

TOWN OF SMITHTOWN COMPREHENSIVE PLAN UPDATE

VOLUME VIII:
DRAFT PLAN



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I. INTRODUCTION

This document is a preliminary draft of a general plan for the future of the Town of Smithtown outside of the incorporated villages. It was prepared by the Planning Department for the Town Board's consideration. It is the last volume of eight volumes that include goals and studies.

This plan is not perfect or final. It is the Planning Department's best effort to create a plan that attempts to reflect the priorities of the public. However, the public has not yet had the opportunity to comment on the plan. To be useful the plan needs to be scrutinized by the public and the Town Board. It is intended that the draft be presented to the public for criticism, suggestions, and requests, and then be revised until the Town Board believes it is the best possible plan to adopt.

The fact that the Town is almost 97% developed does not mean that there is little need for a plan. Change is occurring and will continue to occur. In order to create a community in the future that is desirable for its residents and businesses, it is prudent to make a plan in order to take advantage of opportunities and avoid problems.

This plan as revised and adopted by the Town Board is intended to be a guide for the physical changes in the Town over the next 25 years. Hopefully, the policies and improvements will help the Town to achieve a healthy, safe, attractive, and efficient place to live, work, and do business. However, the plan is not intended to be rigid, and it will need to be updated continually as circumstances change.

The Plan has been prepared in accordance with the following principles of town planning:

Public Good

The plan should advance the interests of the public at large, and not those of any particular individuals.

Public Vision

The public should determine its future. The following pages are only a draft of recommendations. The recommendations should be revised based on public input gathered from public opinion surveys, public meetings, etc.

Diversity

In ecology and economics, diversity results in stability. A lack of diversity creates vulnerability to catastrophes.

Flexibility

The plan needs to be flexible in order to adapt to unforeseen changes in the environment, the economy, and public values.

Sustainability

The plan should ensure that future generations can enjoy the current quality of the environment and fiscal costs.

Fairness

No portion of the population should be expected to bear unwarranted burdens with respect to costs, inconvenience, health, safety, etc.

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II. OVERALL CONCEPT

The overall approach of the plan is based on the following conclusions:

1. Most of the Town has developed nicely. Not much planning is needed to keep these areas attractive.
2. Some parts of the Town are attractive, but are vulnerable to change. A plan is needed to preserve the attractiveness of these areas.
3. Some parts of the Town have become unattractive (e.g., Old Northport Road). A plan is needed to make them more desirable.



A. Communities

The plan is intended to preserve and enhance the basic pattern of development that has evolved over the past 350 years. This includes the proliferation and enhancement of the Town's six existing communities, also called "hamlets." Each community consists of a downtown, a post office, a fire department, and a school district. The hamlet of Smithtown is the central community and is surrounded by five other communities: Kings Park, Commack, Hauppauge, Nesconset, and St. James. To enhance the unique identity of each community, greenbelts between communities should be maintained and reinforced. Figure 1 graphically depicts this concept.

There are places where community boundaries are weak or unclear, which weakens the communities' identities. In these areas, the boundaries should be strengthened by making landmarks or small greenbelts on major roads.

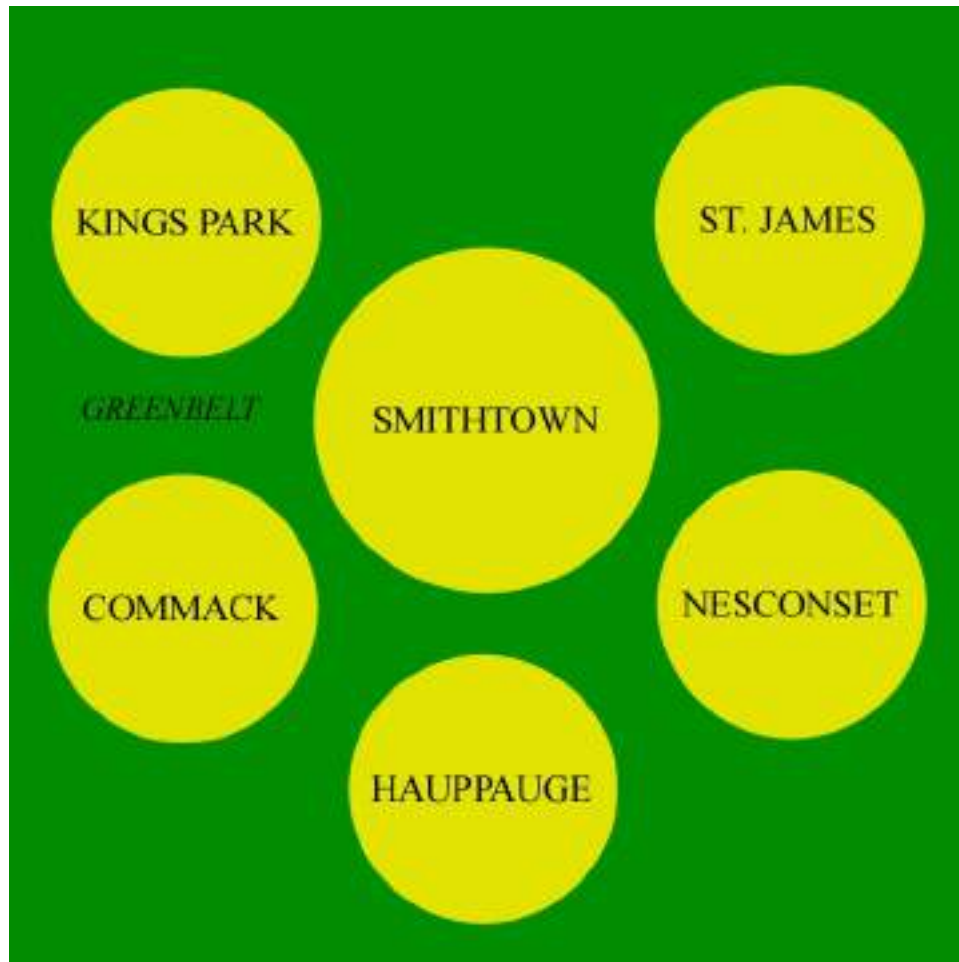


Figure 1. The conceptual land use pattern of six communities separated by greenbelts

The geographic location of land use in a community is not a random formless collection development. Decisions on where to site land uses are based largely on economic efficiency. In the Town of Smithtown, like most towns, this decision-making process has morphed over the last 80 years to incorporate evolving transportation technology and guidelines imposed by the zoning ordinance.

Modern planning principals suggest that communities should be laid out based on a model of compact development surrounded by open space in lieu of sprawl. This involves concepts of smart growth, neo-traditional development, and new urbanism.

In Smithtown it is far too late to start from scratch, but the compact development model has too many benefits to ignore. This Plan is based on the notion that the Town should pursue the ideal with the understanding that it will never fully be realized. In order to accomplish this, the land use and intensity of each community ideally should be based on what geographers call the "concentric zone model." This is the most common and natural form of development. It consists of a core of high-density land use surrounded by rings that get lower in density the further they are from the core. In terms of land use, the core is used for

retail. It is surrounded by a ring of offices and multi-family residence. This is surrounded by a ring of high-density single-family residence. In turn this ring is surrounded by a ring of medium density residence.

This concept has three components borrowed from other models of settlement. First, industrial land use is intensive, but industrial areas are not located between the core and residential areas. They are located away from the downtowns. Second, there is a need for some commercial uses to be located in corridors away from the downtowns. Third, regional shopping centers are located away from the centers of communities.

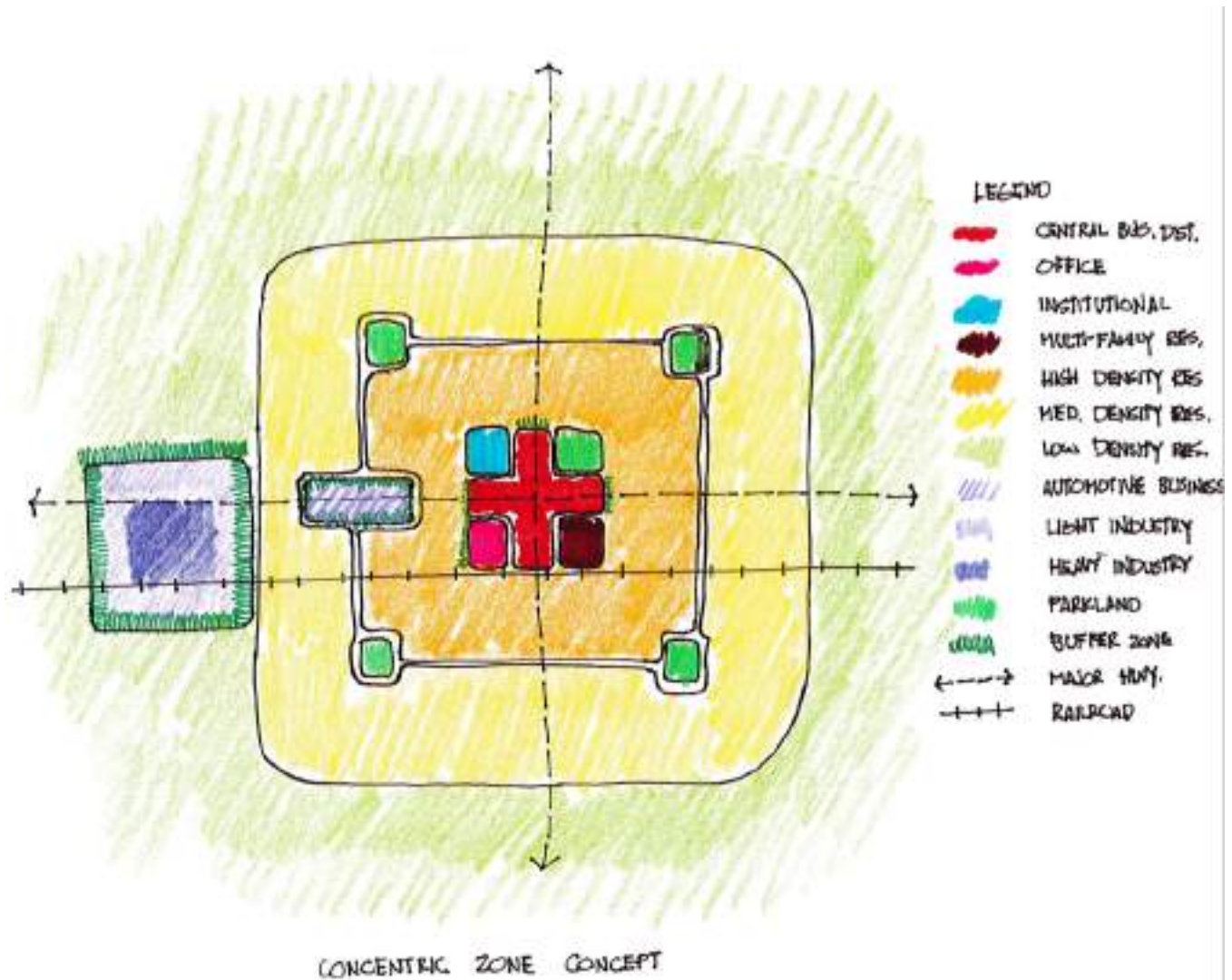


Figure 2. The ideal "Concentric Zone" concept for laying out land uses in a community

The Town is made up of communities, and the communities are made up of neighborhoods. The neighborhood unit concept has been a town planning principle since the early 1900s. This concept suggests that people tend to identify with and act in groups, and that the basic group is a neighborhood. A neighborhood is built around an elementary school and neighborhood playground as its core. Its boundaries tend to be railroads, rivers, or main roads that separate it from other neighborhoods. Originally, the concept presumed high residential densities. However, as the desire for varying densities grew, the concept had to be adapted.

Using the LIRR, the Nissequogue River, and main roads as boundaries, the Town has 88 neighborhoods. The notion of having one elementary school per neighborhood is not practical at the medium density of Smithtown. Additionally, the school-aged population is expected to continue declining, reducing the need for even some of the existing elementary schools. In terms of playgrounds, approximately 20% of the neighborhoods have playgrounds and about 25% are too small to warrant a playground.

B. The Local Waterfront Area

The Plan addresses the Local Waterfront Area slightly differently from the rest of the Town. This area is partly under the control of the State's Coastal Management Plan as expressed through the Town of Smithtown Local Waterfront Revitalization Program (LWRP).

The main goals of the LWRP are to:

- Protect the waterfront area's natural resources (vegetation, wildlife, soils, landforms, water quality, etc.)
- Encourage water dependent uses (swimming, fishing, shellfishing, boating, kayaking, etc.) and compatible uses
- Prevent flooding and erosion
- Protect the historic resources and natural visual character of the area
- Increase public access (visual and physical) to the water

The land uses that most effectively achieve these goals are conservation, recreation, and low-density residence. Small areas of water-related business should be located at the Kings Park Bluff and along Main Street in Smithtown. High-density residence should be avoided except in San Remo where the land use was established before the waterfront area was designated. The density should be kept as low as possible in order to avoid adverse effects on the natural resources. When possible, incompatible land uses (e.g. adult entertainment, body shops, etc.) should be relocated out of the waterfront area.

Modifications to the Town's transportation network could play an important role in achieving the LWRP's goals. The existing highway network should be maintained, but should be made as scenic as possible, and highway design should be modified to mimic predevelopment stormwater runoff conditions, and to reduce the amount of pavement to the greatest extent practicable. There should be improved pedestrian and bicycle access throughout the waterfront area. Also, access from the railroad stations to the waterfront should be improved.

The main community facilities planned for the waterfront are park-related, but additional wastewater treatment and stormwater infrastructure should be constructed.

The Town will be updating the LWRP in 2015. The update will be coordinated with this Plan, and it will become a part of this plan.

C. The Nissequogue River Corridor

The Nissequogue River, including adjacent areas, is one of the Town's main assets. The original Comprehensive Plan emphasized preserving the river by restricting land use density and by acquiring land for parks. In the 1980s, New York State included the river corridor in the New York State Wild, Scenic, and Recreational Rivers System. The State has regulations intended to protect the river by restricting land use and density.

The Plan incorporates many of the State's regulations. However, the Plan recommends modification of the State's regulations in the area where the river corridor overlaps the west end of the Smithtown Central Business District. In this area that has been zoned for and developed with businesses for over 80 years, it is not fair to property owners to limit the density to 1-acre residence. It is also undermines the Town's goal to improve the downtowns. Therefore, this Plan recommends allowing business, but at a lower intensity than permitted outside the river corridor, and with design guidelines that protect the aesthetic character of the corridor.



**Local Area and
NYS DEC River Corridor**
Town of Smithtown
Comprehensive Plan Update

Figure 3. Local Waterfront Area and NYS DEC River Corridor

D. Sustainability

Over the past few decades, the idea of creating a sustainable community has become a goal of many communities, including the Town of Smithtown. The general concept of sustainable development is, “development that meets the needs of the present without compromising the ability of future generations to meet their own needs” (World Commission on Environment and Development (WCED)). Sustainable development has three components: social, environmental, and economic.

As a guiding document, the Comprehensive Plan plays a large role in the Town’s ability to achieve sustainability. The policies set forth in this plan are meant to proactively address those social, environmental, and economic concerns that are likely to affect future generations. Some of the areas of focus include:

- Protecting surface and groundwater quality
- Protecting natural habitats, particularly wetlands
- Mitigating the impacts of climate change on the natural and built environments, especially key infrastructure
- Maintaining necessary or desirable infrastructure
- Eliminating unnecessary or excessive infrastructure
- Reducing waste
 - Improving efficiency
 - Reusing or recycling resources



Figure 4. Components of sustainable development (Lynas Corporation, LTD)

III. LAND USE

Land use is the first of the three main components of the plan. It has an effect on the other two components: transportation and community facilities.

Overall, there should be a balance of land uses to minimize the Town's dependence on other areas. Absent zoning, the proportions of land used for residence, business, industry and other uses are created by the forces of a free-market. The land use plan attempts to respect these forces. An imbalance tends to result in problems such as illegal uses, high vacancy rates, and deteriorated properties.

