# Town of Huntington

# **COMPREHENSIVE PLAN**



Prepared for:

The Town of Huntington Planning Board, Huntington, New York

Andrew L. Cisternino, Chairman

W. Gerard Asher Thomas M. Cole Salvatore Celano Virginia M. Earing, Vice-Chairperson Stanley B. Klein

Stanley D. Levin

# Prepared by:

Abeles Phillips Preiss & Shapiro, Inc., Planning and Development Consultants, 434 Sixth Avenue
New York, New York 10011

### In Association with:

Cashin Associates Engineers and Architects 255 Executive Drive Plainview, New York 11803

### In Cooperation with:

The Citizens Advisory Committee on the Update to The Town Comprehensive Plan and

The Town of Huntington Planning Department

Adopted By the Huntington Town Planning Board as an update to the 1965-66 Town of Huntington Comprehensive Plan: April 21, 1993





# STEPHEN C. FERRARO, Supervisor

PLANNING BOARD

Andrew L. Cisternino, Chairman
Virginia M. Earing, Vice Chairperson
W. Gerard Asher
Salvatore Celano
Thomas M. Cole
Stanley B. Klein
Stanley D. Levin

April 26, 1993

To the Citizens of the Town of Huntington:

It is with great pride and full knowledge of the enormous responsibility to Huntington's citizens, that the Planning Board presents the Town of Huntington Comprehensive Plan Update. For more than 20 years, development in the Town of Huntington has proceeded in accordance with the guidelines which were set forth in the 1965 comprehensive plan. While that plan assured both the quality of life and economic vitality which is enjoyed today, its very success has fostered not only its own set of problems, such as unanticipated traffic loads, but also perhaps a shift in perception of what elements are most valuable to the long-term well being of the community. Such factors have engendered the need to revisit the policies embodied in the 1965 plan in order to both refine and expand them and make them more responsive to the present needs of the community.

It would not have been possible to undertake this update with out the high level of interest and energetic participation of countless individuals and groups. Huntington has benefitted immeasurably from their care and concern. It is my hope that development will continue to be the result of a cooperative and interactive relationship among all participants in shaping the Huntington of the future. It is now more critical then ever, that all who will be effected by decisions participate in them. I see this Comprehensive Plan Update as the platform for such a productive dialogue. The desired diverse and invigorating growth, redevelopment, and preservation goals can only be reached by general support of the plan's policies as they evolve to meet changing trends and needs.

To all those who have given so generously of their time and talents to see this plan to fruition, you have my profound gratitude.

Andrew L. Cisternino, Chariman

### CERTIFICATE OF ADOPTION

This is to certify that this Comprehensive (Master) Plan, which includes the several maps contained therein as well as the land-use map upon which this statement is affixed, were adopted by resolution of the Huntington Town Planning Board on April 21, 1993 pursuant to Article 16, Section 272-a of the New York State Town Law. Insofar that this Comprehensive Plan and the accompanying maps deal with land-use, it is designed to provide reasonable guidelines for the continuing growth and development of the Town of Huntington on the basis of it being a long-term general outline of projected development without specificity as to time. Where landuse designations are shown on any map that is a part of the Comprehensive Plan, it is not contemplated that such designations shall represent precise boundaries for property limits or determinations for zoning purposes.

### **HUNTINGTON TOWN PLANNING BOARD**

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Andrew L. Cisternino, Chairma

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Stanley B. Klein

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RETIRED PLANNING BOARD MEMBERS THAT PARTICIPATED IN THE PREPARATION PROCESS WHILE STILL ON THE BOARD

William Byrne, Former Chairman, Deceased Alexander McKay, Former Chairman Roger Hennessey, Member

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# Director's Message

There are a number of people who must be thanked for their part in preparing this document. Among those who deserve credit were participants on the <u>Citizens Advisory Committee (CAC) for the Comprehensive Plan Update</u> as well as those that commented, orally and in writing, during the period designated for that purpose. All of those who participated had input whether or not their position was adopted and reflected in the plan. Every comment was considered and now the document must stand on its own.

Although everyone participating deserves credit there were a number of individuals who should be recognized because of their long standing in the planning process that takes place in the Town of Huntington. Richard V. Holahan was chairman and long time member of the Planning Board when the 1965-66 Comprehensive Plan was adopted, and most recently he has participated on the CAC for the update of that plan. He provided input to the update process, concerning the history of the earlier document, that was invaluable. Andrew L. Cisternino, the present chairman of the Planning Board, was first appointed to that board on June 1975 and has been a dedicated member ever since. His integrity and penchant for record keeping as well as memory for past practice is surpassed by none making him a particularly valuable participant in the preparation of the updated document. Alex McKay another former Chairman of the Planning Board and staunch environmentalist eagerly participated in the update, making sure that our grammar was correct and issues of concern got adequate treatment.

Donald Hohn and Paul Roussillon had, in the past, participated in the planning process as civic leaders and were now both active participants in the update process. They among others on the CAC provided a perspective into some of the decisions that had to be made that made these participants valued because of their insight. Stanley Klein and John Stevenson as CAC members along with board member Stanley Levin edited, with a vengeance, the document for proper English and their comments were welcome. Bill Goleeke did an admirable job of chairing most of the CAC meetings and provided editing expertise when necessary. Both he and Joy Squires brought their environmental backgrounds to the table providing needed input.

