map and Zoning Law determine type and density of land use within the village.

OTHER COMMENTS: The village only has three residential zoning district categories and relies on the Inc. Village of Port Jefferson commercial business districts for “downtown” amenities.



MUNICIPALITY: **Village of Port Jefferson**

PLAN ADOPTED: No Comprehensive Master Plan.

A Comprehensive Master Plan committee has been formed to review existing zoning and plans not adopted. No product of the committee has been released.



MUNICIPALITY: **Village of Quogue**

PLAN ADOPTED: No Comprehensive or Master Plan.



MUNICIPALITY: **Village of Sagaponack**

PLAN TITLE: 2007 Village of Sagaponack Comprehensive Plan

PLAN ADOPTED: 2007

MAJOR OBJECTIVES: The successful two-year campaign to incorporate Sagaponack as a village was motivated not by a desire

for change but by a desire to maintain the status quo whenever possible.

KEY ELEMENTS: The Village of Sagaponack Zoning Commission, with guidance from their Planning Consultant, based their Plan largely on a distillation of the extensive planning and zoning studies already prepared by Southampton Town as they apply to Sagaponack. Minor modifications have been made reflecting the needs and desires of Sagaponack residents expressed throughout the development of the Plan and previously made by the Sagaponack Citizens Advisory Committee during the development of Southampton’s 1999 Comprehensive Plan and updates. It is the intent of the Village Plan to retain the Town’s land use strategies and policies. Key elements of the Plan include:

- Maintaining Sagaponack’s rural character and quality of life
- Protect and Support Sagaponack’s Agricultural land and economy
- Maintain Sagaponack’s historic and scenic resources
- Promote and protect Sagaponack’s natural resources
- Provide services and facilities to meet the needs of the Village’s population

OTHER COMMENTS: Owners of oceanfront properties in Sagaponack have special concerns. Long standing groins in East Hampton east of the village are alleged to contribute to the persistent erosion of the beach and dunes in front of their homes and have sued Suffolk County to remove the groins.

The Master Plan makes only passing mention of Workforce/ Affordable Housing programs vowing to continue to work with the Town of Southampton on a sub-regional solution.

The Plan makes no reference to energy efficiency or public safety.



MUNICIPALITY: **Village of Sag Harbor**

PLAN TITLE: Planning Strategies for the Inc. Village of Sag Harbor

PLAN ADOPTED: - May 2009

MAJOR OBJECTIVES: Emphasis on the Commercial District

KEY ELEMENTS: The Sag Harbor Plan includes 22 recommendations which focus on better regulating the Commercial District. The recommendations include:

- Reducing the size of the Village’s Commercial Business District consistent with existing land use patterns. This reduces the district from approximately 22 acres to approximately 17 acres
- Modifying the permitted uses within the Commercial District in order to promote retail and personal service uses and prohibit most office uses.
- The creation of approximately five (5) acres of new office zoning adjacent to the Commercial Business District in

order to allow for the relocation and development of office uses to support the downtown

- Limitations on the maximum permitted size of downtown stores in order to insure a diversity of store types and to promote the retention of existing local stores.
- Shifting the administration of special permit applications associated with the downtown from the Zoning Board of Appeals (ZBA) to the Planning Board in order to streamline the review process and in recognition that the issues associated with the Commercial Business District are site plan related and more appropriately housed with the Planning Board.
- Implement regulations which permit office use on the second floor within the Commercial Business District as an accessory use to a first floor use.
- Provisions for seasonal outdoor restaurant seating within the Commercial Business District
- New standards associated with the density of apartment buildings, motels and multiple dwellings – consistent with prevailing current norms (Current Standards include: MF = 1unit per 7,250 s.f., Motel = 35 units per acre, apartment buildings up to 34.8 units per acre).

Additional housing recommendations contained within the Plan include:

- Inter-municipal Agreement with the Towns of Southampton and East Hampton.
- Legalization and Promotion of Accessory Apartments.

- Requirement of Second Story Residential Use within the Village Business District.
- Restrict Conversion of Existing Multi-Family Residences to Single-Family Residences.
- Inclusionary Zoning Provisions.
- Establishment of Sag Harbor Community Trust.
- Creation of accessory apartment opportunities in the R-20 District.

OTHER COMMENTS: Of the 32 incorporated villages in Suffolk County, Sag Harbor is unique in that it was formed from two parent towns. Sag Harbor is about three fifths in the Town of Southampton and two fifths in East Hampton. The dividing line is Division Street which becomes Town Line Road just south of the village.



MUNICIPALITY: **Village of Saltaire**

PLAN TITLE: None

PLAN ADOPTED: Not applicable (a Utilization Plan is currently being considered)

MAJOR OBJECTIVES (scope/basic summary): The village is reevaluating its use of municipal properties, and reviewing the proposed redevelopment of the Saltaire Market property.