The plan designates approximately 400 acres of vacant land to be preserved as open space, and that the remaining roughly 600 acres of vacant land will be developed for residences, and to a lesser extent, business and institutional uses. The amount of business land use will increase slightly to support the added residences. The amount of industrial land will decrease slightly because of conversion to office and other uses, particularly in the Old Northport Road corridor. The amount of land used for recreation and open space will increase as a result of efforts to improve and protect environmental quality and to provide needed recreational facilities. Institutional land use will increase slightly with the expansion of SUNY Stony Brook and other research institutions. The amount of land used for transportation will also increase slightly in order to accommodate development in the other land use categories. The amount of agricultural land is expected to remain constant.

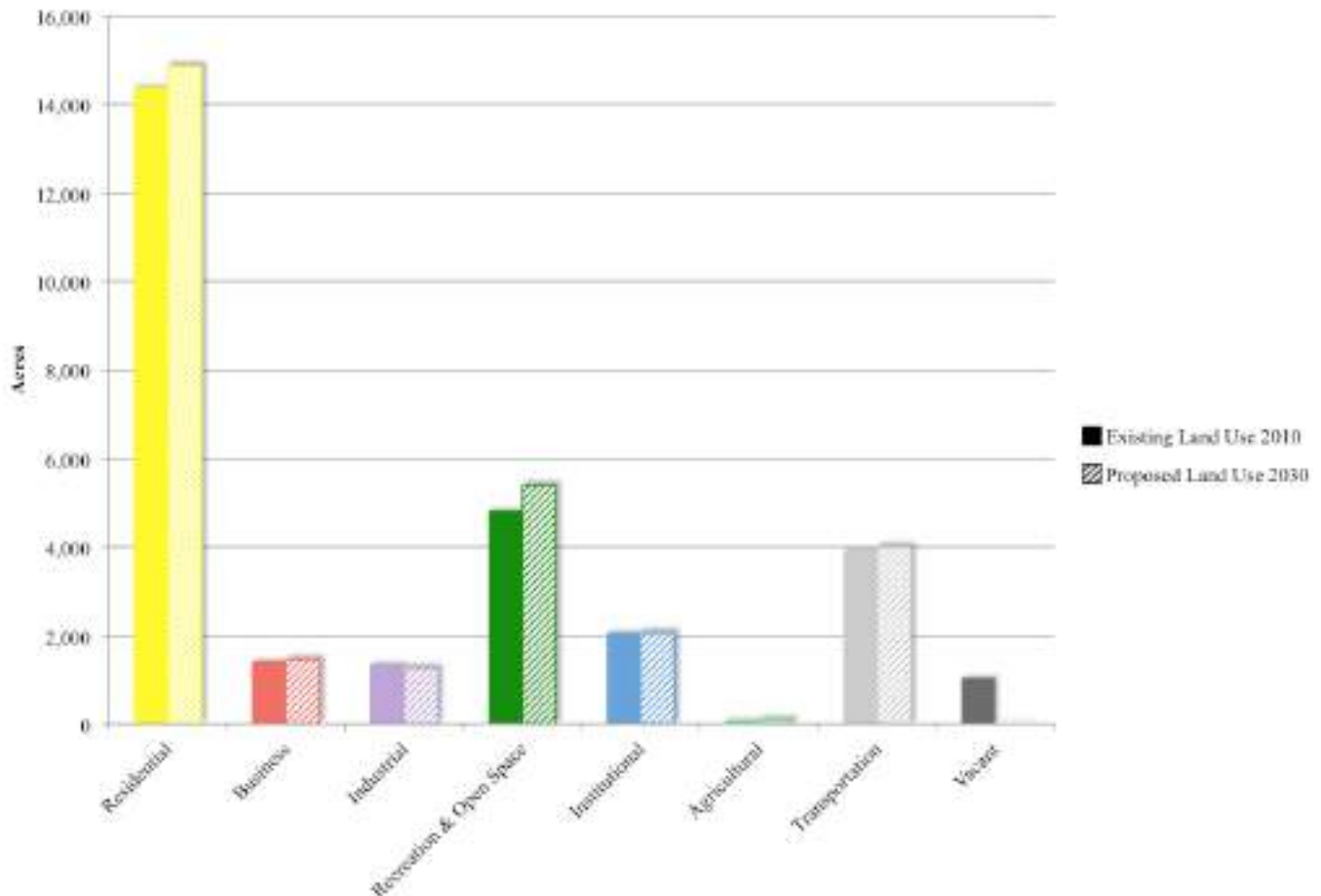


Figure 5. Existing and Proposed Land Use

A. Residence

Residential use will continue to be the largest component of land use in the future. As the Town is almost completely developed and the population is expected to remain relatively stable, little change is expected in the overall demand for residential land. However, the diversity of residence zoning is inadequate to satisfy the needs of the Town, as indicated by the large number of illegal apartments in the Town and the fact that Smithtown has a lower ratio of multi-family dwellings to single-family dwellings than Suffolk County, the Nassau-Suffolk region, and the country as a whole. Ignoring the need to diversify the housing stock would be harmful to the Town's economy. Due to the lack of vacant land in the right locations, the diversification will be modest. Additionally, almost all of the Town's neighborhoods are attractive; however, some near business or industrial districts or adjacent to main highways that are vulnerable to decline.

In order to maintain the attractiveness of the Town's residential neighborhoods and provide for the Town's existing and future housing needs, the plan sets forth the following policies:

- Locate multi-family residences in the following locations:
 - Over stores in the downtowns
 - Within a 10 minute walk of a railroad station
 - Along NYS Rte. 25 and County Road 16 (Terry Road and Smithtown Boulevard)
- Ensure that multi-family residences are exceptionally attractive and enhance the Town's historic look
- Increase enforcement on illegal multi-family units as more conforming multi-family developments are built
- Do not develop high-density residential neighborhoods in the following areas:
 - Adjacent to flood hazard zones or wetlands
 - On former landfills
- Cluster development so that at least 75% of the land is preserved as open space
- Enhance the attractiveness of neighborhoods
 - Improve amenities an infrastructure (sidewalks, street trees, etc.) in the older neighborhoods
 - Strictly enforce land use and property maintenance regulations
- Locate low density residence away from the centers of the communities



Photograph. An example of an attractive multi-family development in Avon, NY

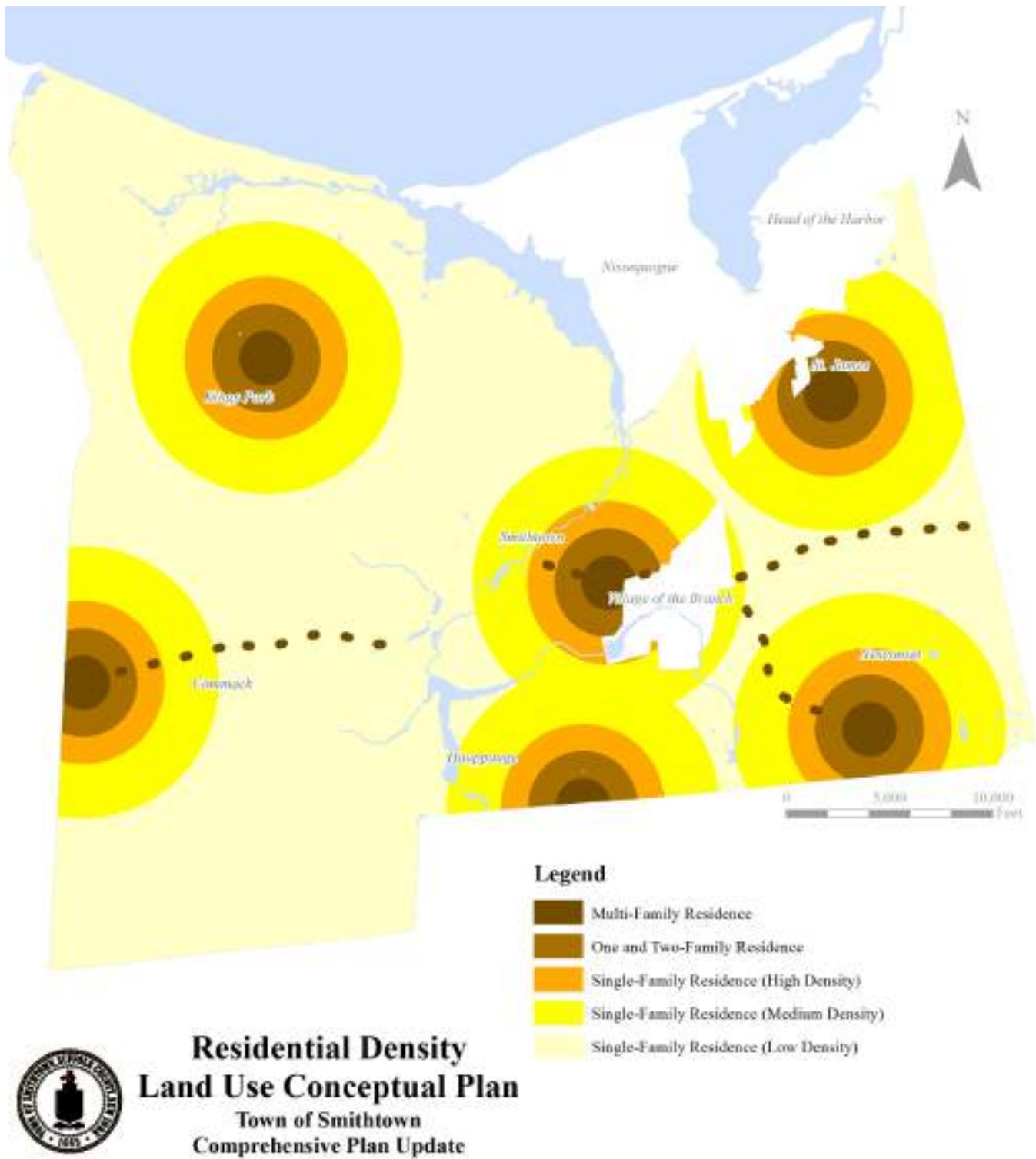


Figure 6. Residential Land Use Density Conceptual Plan

* This is a conceptual diagram and does not reflect precise locations

Figure 6 represents an ideal to strive toward. It does not reflect the actual land use or natural characteristics such as wetlands and flood hazard areas.

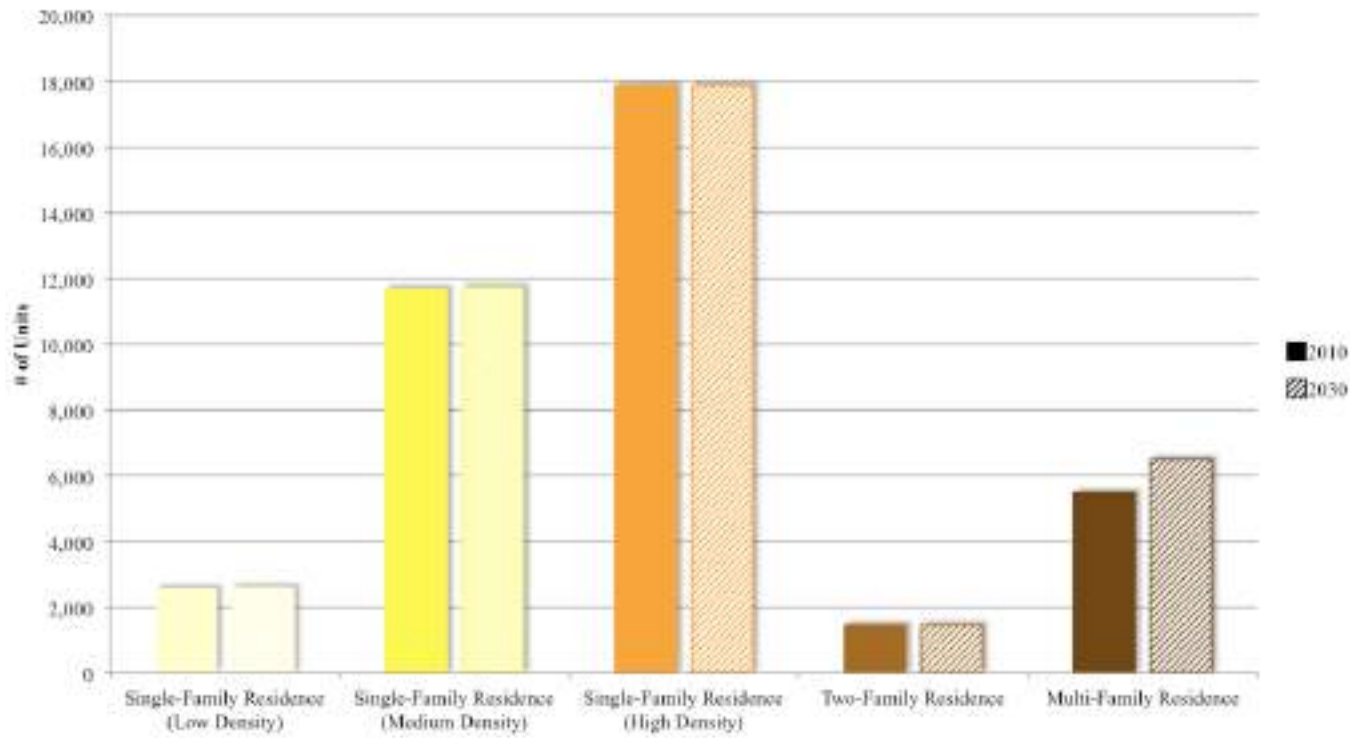


Figure 7. Existing and proposed units by residence type

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B. Business

As of 2010, approximately 5% of land in the Town is developed with business uses, which includes office, commercial, and service industry uses. This appears to be more than enough to meet the needs of the Town's residents, as evidenced by high vacancy rates and a high floor area to population ratio. The demand for business space will not likely increase unless there is an unexpected increase in population or income, or if there is a growth in tourism. It is more likely that demand for commercial space will decrease as online shopping increases. Most of the business will be in business districts, but much office space, and some restaurants, will be in industrial districts. Five kinds of business areas are planned: downtowns, neighborhood business centers, regional/subregional shopping centers, commercial strips, and office areas.

In order to improve the Town's economy, provide for residents' needs, and maintain the attractiveness of the Town's business districts, the plan sets forth the following policies.

- Establish and/or maintain a pedestrian friendly central business district (downtown) in each of the six communities. These districts should provide a diverse range of goods and services in each community: retail stores and services, professional services, restaurants, banking, and institutional services (government, religious, social).
 - Make the three old downtowns (Kings Park, Smithtown, and St. James) more appealing:
 - Restore old buildings to their historic character
 - Make them more pedestrian oriented
 - Concentrate development in the core of each district
 - Add on-street and off-street parking
 - Add attractions to the downtowns such as post offices, libraries, parks, government offices, museums, galleries, and theatres
 - Relocate auto oriented uses out of these districts
 - Add apartments over and behind stores
 - Implement property maintenance standards that improve the downtowns
 - Create downtowns in Commack (Commack Corners), Hauppauge (NYS Rte. 111, between NYS Rte. 347 and Townline Road), and Nesconset (Smithtown Boulevard):
 - Make them more pedestrian oriented
 - Concentrate development in the core of each district
 - Create a village green
 - Relocate non-retail uses (repair garages, motels, single-family homes, etc.) outside of these districts
 - Redesign existing shopping centers as more pedestrian-oriented mixed-use centers
 - Improve streetscape
- Establish and/or maintain small/neighborhood business centers approximately midway between central business districts
 - Develop a new neighborhood business center on Middle Country Road between the existing St. James downtown and proposed Nesconset downtown
 - Do not allow the development of neighborhood centers in other locations, and allow existing neighborhood centers that are not ideally located to change to other uses if the opportunity arises
- Maintain the three existing regional shopping centers, but do not allow the development of additional ones

- Permit only automobile-oriented uses along the Jericho Turnpike/Middle Country Road and Terry Road/Smithtown Boulevard commercial strips. Such uses include apartments, townhouses, institutional uses, offices, autobody shops, gas stations, etc. With the exception of fast-food restaurants, retail uses should not be located in these strips.
- Channel future office development into existing business and industrial districts
- Maintain the Smithtown By-pass by discouraging business uses from locating along NYS Rte. 347



Figure 8. Downtown Smithtown in 2013 (above) and a rendering of what the downtown could look like if the policies in this Plan are implemented (below). Rendering created by Smithtown Planning Department.

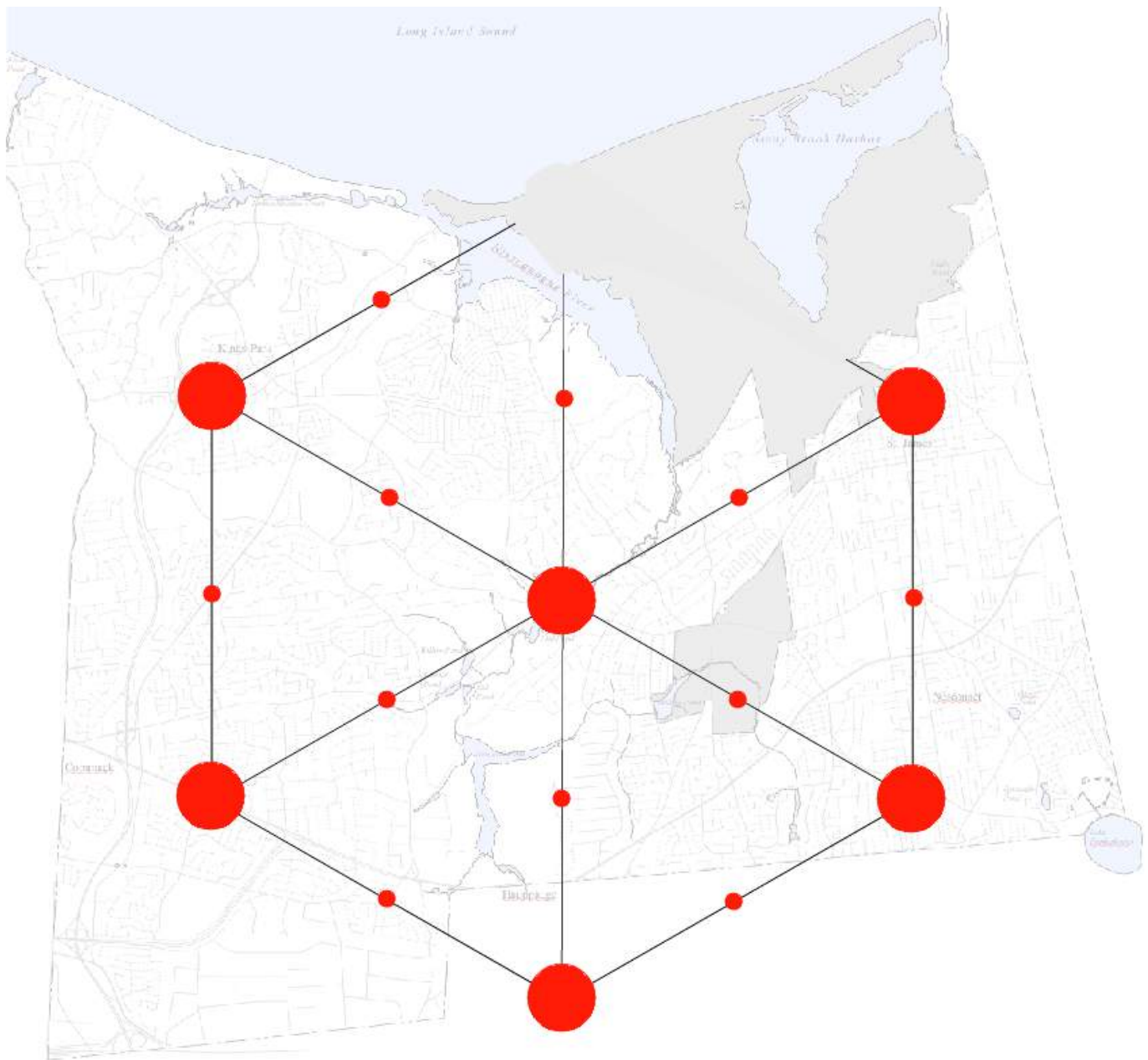


Figure 9. Generalized business center diagram. Tertiary centers (i.e., neighborhood business centers) tend to locate in a hierarchy of six small centers per large center. This tendency is evident in the location of business areas in Smithtown except for two regional shopping centers.

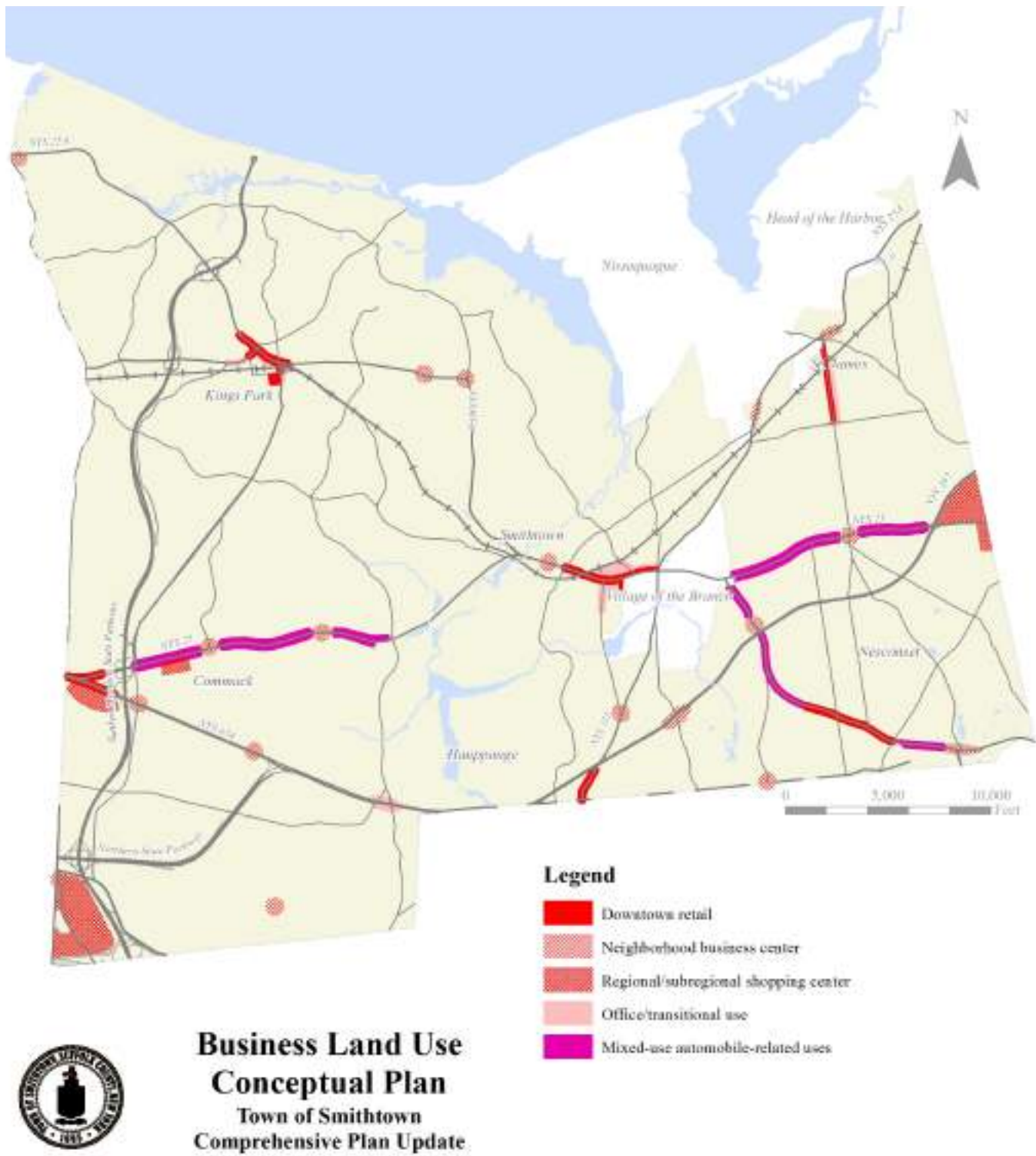


Figure 10. Business Land Use Conceptual Plan

C. Industry

About 5% of the land in the Town is used for industrial purposes. This is about double the County average. About 80% of this acreage (1,400 acres) is in the Hauppauge Industrial Park. There are approximately 320 acres of industrial property along Old Northport Road, including approximately 300 acres of heavy industry. There are also approximately 76 acres near Montclair Avenue and Southern Boulevard. To take advantages of the changing economy, the amount of light industrial land should be maintained, but the amount of heavy industrial land should be reduced. The plan sets forth the following policies.

- Industrial uses should be concentrated into four industrial districts: the Hauppauge Industrial Park; the Old Northport Road area; the Southern Boulevard/Montclair Avenue area; and the NYS Rte. 25 corridor
- Establish adequate buffer zones between industrial and residential areas
 - Heavy industry – 500 feet
 - Light industry – 100 feet

Hauppauge Industrial Park

- Provide flexibility to accommodate the needs of existing and emerging light industrial businesses
- Maintain and improve the attractiveness of the Park
- Add amenities (e.g., fitness trail, small parks, identity signage, etc.)
- Discourage incompatible industrial uses (e.g., heavy industries)
- Minimize retail uses except in the existing shopping center
- Encourage large office buildings to locate, and discourage commercial uses from locating, along Motor Parkway

Old Northport Road area

- In the Lawrence Road area:
 - Preserve wooded areas for passive recreation and environmental protection,
 - Develop filled land with uses that do not involve substantial buildings (e.g., solar farms, agriculture such as tree farms and green houses, and outdoor recreation)
 - Encourage the light industrial uses that are needed in this part of the Town (e.g., workshops, parking of small trucks and equipment, repair garages, etc.) to locate in the areas that have been mined but not filled
- Encourage limited outdoor industry and commercial recreation near Indian Head Road and heavy industrial uses near Sunken Meadow State Parkway
- Near Townline Road, maintain a perimeter of light industrial uses and permit heavy industrial uses at least 500 feet from residential uses
- Establish a densely vegetated buffer zone around the perimeter of the industrial area

Southern Boulevard area (including the southern portion of Montclair Avenue)

- Encourage light industrial uses

The NYS Rte. 25 (Jericho Turnpike and Middle Country Road) corridor

- Develop a mixed-use corridor that includes multi-family residences, automobile-related businesses, commercial recreation, and non-nuisance industrial uses that require outdoor storage

Figure 11. Industry Land Use Conceptual Plan

D. Recreation and Open Space

The Town has preserved much of the waterfront area as passive parkland, and while there are only a few locations where the Town would need to acquire property to complete a greenbelt along the River and Sound, public access to and throughout this area is inadequate and should be improved. Additionally, there is a shortage of other types of parks and recreation facilities, including neighborhood playgrounds, community parks, vest pocket parks, village greens, fitness trails, boating facilities, and recreation centers. Further, there are approximately 277 acres of privately owned environmentally sensitive land, the development of which would create potentially significant impacts on surrounding properties and the community at large, that should be preserved.

In order to protect the environment and provide a sufficient amount of recreational opportunities for the Town's residents and workers, the Plan sets forth the following policies:

- Preserve as much open space as possible, placing a priority on environmentally sensitive land
- Improve public access to and protection of the waterfront area
- Develop neighborhood playgrounds in all neighborhoods large enough to warrant one
- Develop and maintain one community park, village green and recreation center in each community
- Improve the vitality of downtowns and major employment centers with pocket parks
- Protect the aesthetic appearance of water features, prominences, wooded open space, agricultural lands, the State Parkways, and scenic roads



Photograph. Sunken Meadow State Park, view looking south from Sunken Meadow Creek (Samuels)

E. Institutional

The original plan called for ample institutional land use, consisting largely of the Kings Park State Hospital, St. Johnland Nursing Home, and the Suffolk County Center. Over time the amount of land needed for institutional uses has diminished. The State Hospital has closed; St. Johnland Nursing Home is approximately 11% of its original size; and a large proportion of schools have closed and been redeveloped. On the other hand, SUNY Stony Brook is expanding. In 2005, the University acquired 246 acres of the Gyrodyne property (64 acres in the Town of Smithtown). Facilitating related uses (e.g., think tanks, faculty/student housing, etc.) would be good for the local economy. Therefore, although some institutions are contracting or closing, others are expanding. As a result, the amount of land needed for institutional uses will likely not change significantly, but the location of it may.

In order to provide for the expansion of SUNY Stony Brook and other research institutions, and to protect existing institutional uses, the Plan sets forth the following policies:

- Provide as much land as possible for institutional uses that are necessary or convenient for Town residents.
- Encourage appropriate institutional uses (e.g., meeting halls, places of worship, government offices, etc.) near the downtowns
- Facilitate a land swap between the St. Johnland Nursing Home and Nissequogue River State Park in order to preserve natural open space
- Encourage the location of institutional uses near SUNY Stony Brook



Photograph. Center of Excellence in Wireless and Information Technology at SUNY Stony Brook. Uses that encourage the growth of SUNY Stony Brook should be located near the campus.



Photograph. Kings Park Psychiatric Center Building 93. Reusing buildings on the former KPPC site can encourage institutional uses and simultaneously preserve open space.

F. Other Land Uses

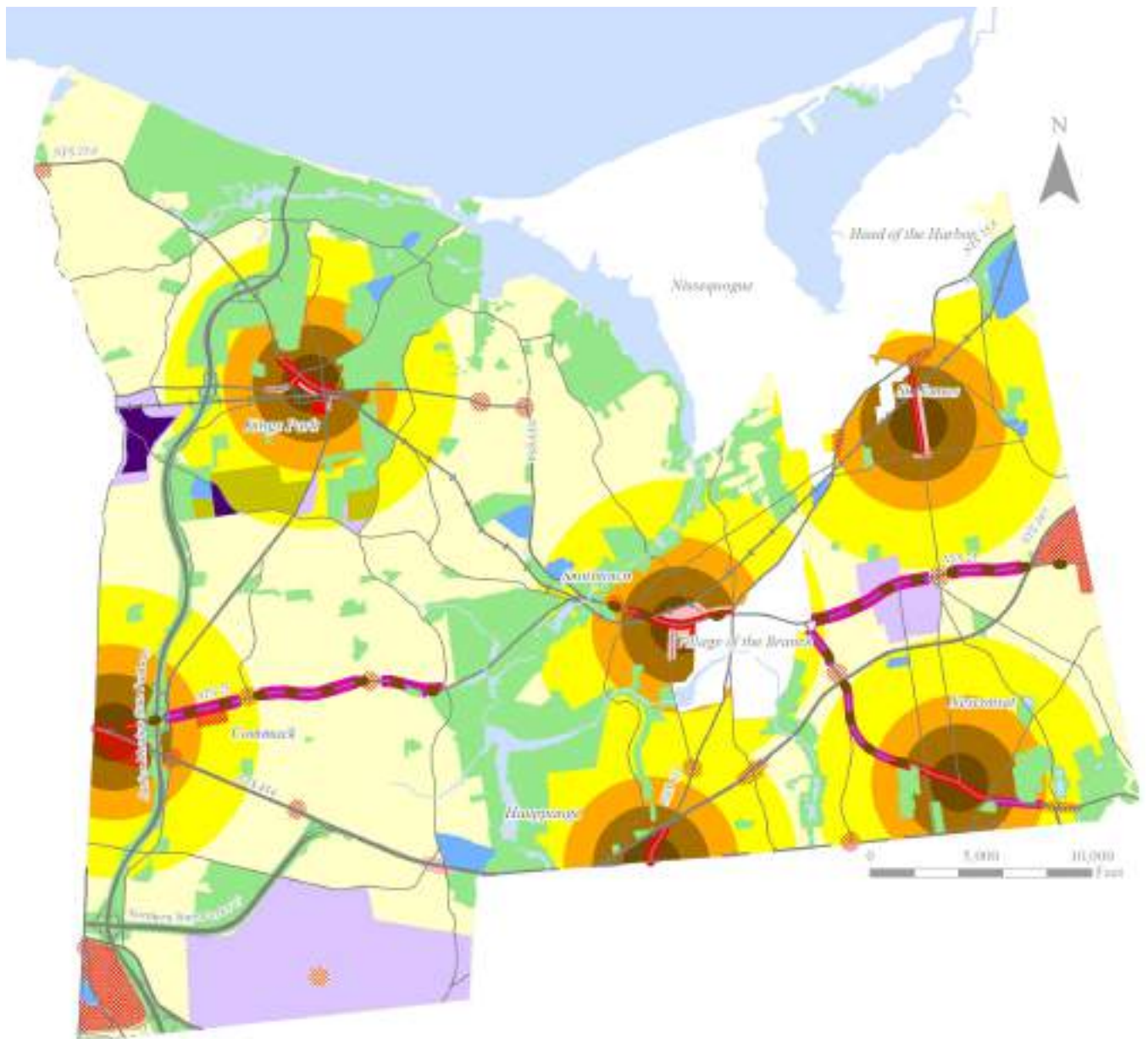
The other land uses in the Town include agriculture, transportation, and utilities. Agriculture provides benefits to the community in the form of local produce, open space, and higher property values. As a result, the land used for agriculture should be protected and expanded if possible. Land used for transportation and utilities are functions of the other land uses in the Town.