KEY ELEMENTS: Zoning Map determines type and density of land use with in the village. The Utilization Plan address the following aspects

of the village:

- Saltaire Market
- Village Hall
- Security Services
- Medical Services
- Recreational Opportunities
- Parks and Natural Areas

COMMENTS: To date the Village has not adopted a Comprehensive Plan or Local Waterfront Revitalization Plan to address future development issues within its municipal boundaries. To date there are no initiatives to do either, and the village relies on it Zoning Map and Zoning Code.

- The only affordable (village workforce) housing is provided on village owned properties (about 12) for village employees.
- There are very few undeveloped or underdeveloped parcels within the Village and no significant increase to the housing stock of the Village is likely.
- There are 403 houses, a private yacht club (zoned residence) and 1 commercially zoned parcel (the Saltaire Market property).
- The typical residential lot is 80 feet by 85 feet, and since zoning requires lots of 120 feet by 100 feet, most lots in the village are considered pre-existing nonconforming; and total permitted lot coverage is 25%.

- Most visitors and residents (especially in the summer months) arrive and depart the village by ferry.



MUNICIPALITY: **Village of Shoreham**

PLAN ADOPTED: No Comprehensive Master Plan.

MUNICIPALITY: Village of Southampton

PLAN TITLE: Southampton Village Comprehensive Plan

PLAN ADOPTED: May 2000

MAJOR OBJECTIVES: The May 2000 comprehensive plan is undergoing a revision process nearing conclusion. The Village Center Master Plan is designed to address all future development of Southampton’s downtown commercial business district.

KEY ELEMENTS: Seven key objectives are outlined in the plan including:

- Preserving the unique historic fabric
- Maximize waking throughout
- Integrate circulation and parking strategy

- Maintain a year round, central focus
- Improved and sustainable storm water handling
- Make art a defining characteristic
- Reinforce the Village Green

OTHER COMMENTS: the plan recommends changes to the zoning requirements for businesses so they are no longer required to have adjacent parking spaces. Instead, parking is proposed to be concentrated in common parking lots, which would be behind businesses shielded from view. New alley ways and streets are proposed to make it easier for pedestrians to get around. The revisions to the Plan at this time do not address the primary regionally significant issues identified by the Suffolk County Planning Commission namely; affordable housing, energy efficiency and public safety.



MUNICIPALITY: **Village of Westhampton Beach**

PLAN TITLE: Westhampton Beach Comprehensive Plan

PLAN ADOPTED: 1953 Zoning Map. The Inc. Village of Westhampton Beach has been actively planning the evolution of the village since its adoption of the first zoning map in 1953. One of the first elements to the Comprehensive Plan was the final report of a Commercial Development Study in 1977 followed by the 1983 Westhampton Beach Master Plan. There have been numerous updates to the '83 plan including traffic/parking count/circulation studies, Business District studies and the completion and adoption of the Local Waterfront Revitalization Program in 1989. More recently,

the village has concentrated once again on Business Districts ('99) and on updates to industrial districts ('03) and residential districts with respect to affordable housing ('06).

MAJOR OBJECTIVES:

A concise articulation of the initiatives of the comprehensive plan updates for the village would be *"the conversion of a seaside resort style hamlet into an integrated year round coastal community."*

KEY ELEMENTS:

The Village of Westhampton Beach has incorporated numerous goals in its visioning including the continuance of tourism as a major factor in the area's economy. However more and more of seasonal visitors have become year round residents and makes the downtown business centers increasingly important. In addition to recommendations of the public and retained consultants, the recommendations of the Suffolk County Department of Planning included in the *Shopping Centers and Downtowns Suffolk County New York* report (2006) are reviewed and tailored to the village.

OTHER COMMENTS:

The Incorporated Village of Westhampton Beach is one of a few villages in Suffolk County to have access to a municipal sewage treatment facility. The availability of municipal sewage treatment is a positive attribute toward the viability of high density commercial business districts and can facilitate mixed use development in the downtown. The sewage treatment facility is located at the northern

village boundary at the Suffolk County (Gabreski) Airport. At the time of this writing the village has not moved forward toward the realization of a connection to the municipal sewage treatment facility.

The Incorporated Village of Westhampton is one of the few villages in Suffolk County to have a LEED (Leadership in Energy and Environmental Design) certified Gold municipal building and continues to make advancements in energy efficiency throughout the village.



MUNICIPALITY: **Village of Westhampton Dunes**

PLAN ADOPTED: No Comprehensive Master Plan.



The Branch Village Hall



Amityville Village Hall



East Hampton Village Hall



Islandia Village Hall



Smithtown Town Hall



Southampton Town Hall



Southold Town Hall