In order to provide the necessary infrastructure to support the Town, the Plan sets forth the following policies:

- Protect prime agricultural land and expand open agricultural uses when opportunities arise
- Minimize acreage used for transportation
- Preserve open space within the contributing area to a public drinking water well
- Provide adequate acreage to construct new renewable energy electricity generating facilities and two new sewage treatment plants



Photograph. Part of the 32-megawatt Long Island Solar Farm at Brookhaven National Laboratory (courtesy of Brookhaven National Laboratory)



Legend

Recreation and Open space	Downtown retail	Multi-Family Residence
Institutional	Neighborhood business center	One and Two-Family Residence
Limited outdoor industry/commercial recreation	Regional/subregional shopping center	Single-Family Residence (High Density)
Light industry	Office/transitional use	Single-Family Residence (Medium Density)
Heavy industry	Mixed-use automobile-related uses	Single-Family Residence (Low Density)



Land Use Conceptual Plan

Town of Smithtown
Comprehensive Plan Update

Figure 12. Land use conceptual plan

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IV. TRANSPORTATION



Photograph. Railroad crossing in St. James. Throughout the Town, and particularly in the downtowns, it is important to design the transportation network to accommodate all users

No dramatic changes to the transportation network are proposed because the Town and its surroundings are almost fully developed, and major projects such as new highways do not appear to be fiscally possible for the foreseeable future. The plan is to fine-tune the existing system so as to make it safer and more efficient.

Overall, the plan is to make the existing transportation infrastructure:

- Leaner and more fiscally sustainable
- More pedestrian oriented
- More environmentally friendly

A. Highways

Few major changes are proposed with respect to the overall highway network. At this stage in the Town's development, it is not feasible to build or widen highways or bridges. The Plan divides highways into six classes. Three of the classes are depicted on the Transportation Conceptual Plan map. Minor highways including collectors, subcollectors, drives and courts are not depicted.

Limited access highways

These are State-owned highways that are designed to safely transport a large volume of vehicles at high speeds within and beyond the region.

- **Expressways** - limited-access highways open to most vehicles. The Long Island Expressway skims along the southern boundary of the Town. No major changes are proposed.
- **Parkways** – limited-access highways that are scenic and limited primarily to passenger cars, and include the Northern State Parkway and the Sagtikos/Sunken Meadow State Parkway. They are characterized by ample vegetation in the shoulders and median. The existing natural scenic character should be maintained.

Primary arterials

These are State and County highways that are used as the main routes between communities and other townships. Many of these streets existed prior to the construction of limited access highways and were the primary routes for regional trips.

- **By-Pass** – a divided highway (NYS Rte. 347/454) that draws traffic from more congested parallel routes, particularly downtown Smithtown. Every effort should be made to make this highway function more efficiently as a bypass. The adjacent land use should be limited to low traffic generators, and access should be minimized. There should be grade separations at all intersections. Any improvements to the By-Pass should enhance the quality of life of the adjacent residents. This will require sensitive design, and effective visual and acoustic buffers.
- **Primary Highways**: generally, State or County highways that are not an Expressway, Parkway, or By-pass. These should be uncongested and accommodate moderately high speeds except in the downtowns, where they should be pedestrian-oriented.

Secondary arterials

These are two-lane to four-lane roads that are generally used to drive within communities or as an alternate way to drive between communities. They should be designed for 30 mph speeds and provide for pedestrians and cyclists.

Collectors

These are two-lane residential streets that funnel traffic from minor residential streets to an arterial. Most of these roads were designed with a 60-foot right-of-way and 36 feet of pavement. The wide pavement facilitates faster moving traffic than the 30 mph speed limit. Traffic calming techniques should be implemented, where needed, to slow traffic to a safer speed.

Minor residential streets

These are one and two-lane streets that are designed and used by vehicles and pedestrians to move within a neighborhood. They typically have a 50-foot right-of-way (30 feet of pavement and 10 feet of land on both sides for utilities, sidewalks, snow removal, etc.) However, most modern highway design sources recommend narrower pavement in order to discourage speeding and reduce maintenance costs. Less pavement also minimizes the amount of stormwater runoff and pollution generated from the roadway. For these reasons, the pavement width of these streets should be narrowed wherever possible.

- **Subcollector** – minor residential streets that funnel traffic from residential access streets to collectors
- **Residential access streets** – very low volume roads, including dead-end streets, cul-de-sacs, and loop streets whose purposes are primarily or solely to provide access to dwellings. Many homeowners prefer to live on these streets because of the slow vehicle speeds and absence of through traffic. However, these roads are more costly than through streets because of the added time and fuel needed for services such as garbage pick-up, school bussing, plowing, etc. They also increase traffic on other residential streets. In order to improve the Town's fiscal sustainability, the creation of new residential access streets should be discouraged, and where possible, these streets should be connected.



Figure 13. Transportation Conceptual Plan

There are a number of transportation improvement concepts do not pertain to a specific highway type, but rather, apply to highways throughout the Town. These include improvements to enhance the aesthetic quality of the roads, protect vehicular and pedestrian safety, and improve sustainability.

Rural roads

Certain highways in the Town are particularly scenic. They are assets that create a desirable character and increase property values. They should not be diminished by the adjacent land uses, curbs, or excessive pavement. The sections that have been tarnished by construction should be made more scenic in the course of routine future construction and maintenance.



Photograph. An example of a rural road (Mills Pond Road). Such roads enhance the community's identity and should be restored and protected

Connections

The town suffers from “hardening of the arteries.” This refers to some residential streets being “hardened” to accommodate excessive traffic. Based on 1940s thinking, local traffic is funneled onto major roads, even for short trips. This has contributed to congestion on these roads, as well as in motorists using local streets as bypasses. As a consequence, some town streets are less desirable to live on. To reduce traffic on residential streets the plan is to carefully open up some bottlenecks and employ traffic calming measures.

One of the most important connections is a link between Lawrence Road and Old Dock Road. Until the 1990s traffic used streets in the State Hospital for this access, but the linkage was blocked when the State closed the hospital. Opening this would reduce congestion on Main Street, Church Street, Old Dock Road, and Lawrence Road.

The east and west sides of the neighborhood around Hunts Pond should be connected. However, the connections should be sensitively designed to not create adverse effects on the wetlands nor short cuts for motorists outside the neighborhood.



Figure 14. Aerial photograph of Hunts Pond showing potential connections on Bow Drive and Steven Place

Road Diet

It is recommended that the Town go on a “road diet.” This is a technique to make highways safer for pedestrians and more fiscally sustainable. It involves reducing the number of lanes or the amount of paving. Most of the highways in the Town were built or rebuilt in an era of “bigger is better” without realizing that wide streets encourage higher speeds.

Unnecessary streets should be removed where possible in order to concentrate maintenance expenses and to improve the natural ecology including the groundwater. The section of Parkway Service Road North adjacent to Hoyt Farm Park west of the parkway ramp should be removed, the area be restored to its natural condition, and added to the Park.

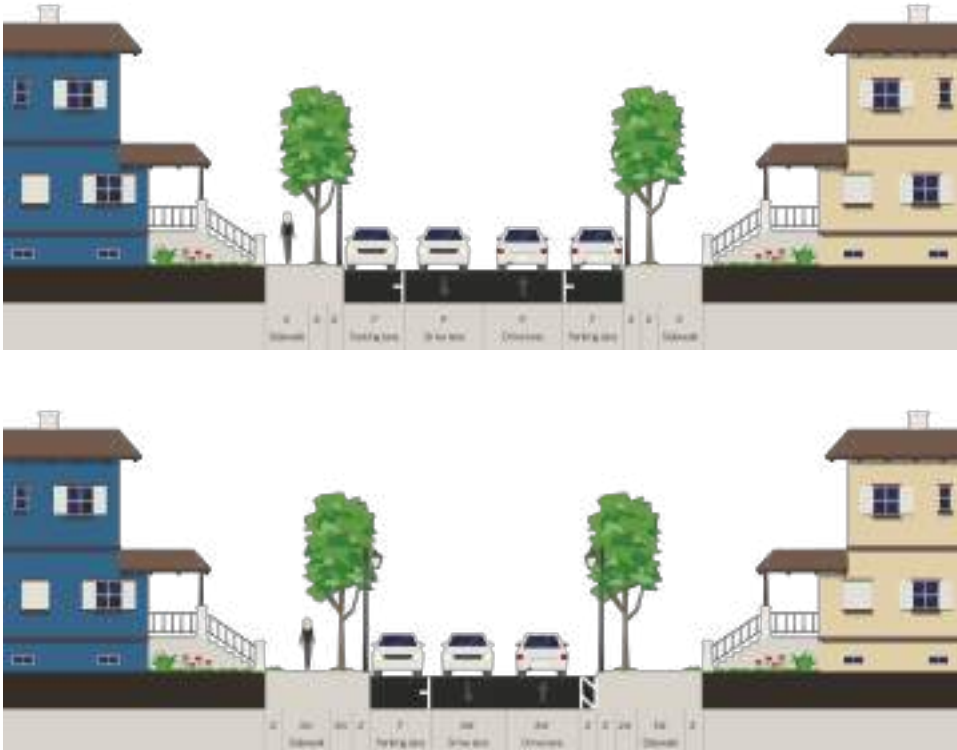


Figure 15. The rendering on top depicts a typical minor residential street with 30 feet of pavement. The rendering on bottom depicts the same road on a "road diet" with only 26 feet of pavement.

Rotaries

Rotaries should be used when warranted. These small traffic circles have been in use in the U.S. for over 10 years with success in reducing crashes and congestion. They should be considered for use in downtown Smithtown in order to make it more walkable without increasing congestion.



Figure 16. Example of a rotary that calms traffic and improves the walkability of the downtown (Huntington, NY)

Environmental sustainability

The environmental impact of highways should be minimized. This includes:

- Reducing the amount of paving
- Retrofitting modern drainage techniques
- Increasing street and catch-basin cleaning



Photograph. Alternative stormwater management techniques such as permeable pavement and vegetated swales, like those constructed at the Lindenhurst Memorial Public Library shown above, could significantly improve ground and surface water quality.

Truck transport

The Town should complete a truck transportation plan to designate truck routes and roads on which trucks are excluded. The plan should also identify optimal truck loading and unloading zones (e.g., centralized locations that can be used by multiple motor vehicle dealers), time restrictions, etc.



Figure 17. Map of existing truck exclusions and default truck routes in Nesconset

B. Sidewalks

Following the recommendations of health experts and traffic safety experts, an objective of the Plan is to make the Town more walkable. One of the most important aspects of a walkable community is a good sidewalk system. Yet, the Town's sidewalk infrastructure is already so large that it is difficult to maintain. To balance these competing objectives is to have an overall plan for sidewalks.

- In some locations, remove sidewalks and replace with plants at such time as the sidewalks heave due to roots
- Construct sidewalks in locations where there is a potential for high pedestrian activity (e.g., around schools, business districts, playgrounds, high-density residence, etc.)
- Locate sidewalks as far from the street as possible in order to provide space for snow, street trees, utility poles, etc.
- Plant street trees along most streets in order to enhance property values and protect the ecology
- Do not plant street trees with shallow roots near sidewalks
- Widen sidewalks in the downtowns to 10 – 20 feet in order to accommodate pedestrians, street trees, utilities, etc.

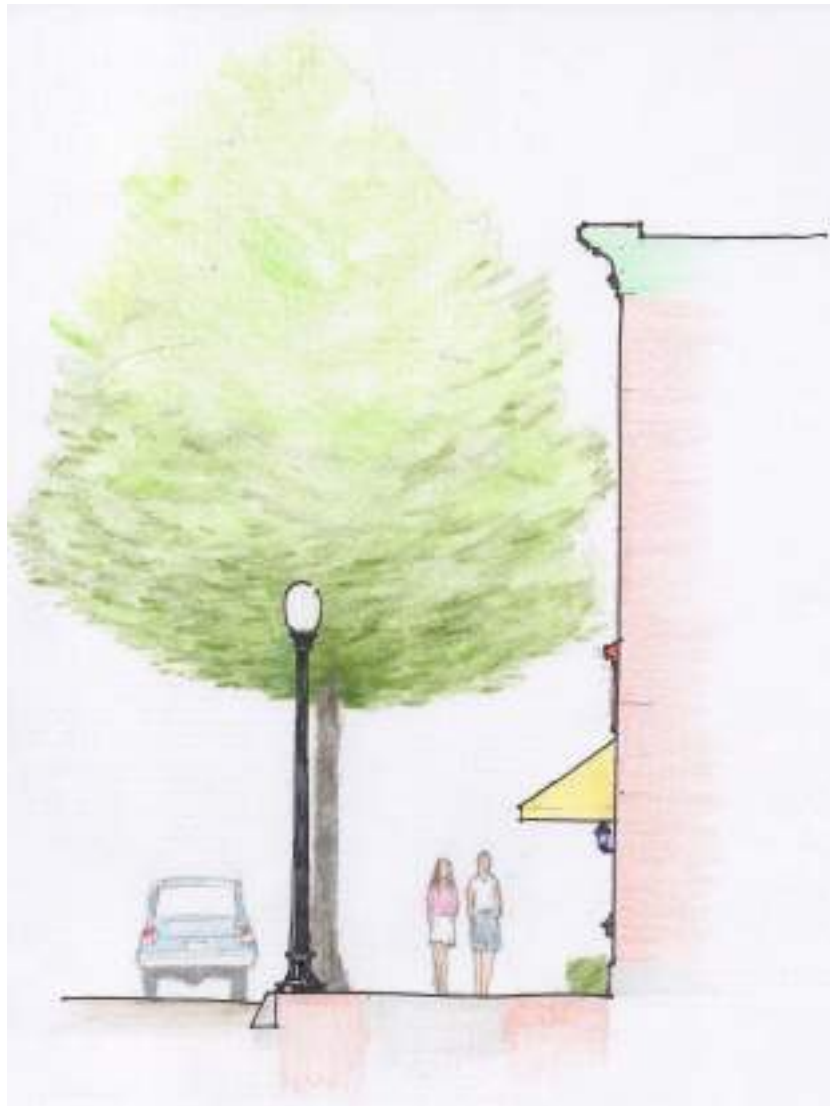


Figure 18. Ideal sidewalk design in downtown business districts. Note the dedicated area for landscaping/furniture, walkway, and display zone.

C. Bicycling

Bicycling has the potential to be a more important form of transportation. It is good for the public health, and when used instead of a motor vehicle, reduces traffic congestion, energy consumption, air pollution, and noise. It is also an important form of recreation. For these reasons, efforts should be made to expand and enhance existing bicycling amenities.

In terms of recreation, there are only three off-road bike paths, totaling just about three miles; however there is significant potential to increase the number and length of these trails. In terms of transportation, the State has a designated bike route in the Town, and most of the Town streets are suitable for bicycling. Less than 10% of the highway miles in the Town have inadequate space or pose unsafe conditions for bicyclists.

In order to improve the Town's bicycling amenities and increase the use of bicycles as a mode of transportation, the Plan sets forth the following policies:

- Encourage the use of bicycles for commuting
- Redesign the primary and secondary arterials that have inadequate space for bicyclists (e.g., Jericho Turnpike and Main Street near the Nissequogue River, and NYS Rte. 347 at the Northern State Parkway merge) to provide safe bicycling conditions
- Establish a Townwide network of bicycling routes and trails
- Provide accommodations for bicyclists crossing the Nissequogue River on Landing Avenue, Mill Dam Road, and in Blydenburgh Park



Photograph. The newly constructed bike path along the By-pass is an integral part of the proposed Townwide trail network (photo provided courtesy of Federal Highway Administration)

D. Parking

Parking is an important component of transportation. On-street parking is important for the economic health of the downtown business districts and high-density residential areas, especially those that were developed before cars were prevalent. In the downtowns, buildings are often adjacent to the street, and on-street parking provides convenience for shoppers and parked vehicles provide a sense of safety to pedestrians.

Municipal parking is also important in the downtowns because many sites do not and cannot provide adequate off-street parking to meet the district's needs. However, unless parking is provided underground, parking lots take up land that could otherwise be better used. Therefore, it is important to maintain a balance between providing adequate parking, but not an overabundance.

Most of the Town developed after 1950 and was planned for parking to be accommodated off-street. However, large parts of the Town were developed earlier and lack sufficient land to provide off-street parking.

In order to ensure that there is adequate parking to support the needs of the Town, the Plan sets forth the following policies:

- Provide as much on-street parking as possible in the downtown business districts
- Retrofit municipal parking in the core areas of the downtown business districts
- Outside of the downtowns, require on-site parking in order to avoid safety hazards
- Redevelop unused portions of commuter parking lots with transit-oriented development
- Minimize the use of impervious pavement to reduce groundwater and flooding impacts, and to improve visual quality
- Design the downtowns to facilitate pedestrians, transit, and cyclists so that less parking is needed
- Locate land uses to as to minimize the need for driving and parking



Figure 19. Example of a downtown parking layout that would improve streetscape and protect pedestrian safety

E. Railroad



The Long Island Railroad is an important part of the Town's economy and the transportation system. Access to Manhattan facilitates workers with higher than average income, and it increases property values. Most of the improvements needed in the Town are operational and are under the jurisdiction of the MTA. The plan recommends: more frequent service, more single-ride trains to Manhattan, and more reverse-commute trains.

The LIRR is not planning major changes in the Town, but this Plan includes the following improvements:

- Modify the commuter parking lot in Kings Park to reduce the impacts on the businesses
- Lower the railroad below Indian Head Road to reduce the intensive traffic congestion
- Encourage railroad dependent industries near Townline Road opposed to other locations in the Town in order to reduce truck traffic and eliminate outdoor heavy industries near the downtown business districts and residences
- Replace the railroad crossing at Meadow Glen Road South with a bridge in order to reduce noise and improve safety
- If the LIRR desires to construct a rail yard in the Town, the yard should be located near Townline Road and should be designed to incorporate extensive mitigation (e.g., a berm, walls, dense vegetation, short light poles, and shielded lights) to protect the nearby residential neighborhoods
- Construct a railroad spur to the heavy industrial area near Old Northport Road and Townline Road

F. Bus

- Establish a bus route along CR 16

V. COMMUNITY FACILITIES

Community facilities include land uses such as parks, places of worship, and utilities. Most of the community facilities components of the plan involve improving the status quo; however, some significant changes are included (e.g., an expanded sewer system). The overall goal of the Plan is to ensure that there are enough community facilities in the right places to meet the future needs of the residents.



Photograph. St. James Elementary School

A. Parks

The Town has a good park network that includes State, County, Town, school, and quasi-public parks and playgrounds. Over the past forty years the system has been expanded, but it has been weakened by the loss of about 12 school playgrounds that were redeveloped for other uses. About 75% of the parkland is owned by the State and County, and is intended to serve the region, not just the Town. The potential to enlarge the system is becoming impractical as the remaining vacant land in the Town is developed. Nevertheless, as much open space as possible should be preserved in order to protect the environment.

This Plan is to ensure that there will be enough parkland in the right locations to meet the future needs of the Town. In addition to recreation, the needs include protecting the environment. It is beyond the scope of the Plan to provide details on the types of facilities in each of the parks. Having enough land will allow the flexibility to decide the details in the future.

The Community Facilities Conceptual Plan on page 43 is a generalized vision of the park system of the future depicting existing parks and the approximate locations of future parks. The exact locations and shapes should be determined at the appropriate time. The overall concept is to have a few greenbelts and numerous smaller parks distributed around the Town. The main greenbelt is along the Nissequogue River in the center of the Town, and the shoreline. The greenbelt consists of State, County, Town and other parks. The gaps in the greenbelt should be eliminated where feasible to protect the ecology and increase passive recreation. Other greenbelts include the State parkways and natural areas around developments. The elements of the Plan include:

State Parks

Alfred E. Smith/Sunken Meadow

1,380 acres consisting of 7,000 parking stalls, two miles of beach, 3/4-mile boardwalk, golf, trails, etc. The park attracts the 6th highest attendance in the State. The park should be expanded to protect sensitive ecology and provide for more hiking, birding, etc.

Caleb Smith

549-acre nature preserve with pristine freshwater fishing. As opportunities arise adjacent parcels near the river should be acquired to protect the river and its tributaries and add passive recreation.

Nissequogue River

159 acres of the former Kings Park State Hospital grounds. It includes a marina, trails, and soccer fields. The park should be expanded to include the other 370 acres of the former KPPC that were transferred to the Office of Parks, Recreation, and Historic Preservation. The park should be developed as a mixed-use park similar to Saratoga Springs State Park with museums, hotel, sports, natural areas, farmland, etc. Some of the buildings should be preserved because of statewide historical significance. Some portion should be expanded to include vacant woods and pond owned by St. Johnland. In return, St. Johnland should be allowed to use part of the park for other community facilities.

NYSDEC conservation area

67 acres of natural woods with trails. This park should be expanded to the south to provide more hiking opportunities and to preserve natural habitat.

Bike paths

A bike path system should be constructed along the State Parkways, LIPA right-of-way, and along Lawrence Road. This amenity would help the public health and enhance property values.



Figure 20. Rendering of the Conceptual Master Plan for Nissequogue River State Park and the former Kings Park Psychiatric Center site (Nissequogue River State Park Foundation and Saratoga Associates)

County Parks

Blydenburgh

625 acres consisting of a 125-acre pond, trails, camping, etc. The three adjacent Town parks should be added to improve efficiency. Other County parkland (e.g., Arthur Kunz park) should be traded to the Town in return.

Lake Ronkonkoma

97 acres (120 acres including County parkland on the south side of Smithtown Boulevard. The park includes nature preserve, sports, beach, etc. The park should be expanded to help improve the recreational value of the lake. Also the former restaurant site should be attractively developed and the pedestrian access from the north should be improved.

Arthur Kunz

60 acres of nature preserve along river. The park should be expanded to protect wetlands and wildlife.

Fresh Pond

20 acres of nature preserve. The park should be kept in its natural condition, but it may be beneficial, to the local ecology and neighborhood character, to restore the NYS Rte. 25A frontage to a field.

Paul T. Given

4 acres consisting of a kayak launch and nature preserve. It should be expanded to preserve wetlands and habitats as well as to facilitate the relocation of inappropriate land uses such as adult entertainment and repair garages away from the river. The east portion should be landscaped so as to create a kind of village green and attractive gateway to the center of the Town.



Photograph. Blydenburgh County Park is the second largest park in the Town and offers many amenities including rowboats, trails, camping, etc.

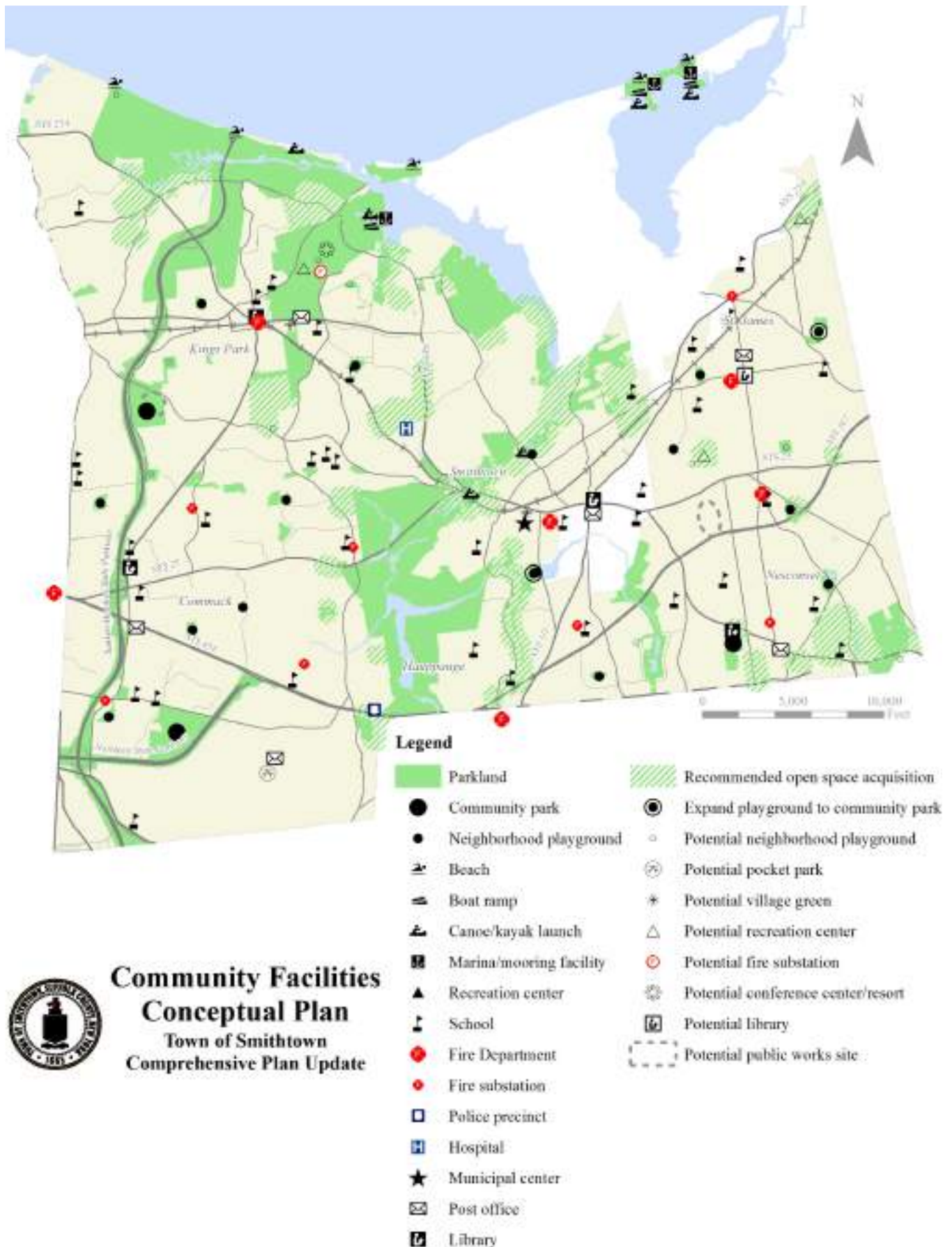


Figure 21. Community Facilities Conceptual Plan

Town parks

Neighborhood playgrounds

The Town has 88 neighborhoods, but only 19 neighborhood playgrounds. The lack of playgrounds means that most residents are not near them and attracting users from other areas impacts the people who live near the playgrounds. The plan is to build small playgrounds (2 to 5 acres) in more neighborhoods. Most neighborhoods are too small to warrant them, but it appears that a balance is about 30 to 42 playgrounds. The precise locations of the playgrounds should be determined in the next few years, but it is important to build one in the Hauppauge Industrial Park in order to protect the economy of the Industrial Park and enhance the tax base.

Community parks

This type of playground was not conceived when the original plan was finished. These are large parks that are designed to attract residents from beyond the immediate neighborhood. There are currently four: Hoyt Farm, Olsen, Flynn, and Toner (Armory) parks. The Plan is for five community parks, approximately one per community with the exception of Hauppauge, which has a community park (Hidden Pond Park) on the other side of the Town boundary, in the Town of Islip..

Recreation centers

A recreation center is a building that provides amenities for indoor recreation and meetings. Most suburbs the size of Smithtown have several. The Town has only one recreation center, and it is limited to only senior citizens. However, the demand is being partly met by the libraries and schools. It does not appear sustainable to develop additional centers; however, the existing facilities should not be closed. The plan is to continue to use the existing facilities as long as each hamlet has the equivalent of one recreation center.

Village greens

The Plan includes six village greens. A village green should be located in the center of each community to create community identity and improve the downtown business districts. Each green should be about two acres, and should be designed to create a sense of place.



Figure 22. The rendering depicts one way the Nissequogue River greenbelt could be expanded on Main Street to create a village green for downtown Smithtown (Smithtown Planning Department)

Vest pocket parks

These are small parks on vacant lots between buildings in a downtown. Each existing downtown has at least one (e.g., 9-11 park in Smithtown). Others should be built as needed if they increase the amount of economic activity in the downtowns.

Beaches

The Town has four beaches: Callahans Beach, Short Beach, Long Beach, and Schubert's Beach. They should not be reduced, and no new ones are proposed.

Boat launches

There are seven launch sites in the Town: Three boat ramps (two Town and one State), three kayak launches, and one "jet-ski" launch. The existing locations should be maintained.

Boat storage

Two marinas and two mooring areas are in the Town. The plan is to keep them in their current locations.

Smithtown Landing Country Club

The park is 133 acres and offers golf, pools, and catering. This park provides many benefits to the Town and should be maintained. No additional golf courses are part of the Plan.

Hoyt Farm

The park comprises 125 acres, consisting of a nature preserve, concert venue, etc. Workers in the nearby Hauppauge Industrial Park use this park. The Plan includes expansion by abandoning an unnecessary portion of the Northern State Parkway North Service Road.

Sweetbriar Farm

The park is 62 acres and includes a nature preserve as well as outdoor education amenities. This park was bequeathed with the caveat that it not be intensively used. The use of the park should be limited in respect for the donor.



Photograph. Hoyt Farm in Commack is one of the most frequently visited Town parks

School Playgrounds

These facilities are under the jurisdiction of school districts, but the Town controls the land use if the districts sell the sites. They are important in meeting the recreation needs of the public, and should be retained as parks if the schools are sold.

Quasi-Public Parks

Most of these parks are greenbelts owned by homeowner associations. Most separate neighborhoods from busy highways, but a remarkable one is the riverfront park owned by the San Remo Civic Association. They should be preserved so as to protect the ecology.



Photograph. The parkland on Riviera Drive is a valuable asset to the community

B. Schools

Public schools are not under the jurisdiction of the Town; however, the Plan should address the demand for schools and potential redevelopment of closed schools. Also, private schools are under the Town's jurisdiction. Based on population projections, it is likely that a few schools may close. The availability of closed school buildings and properties poses opportunities for the Town, as well as potential risks if redevelopment occurs in an unplanned or haphazard manner.

Stony Brook University is growing and has recently expanded into the Town. This growth is expected to continue and some of this growth is likely to be in Smithtown.

In order to continue providing the benefits that school properties provide to the public and to foster economic growth associated with higher-level educational institutions, the plan sets forth the following policies.

- Maintain playgrounds and open space on closed school properties for public use
- Reuse closed school buildings for other community facilities
- Facilitate growth of SUNY Stony Brook and other higher colleges and vocational schools
- Facilitate the establishment of daycare facilities in business and industrial areas



Photograph. Nesconset Elementary School closed in 2012

C. Fire protection

Towns have some land use jurisdiction on fire districts since the 1980s. The Plan is based on the assumption that all of the existing stations will remain and that the only new station that may be built is on the site of the former Kings Park Psychiatric Center. This substation should be located out of the greenbelt depicted in the Local Waterfront Revitalization Program. In order to accomplish this, the Kings Park Fire Department would have to swap land with the State. The Plan includes the following policies:

- Locate intensive development near fire stations
- The expansion of fire stations should be designed to enhance the character of the community

D. Police

The land use aspects of the County Police facilities are partly under the Town's jurisdiction. Nevertheless, it is unlikely that existing facilities will be expanded or abandoned in the foreseeable future. The Plan should ensure that there is adequate land available to meet the police department's needs. As such, the Plan sets forth the following policy:

- The 4th Precinct police station should be maintained, and any expansion should be designed to avoid affecting the value of nearby residential uses



Photograph. New 4th Precinct police station

E. Health

The healthcare system is continually evolving. Today, it provides care in a variety of ways, ranging from the traditional hospitals, institutions, nursing and convalescent facilities to outpatient services, group homes and specialized developmental facilities. The smaller facilities such as walk-in medical clinics and outpatient service facilities have assumed many of the services previously performed by hospitals, and have reduced the demand for the standard hospital. There is one hospital in the Town (St. Catherine of Siena) as well as a large cancer treatment center (Memorial Sloan Kettering). The hospital is centrally located, and both facilities are important for the community and should be maintained.

With respect to elder care, there has been a shift or evolution over the past decade from the standard nursing home to various more specialized facilities such as adult homes, assisted living facilities, therapy centers, senior “day care,” and continuing care retirement communities (CCRCs). This trend is likely to continue.

A concern with all healthcare facilities is that they generate large amounts of wastewater. In order to comply with the Suffolk County Sanitary Code, large facilities need to be connected to sewers and smaller ones generally must use alternative sewage treatment systems or preserve undeveloped land to compensate for the higher amount of wastewater being discharged.

In order to accomplish these objectives, the Plan sets forth the following policies:

- Maintain the major medical treatment centers in the Town (i.e., St. Catherine of Siena and Memorial Sloan Kettering)
- Locate health facilities in the existing business and industrial districts
- Locate medical offices in existing business districts
- Facilitate the establishment of care facilities for the elderly and mentally and developmentally disabled



Photograph. St. Catherine of Siena Hospital is an asset to the Town and should be maintained

F. Post offices

There are an adequate number of post offices to meet the future needs of the Town. However, in the 1970s, the U.S. Postal Service relocated many of its facilities out of the downtown areas. In Smithtown, this has had an adverse effect on traffic, the downtowns, and access for the elderly. Regarding post offices, the Plan is to:

- Locate post offices in the downtowns and the Hauppauge Industrial Park
- Design post offices to enhance the historic character of the downtowns

G. Government administration

Many State, County, and Town offices are located in the Town. Trends suggest that the amount of office space will be stable for at least the next decade. Most of the Town offices are located in the core of downtown Smithtown, and most of the County offices are in the County Center that straddles the Smithtown-Islip boundary in Hauppauge. However, the County and State lease substantial office space in industrial buildings, too. Although the Town has little jurisdiction on the location of Federal and State facilities, policies are included here as a request to those governments to help implement the Town's objectives. The policies include:

- Relocate government offices from industrial districts to the downtown business districts to free up industrial land for other uses and to improve the vitality of the downtowns
- Maintain Town offices in the center of the Smithtown downtown
- Relocate the Town Recreation Department to one of the downtown business areas
- Consolidate Town offices into one building as much as possible
- Locate Federal offices in the downtown business districts



Photograph. Smithtown Town Hall in downtown Smithtown

H. Government equipment yards

The State, County, and Town have a total of about nine sites used for trucks and equipment for highways, parks, sanitation, etc. Inasmuch as the Town is over 95% developed, not much growth of infrastructure is expected. However, the Town's yards need more space.

The Plan is for the existing facilities to remain except for relocating the Parks Department from NYS Rte. 25A to the Old Northport area. This would allow the existing site to be converted to a community park and recreation center, and the construction of a sustainable, state-of-the-art facility that could be used also for the Highway and Sanitation Departments. The policies include:

- Establish two main public works facilities: one along the By-pass and one along Old Northport Road
- Consolidate the Highway, Parks, and Sanitation facilities
- Redevelop the Parks Department property as a community park

I. Solid waste

While the current system is functional, there are changes that will need to be considered in the future, including both the need for facilities and solid waste management strategies. The Town could reduce its waste management costs and minimize conflicts with residences and other land uses by *reducing* the amount of waste generated. Developing strategies that are appropriate for the Town will require innovation and the use of education, regulatory policy, and monetary incentive. Additionally, the Town and region would be more sustainable if waste generated in the region is disposed of in the region. The Plan includes the following policies:

- Develop strategies to reduce, reuse, and recycle solid waste
- Maintain one transfer station on each side of Town
- Plan on the resource recovery facility in East Northport being the primary facility for disposing of municipal solid waste
- Locate organic waste processing facilities near the resource recovery facility and away from homes
- Prohibit hazardous waste management facilities as the Town is too developed to adequately protect the public
- Locate construction and demolition debris facilities a minimum of 1,000 feet from residence districts



Photograph. Waste management activities are concentrated in the Old Northport Road and Townline Road area. The waste-to-energy plant can be seen in the top left corner of the photo, a capped landfill in the lower left corner and legal and illegal recycling facilities on the right side (Pictometry)

J. Sanitary sewers

Only 9% of the Town has sanitary sewers, and the quality of the groundwater and Smithtown Bay has been declining over the past 50 years. It is clear that more sewers are needed to protect water quality. Additionally, sewers increase business and property values, but the cost is high. In Suffolk County the vast majority of sewers were built and operated by the County. Although the sewers are under the jurisdiction of the County, the Town has some influence on where they are built. Additionally, as a result of the Long Island Sound Study, the U.S. Environmental Protection Agency established a Total Maximum Daily Load (TMDL) that prohibits the discharge of additional nitrogen into the Long Island Sound. Based on these factors the plan includes the following:

- Construct sewer mains in the following areas:
 - Downtowns
 - High groundwater areas in Smithtown, Hauppauge and Nesconset
 - Densely developed areas next to the Nissequogue River (e.g., San Remo)
 - Residence districts adjacent to the downtowns with densities greater than one dwelling unit per 10,000 sq. ft. (e.g., RM-7 zones)
- Maintain and construct sewage treatment plants:
 - Continue to upgrade existing plants
 - Construct a new plant in the Old Northport Road area for the downtown and RM-7 district
 - Construct a new plant in the Southern Boulevard area for downtown Smithtown and St. James and high groundwater areas

K. Stormwater drainage

Since the 1950s the State, County, and mostly the Town have done an excellent job in minimizing flooding from storm runoff. However, pollution levels of surface waters have increased, and most of this is due to runoff. Inasmuch as most of the drainage infrastructure of the future has already been built, it will be necessary to modify the existing infrastructure in order to improve water quality. Also, the Federal government has asserted authority regarding stormwater discharges into the "waters of the United States." The plan includes the following policies:

- Improve existing storm drainage systems that discharge to surface waters
- Minimize paved surfaces
- Use open drainage systems when possible to utilize the biological cleansing of plants and the sun and to improve sustainability

L. Water supply

The Suffolk County Water Authority operates all of the wells and well fields in the Town. It also distributes drinking water to approximately 75% of the businesses and residences in the Town. The Smithtown and St. James Water Districts distribute the water to the remaining portions of the Town. There are only nine relatively small locations in the Town that do not have access to public drinking water (see *Volume IV. Community Facilities*, page 57). These areas rely on private wells.

For the last 30 years the strategy for the region has been to protect the water supply. We should now seek an additional strategy in attempting to restore parts of these systems back to their original conditions. Improved wastewater treatment systems and better storm water management systems would begin to achieve these goals. The Plan sets forth the following policies:

- Preserve as much open space as possible to serve as watershed protection
- Facilitate the extension of public drinking water distribution infrastructure to all developed areas of the Town

M. Electricity

While it is likely that power usage will increase because of population growth, the Town should begin to develop strategies that will reduce the use per capita. Alternative power sources should be explored, such as solar and wind power. Green building codes should be considered. At the same time, the Town should consider placing more of the system underground to protect communities during severe storms and to improve aesthetics. The Plan sets forth the following policies:

- Develop strategies to reduce energy consumption per capita and to replace fossil fuel energy sources with renewable energy sources
- Locate small alternative energy electricity generating facilities in industrial areas, open areas, and non-sensitive locations
- Implement measures that protect surrounding properties from the expected upgrades and expansion of existing substations

N. Gas

The majority of streets in the Town have gas lines, most of which are owned and operated by National Grid. Over the next twenty years, it is likely that gas lines will be extended to many of the remaining areas of the Town. In order to reduce costs to the public of extending these lines, it would be beneficial for National Grid to schedule these extensions to coincide with road reconstruction. In addition to the local distribution network, a major gas transmission line, the Iroquois Pipeline, runs through the Town. However, there are no plans to extend this line or build additional regional lines or facilities in the near future. The Plan sets forth the following policies:

- Facilitate the extension of natural gas lines to underserved areas

O. Communication

The future of communication technology is difficult to project. Communication technology is evolving at a rapid pace and along with that, so are the requirements. Ten years ago, analogue wired communication was the most commonly used technology; today it is digital and largely wireless. There are also other types of wireless communication that use only satellite systems. In order to keep land use strategies current, these systems should be reviewed much more frequently than the timeframe for a Comprehensive Plan.

- Accommodate the implementation of changing telecommunication technologies



Photograph. Solar panels installed on the roof of the Municipal Services Facility help offset the Town's electricity demand

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VI. COMMUNITY IDENTITY

There are approximately 120,000 residents in the Town of Smithtown; however, most associate with the community in which they reside more than with the Town as a whole. There are six communities in the Town: Commack, Hauppauge, Kings Park, Nesconset, Smithtown, and St. James. For the purposes of this report, the community of Ft. Salonga is considered part of Kings Park because they share the same zip code and school district.

Each of these communities has its own identity, amenities, and characteristics that attract residents and businesses. Whether it is the close proximity to the water and parkland in Kings Park, the quaint downtown in St. James, or superior highway access in Commack and Hauppauge, these characteristics are integral to creating a sense of pride in the communities and should be recognized and enhanced. The following sections set forth policies specific to each community with the intention of strengthening residents' and business owners' senses of pride in their community.



A. Commack

- Maintain most of the community in its current conditions
- Redevelop much of the Old Northport Road corridor with more compatible uses

Land Use

- Develop the Commack Corners area into a pedestrian friendly downtown
 - Concentrate retail development in this area
 - Create a village green
 - Relocate non-retail uses (repair garages, motels, single-family homes, etc.) outside of this area
 - Redesign the existing shopping centers as more pedestrian-oriented mixed-use centers
 - Improve streetscape
- Establish Jericho Turnpike as an automobile-oriented use corridor, with uses including apartments, townhouses, institutional uses, offices, autobody shops, gas stations, etc. With the exception of fast-food restaurants, retail uses should not be located in this corridor.
- Facilitate economic growth in the Hauppauge Industrial Park
- Redevelop much of the Old Northport Road corridor with more compatible uses
 - Encourage limited outdoor industry and commercial recreation near Indian Head Road and heavy industrial uses near Sunken Meadow State Parkway
 - Near Townline Road, maintain a perimeter of light industrial uses and permit heavy industrial uses at least 500 feet from residential uses
 - Establish a densely vegetated buffer zone around the perimeter of the industrial area

Transportation

- Construct bike trails along the Sunken Meadow State Parkway and within the LIPA rights-of-way as part of the larger proposed Townwide bicycle network
- Create a grade separation at the intersection of the Northern State Parkway and NYS Rte. 347/454 to improve bicyclist and pedestrian safety
- Protect and improve the walkability of the downtown
- Maintain the existing natural scenic character of the Northern State and Sunken Meadow/Sagtikos State Parkways

Community Facilities

- Establish a public works facility at the Municipal Services Facility
- Maintain and facilitate the growth of Memorial Sloane-Kettering

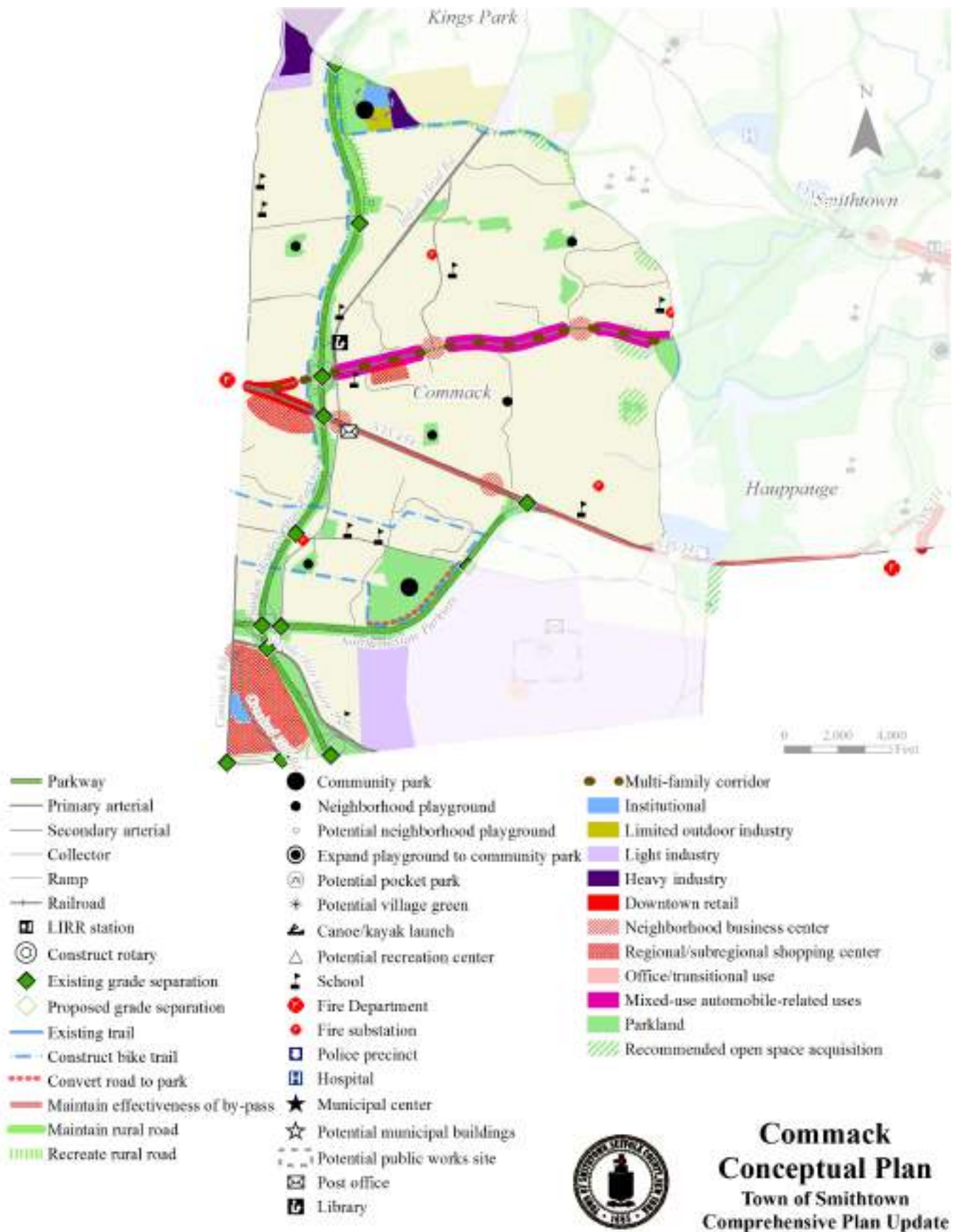


Figure 23. Commack Conceptual Plan

B. Hauppauge

- Maintain most of the community in its current conditions
- Develop a deeper sense of community identity

Land Use

- Develop the existing retail center (NYS Rte. 111 south of the By-pass) into a pedestrian friendly downtown
 - Concentrate retail development in this area
 - Create a village green
 - Redesign the existing shopping centers as more pedestrian-oriented centers
 - Improve streetscape
- Facilitate the construction of multi-family developments behind the existing buildings on the east side of NYS Rte. 111
- Facilitate economic growth in the Hauppauge Industrial Park
 - Provide flexibility for the Park to accommodate the needs of existing and emerging light industrial businesses
 - Maintain and improve the attractiveness of the Park
 - Add amenities such as a fitness trail and pocket park
 - Improve access to and from the Northern State Parkway and Long Island Expressway??
 - Discourage incompatible uses (e.g., heavy industries, discount retail stores)
 - Encourage large office buildings to locate, and discourage commercial uses from locating, along Motor Parkway
- With the exception of the existing neighborhood business districts, encourage existing commercial uses to relocate and prohibit additional commercial development on the By-pass (NYS Rte. 347)
- Preserve land around the headwaters of the Nissequogue River, Brookside Drive, and the northeast branch of the River

Transportation

- Make the By-pass function as a by-pass
 - Create grade separations along the By-pass at the intersections of Old Willets Path, Brookside Drive, NYS Rte. 111, Mt. Pleasant Road, and Terry Road
- Construct bike trails along the Sunken Meadow State Parkway and within the LIPA rights-of-way as part of the larger proposed Townwide bicycle network
- Improve the walkability of the downtown
- Connect the segments of Bow Drive and Steven Place that are on opposite sides of Hunt's Pond

Community Facilities

- Construct sewers in the downtown and high groundwater areas

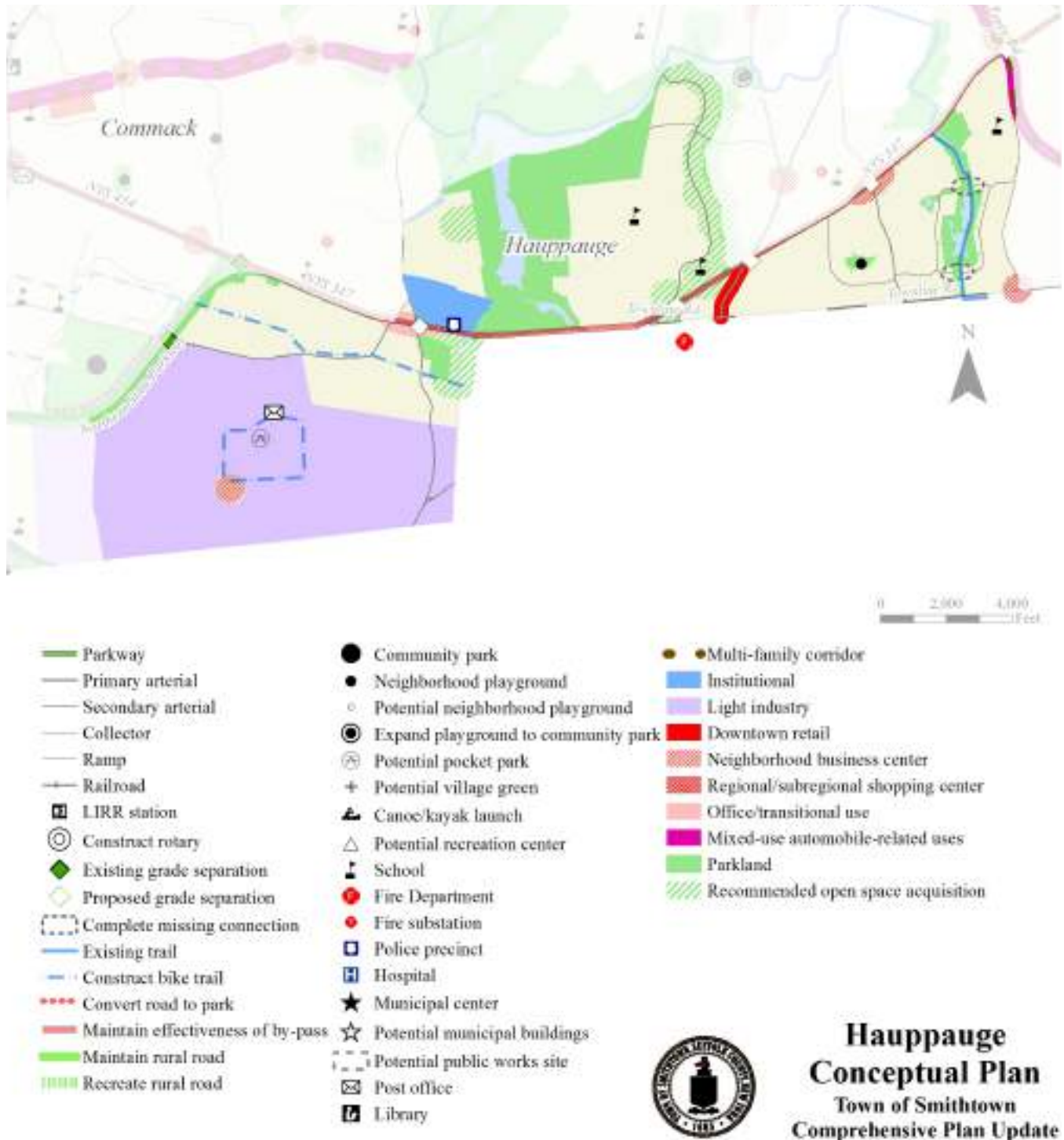


Figure 24. Hauppauge Conceptual Plan

C. **Kings Park**

- Maintain most of the community in its current conditions
- Expand and capitalize on the community's extensive open space
- Improve the downtown and adjacent area
- Redevelop much of the Old Northport Road corridor with more compatible uses

Land Use

- Restore and develop the core of Main Street as a small village such as Northport
- Relocate uses like repair garages and industries from the downtown area to industrial zones
- Develop the core of the former Kings Park Psychiatric Center with institutional uses (e.g., think tank, conference center, community center, etc.)
- Maintain the edges of the former Kings Park Psychiatric Center as open space
- Preserve open space along East Main Street
- Maximize the amount of passive parkland near the Sound, the Nissequogue River, and the periphery
- Phase out and replace many of heavy industrial uses with lighter industrial uses
- Prohibit the expansion of the Old Northport Road industrial area

Transportation

- Re-open the street connection between Lawrence Road and the WT Rogers Middle School
- Preserve, restore, and expand rural roads such as Sunken Meadow Road and Old Dock Road by removing curbs, maintaining and replacing street trees, etc.
- Protect and improve the walkability of the downtown
- Repurpose underutilized commuter parking lots
- Create adequate municipal parking to improve the economic viability of the downtown
- Construct a grade separation at the intersection of Indian Head Road and the Long Island Railroad
- Replace the railroad crossing at Meadow Glen Road South with a bridge in order to reduce noise and improve safety

Community Facilities

- Relocate the Parks Department yard to the Old Northport Road corridor and convert the existing yard into a village green and playground
- Construct a sewer system in the downtown
- Facilitate the construction of a wastewater treatment plant in the Old Northport Road corridor
- Extend the Hike Bike Trail to the water and connect to other trails in order to create a Townwide trail network

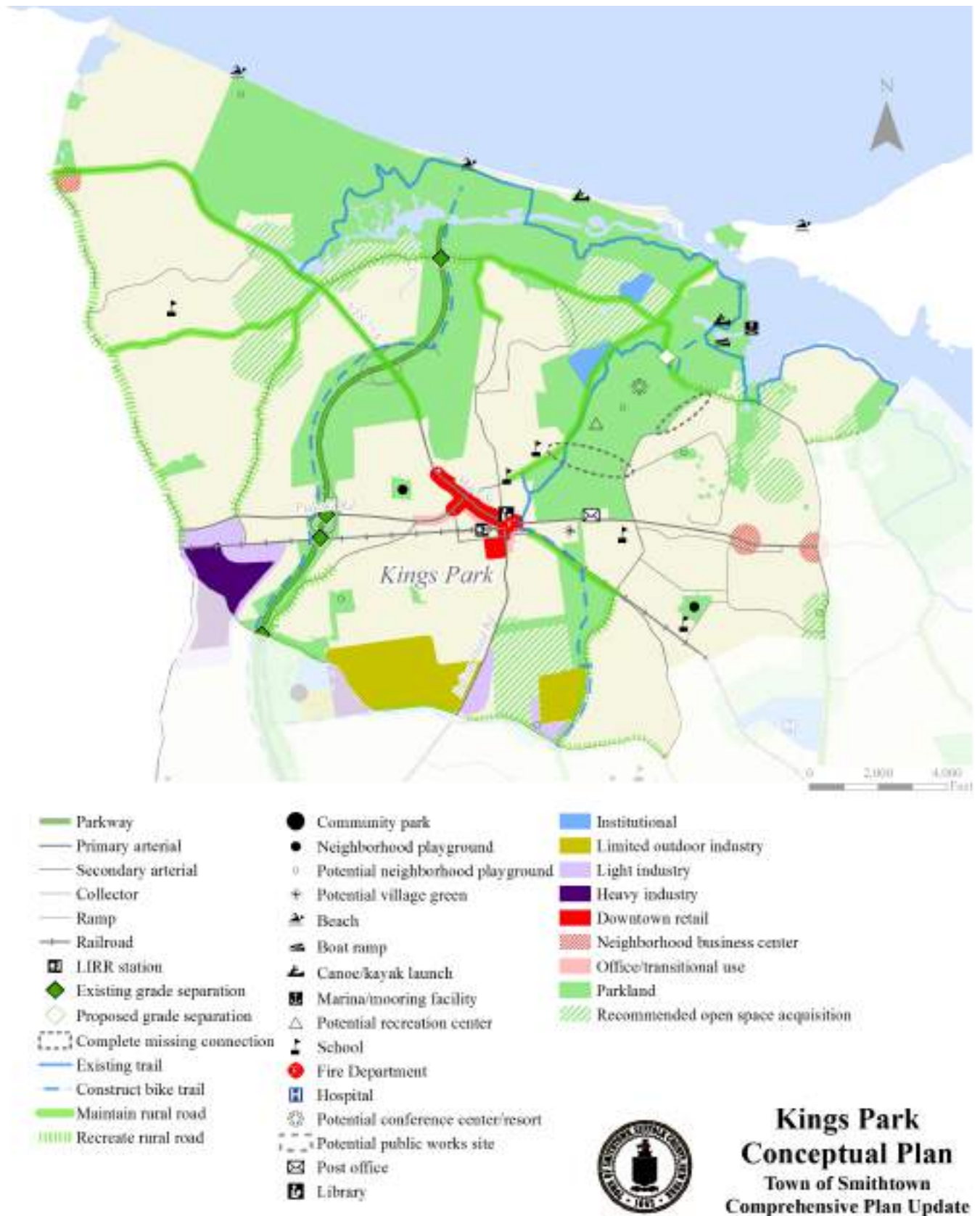


Figure 25. Kings Park Conceptual Plan

D. Nesconset

- Maintain most of the community in its current condition
- Develop a deeper sense of community identity
- Increase recreation and open space
- Strengthen connections between the northern and southern portions of the community
- Strengthen and maintain the community's two focal points: the intersection of Lake Avenue and Gibbs Pond Road; and Smithtown Boulevard between Southern Boulevard and Nichols Road

Land Use

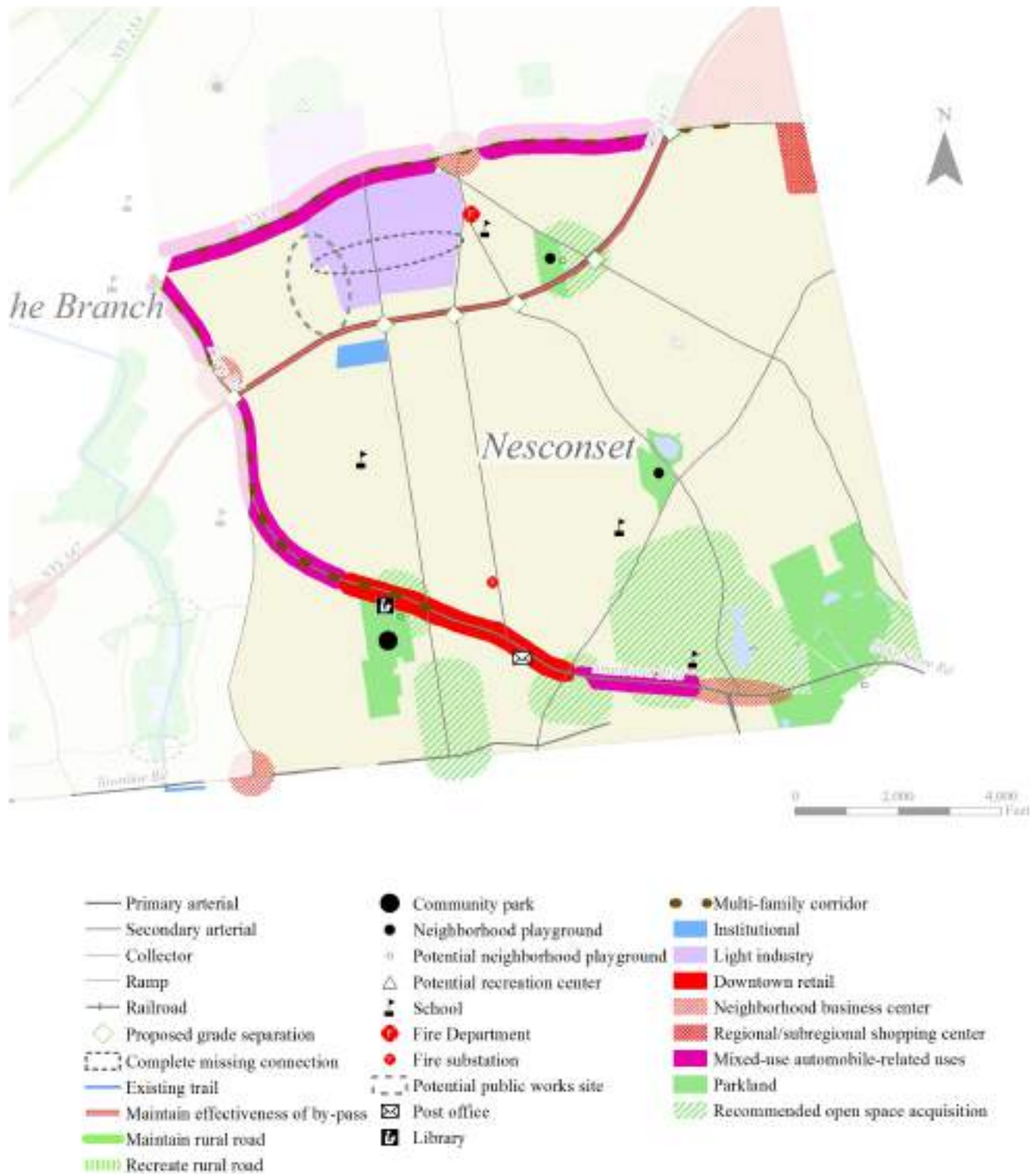
- Discourage commercial uses along Lake Avenue South
- Encourage façade and amenity improvements in the central business district along Smithtown Boulevard
- Relocate non-retail uses (repair garages, motels, single-family homes, etc.) outside of the downtown area of Smithtown Boulevard
- Concentrate retail uses in the “downtown” portion and de-intensify elsewhere
- Encourage existing commercial uses to relocate and prohibit additional commercial development on the By-pass (NYS Rte. 347)
- Develop and maintain the Southern Boulevard corridor as an industrial center

Transportation

- Design Smithtown Boulevard (CR16) between Mayfair Rd. and Nichols Road as a pedestrian corridor, with uniform sidewalks and streetscape items, crosswalks, minimal curb cuts, narrow streets, etc.
- Fill in gaps in the sidewalk network
- Prevent NYS Rte. 347 from bisecting the community
- Connect existing and proposed bike trails to the bike trail being constructed adjacent to NYS Rte. 347
- Establish a bus route along Smithtown Boulevard
- Connect the Town Highway Department to Southern Boulevard
- Create a new road parallel to Middle Country Road as an alternate route to connect Highway Place to Lake Avenue

Community Facilities

- Improve drainage in high groundwater and flooding areas
- Enhance the Lake Ronkonkoma waterfront
- Enlarge Armory and Brown's Road Town parks
- Retain closed school properties for public purposes including playfields
- Town Highway Department connection to Southern Boulevard



**Nesconset
Conceptual Plan**
Town of Smithtown
Comprehensive Plan Update

Figure 26. Nesconset Conceptual Plan

E. Smithtown

- Maintain most of the community in its current condition
- Protect and expand the Nissequogue River greenbelt
- Redevelop the downtown as a traditional medium-size downtown

Land Use

- Develop the core of the downtown with restaurants, stores, and offices with apartments above
- Locate offices and apartments along the side streets of the downtown
- Establish the west end of Main Street as an attractive transition zone between the River and the downtown
- Encourage water related uses adjacent to the River
- Relocate incompatible uses like sex businesses and repair garages away from the River
- Develop the Jericho Turnpike West corridor (i.e., west of Old Willets Path) with a mix of uses: apartments, vehicle-related business, and limited outdoor storage. Relocate motor vehicle storage and showrooms to Middle Country Road

Transportation

- Make the By-pass function as a by-pass to help reduce congestion on Main Street, Edgewood Avenue, etc.
- Enhance the rural scenic character of parts of Jericho Turnpike, NYS Rte. 25A, Edgewood Avenue, Landing Avenue, and River Road
- Provide additional on-street parking on Main Street
- Design Main Street as a pedestrian corridor, with uniform sidewalks and streetscape items, crosswalks, minimal curb cuts, narrow streets, etc.
- Provide additional municipal parking behind stores in the downtown
- Repurpose underutilized commuter parking lots for Transit Oriented Development

Community Facilities

- If feasible, consolidate Town offices into one building
- Keep Town Hall in the center of the downtown
- Preserve neighborhood playgrounds
- Construct a sewer system in the downtown and high groundwater areas
- Improve and expand the Greenbelt Trail
- Support the growth of St. Catherine of Siena Hospital and Medical Center

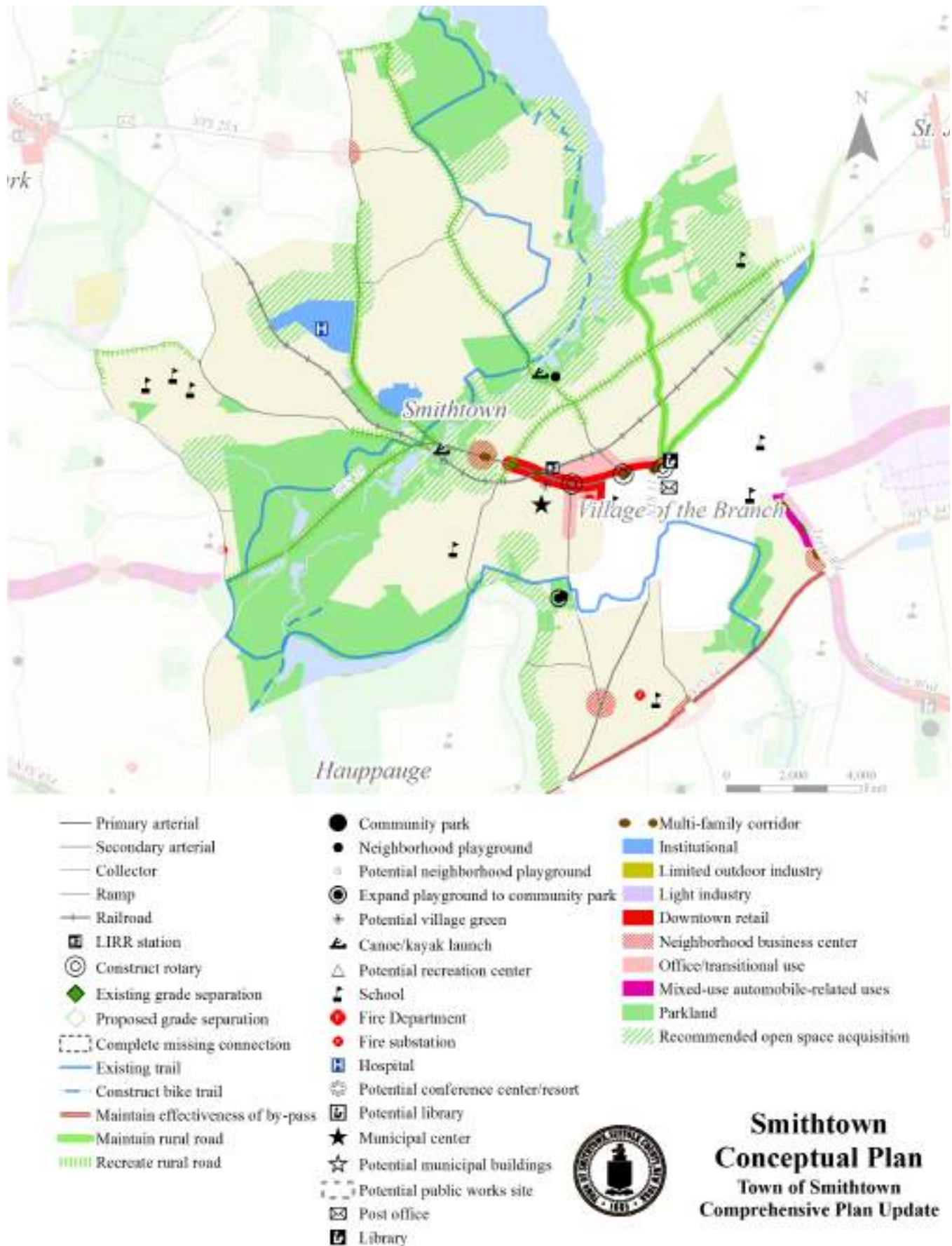


Figure 27. Smithtown Conceptual Plan

F. St. James

- Maintain most of the community in its current condition
- Maintain the historic architectural character along Lake Avenue and North Country Road (NYS Rte. 25A)
- Enhance and maintain the downtown (Lake Avenue north of Woodlawn Avenue)

Land Use

- On the Gyrodyne property, protect the scenic corridor along NYS Rte. 25A and Mills Pond Road by maintaining a minimum 300-foot buffer and preserving 50% of the property as open space
- Complete a long-term development plan for the Montclair Avenue Industrial Area
- Maintain a supermarket or a similar retail anchor in the downtown

Transportation

- Design Lake Avenue (north of Woodlawn Avenue) as a pedestrian corridor, with uniform sidewalks and streetscape items, crosswalks, minimal curb cuts, narrow streets, etc.
- Standardize the design of Middle Country Road (e.g., one travel lane in each direction with a center turn lane and right turn lane at intersections)
- Fill in gaps in the sidewalk network
- Preserve the historic railroad station and site aesthetics
- Preserve Edgewood Avenue, North Country Road (NYS Rte. 25A) and Mills Pond Road as rural roads
- Connect the East Hills Park neighborhood to Smithtown East High School
- Close Montclair Avenue off from Middle Country Road to separate the industrial area from residences, and construct the paper portion of Arthur Drive to provide access to the industrial uses

Community Facilities

- Construct a sewer system in the downtown and along the Middle Country Road corridor
- Construct a sewage treatment plant along the Middle Country Road corridor
- Reduce the visibility of utility poles and wires along Lake Avenue (e.g., remove unnecessary poles, plant street trees to screen the wires, relocate wires to the rear of properties, etc.)
- Develop vacant parkland into active playgrounds in order to alleviate pressure on Gaynor Park
- Establish a small library branch in the downtown
- Retain closed school properties for public purposes including playfields

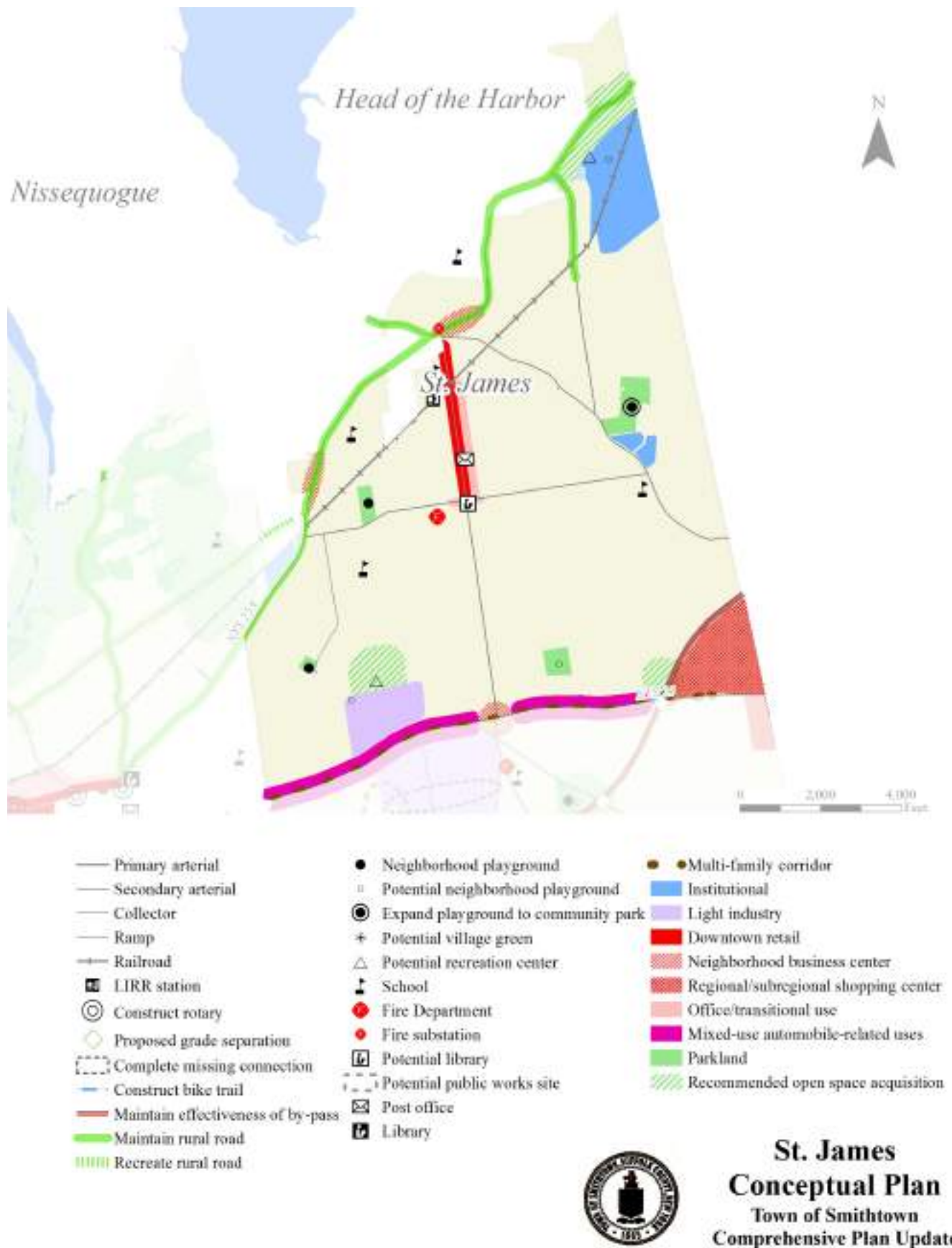


Figure 28. St. James Conceptual Plan

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VII. IMPLEMENTATION

This is a plan to help the Town achieve many goals and objectives of the public. The Town has many ways to implement the plan, but they can be grouped into three basic categories: regulations, investments, and ongoing operations and maintenance.

A. Regulations

With the exception of certain uses, land use in the Town is primarily governed by local regulations. In the Town Code of the Town of Smithtown, there are approximately 15 ordinances that regulate or have an impact on development in the Town. The most influential of these are Chapters 151 (Environmental and Coastal Quality Review), 248 (Subdivision of Land), and 322 (Zoning). Other applicable ordinances include:

- Chapter 101: Department of Parks, Buildings and Grounds
- Chapter 112: Building Construction
- Chapter 117: Business Improvement Districts
- Chapter 153: Stormwater Management and Erosion and Sediment Control
- Chapter 154: Excavations and regrading
- Chapter 168: Flood Damage Prevention
- Chapter 170: Freshwater Wetlands
- Chapter 177: Solid Waste Management
- Chapter 185: Historic Districts
- Chapter 242: Telecommunications Facilities and Structures
- Chapter 245: Streets and Sidewalks
- Chapter 315: Water Pollution
- Chapter 323: Transfer of Density Flow Rights

Zoning

The zoning ordinance map and text should be amended to implement the plan. Examples of some strategies include:

- Modernize business district rules to reflect the actual and desired development
- Provide more flexibility of land uses in the downtowns
- Implement zoning incentives to strengthen historic character
- Implement more efficient permit application procedures
- Repeal CF zoning
- Revise zoning to facilitate the concentration of automobile-related uses along Middle Country Road
- Facilitate water dependent recreation (e.g., kayak rental and storage) on Main Street near the Nissequogue River

Subdivision

The subdivision regulations should be updated to reflect more current thinking that incorporates sustainability.

Official Map

The official map should be updated to reflect changes over the past 30 years, and protect future parks, streets, and drainage areas.

Other

A “Complete Streets” local law is recommended so that the Town Board can ensure that all streets better meet the needs of all users. An amendment to the NYS DEC Nissequogue Scenic and Recreational River regulations is needed to improve the west entrance to the Smithtown central business district

B. Projects

Regulations alone are not sufficient to achieve all of the goals of the citizens of the Town. The Transportation and Community Facilities sections of the Plan include improvements that require long-term strategies.

Capital Program

The State, County, and Town governments annually invest millions of dollars to improve the public health, safety, and general welfare of its residents. Each governmental entity has a systematic method of programming capital expenses, called a “capital program.” A capital program is basically a priority list of major investments projected many years (usually 5 to 10) into the future. This is the way that most large government agencies such as the NYSDOT and the New York State Thruway Authority decide what projects are built each year. A capital program creates the following benefits:

- Includes public participation
- Avoids duplication of efforts
- Establishes priorities
- Avoids wasted expenditures caused from incompatible projects
- Coordinates investments
- Creates predictability for private investment

State and County agencies are not required to adhere to local comprehensive plans when creating their capital programs; however, the State Environmental Quality Review Act (SEQRA) requires them to carefully consider local plans when determining whether a project would likely have a significant adverse effect on the environment. Town projects, on the other hand, must comply with and further the goals, policies, and objectives of an adopted comprehensive plan.

Capital programs normally divide projects into four categories:

- Acquisition of land and improvements
- Construction of buildings, highways, parks, etc.
- Purchase of expensive equipment
- Preparation of plans

Federal & State Aid

C. Operations

To implement some parts of the plan, it is best to change some routine operating and maintenance practices of the Town, County, and State. These include:

- Minimizing the areas that need mowing
- Using drought tolerant species and avoiding irrigation when possible
- Minimizing paved surfaces
- Avoiding the use of structures (retaining walls, fences, curbs, etc.) whenever possible

VIII. WORKS CITED

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