During the time that most of the documentation was prepared, all of the then Planning Board members participated along with the CAC in reviewing data for the update and these members (listed on the acknowledgments page) will always be remembered as willing and productive in the process.

Of particular note to me was the support that I got from the individual who was the Planning Board Chairman, William (Bill) Byrne, during most of the time that the Comprehensive Plan Update was being reviewed and prepared. Mr. Byrne had been on the Board since 1980 and was chairman from 1987 through 1991. He was without a doubt the most "people" oriented person that I have ever known. That is, he knew how to talk to and make people feel like they were important and best of all he knew how to listen. Bill never let me stray from an issue and advised me in making many of the decisions that settled matters concerning the updated document. Because of his untimely death on Feb. 4, 1992, we will all miss him and I especially will miss Bill for his role as confidante, advisor and friend.

As was stated in the introduction to the Draft Environmental Impact Statement prepared for The Comprehensive Plan Update, the document is being bound in a loose-leaf format in order that future updates may be accomplished by studying specific issues and causing changes to the plan by adopting new pages. Implementation and "tincture of time" measures the worth of a comprehensive plan. The recommendations in the plan are just that, recommendations, or guide-lines for decision making. This comprehensive plan sets goals for the future and suggests ways in which to reach those goals. The 1965-66 Comprehensive Plan is considered by many to be a success. The task now is implementation and as was with the 1965-66 plan, when a project is suggested that does not exactly match a particular recommendation but somehow achieves a stated goal it should not be rejected but rather considered and accepted if it is determined to be in the best interest of the Town of Huntington.

ntification Number me of Action <u>Town of Huntington Comp</u> r	ehensive Plan Update Adoption
Having considered the Draft and Final EIS, ar	TO APPROVE/FUND/UNDERTAKE and having considered the preceding written facts and ants of 6 NYCRR 617.9, this Statement of Findings ave been met:
reasonable alternatives thereto, the action	nd other essential considerations from among the approved is one which minimizes or avoids adverse ent practicable; including the effects disclosed in the
practicable, adverse environmental effect	er essential considerations, to the maximum extent is revealed in the environmental impact statement incorporating as conditions to the decision those d as practicable.
as implemented by 19 NYCRR 600.5, this a	plicable policies of Article 42 of the Executive Law, action will achieve a balance between the protection mmodate social and economic considerations.
	ngton Planning Board
//in///	Dichard Machtay
Signature of Responsible Official	Richard Machtay Name of Responsible Official
Director of Planning Title of Responsible Official	April 26, 1993
Huntington Town Hall, 100 Ma	
	of Agency DR
Having considered the Draft and Final EIS, and	FINDINGS TO DENY d having considered the preceding written facts and its of 6 NYCRR 617.9, this Statement of Findings
2. Consistent with the social, economic and	d other essential considerations from among the n denied is one which fails to adequately minimize
practicable, adverse environmental effect	er essential considerations, to the maximum extent s revealed in the environmental impact statement or avoided by the mitigation measures identified
as implemented by 19 NYCRR 600.5, this ac	plicable policies of Article 42 of the Executive Law, ction will not adequately achieve a balance between a need to accommodate social and economic con-
Name o	of Agency
Signature of Responsible Official	Name of Responsible Official
Title of Responsible Official	Date

# 617.21 Appendix I State Environmental Quality Review FINDINGS STATEMENT

Pursuant to Article 8 (State Environmental Quality Review Act - SEQR) of the Environmental Conservation Law and 6 NYCRR Part 617, the <u>Huntington Planning Board</u> as lead agency, makes the following findings.

Name of Action: Proposed Huntington Comprehensive Plan Update

# Description of Action:

The action is the adoption of a proposed Comprehensive Plan Update for the Town of Huntington.

Location: (Include street address and the name of the municipality and county.)

Town of Huntington, Suffolk County.

Agency Jurisdiction(s): The adoption of a Comprehensive Master Plan is a direct action of the Huntington Planning Board pursuant to section 272-a of Town Law.

Date Final GEIS Filed: March 15, 1993

Facts and Conclusions in the EIS Relied Upon to Support the Decision: (Attach additional sheets, as necessary)

On March 11, 1993 the Huntington Planning Board adopted a Final Generic Environmental Impact Statement (FGEIS) on the proposed Town of Huntington Comprehensive Plan Update which was filed in accordance with SEQRA on March 15th. The document incorporates by reference the Draft GEIS and all written remarks submitted during the required comment period and those expressed verbally at the public hearing held on March 18, 1992 presenting formal responses thereto. This combined documentation provides the facts and conclusions which support the Planning Board's findings.

The Planning Board's findings are represented by the presentation of impacts (needs, pressures and trends), alternatives (options) and mitigation (preferred initiatives) as the document titled Town of Huntington Comprehensive Plan Update, April 1993, appended hereto and incorporated as a part hereof. Relevant social, economic, and environmental factors have been balanced and weighed resulting in amendments to the initially-proposed Comprehensive Plan Update; therefore, the plan is compatible with the revised update alternative discussed in the DGEIS.

The acceptance of the Comprehensive Plan Update incurs no direct impacts. As lead agency, the Planning Board recognizes that implementation of discrete segments of the plan may require additional assessment pursuant to SEQRA to adequately reduce or eliminate significant social, economic or environmental impacts posed. It shall be the responsibility of future designated lead agencies to foster compatibility of projects with the adopted FGEIS and to conduct further analysis as deemed necessary.

# A copy of this notice, Planning Board resolution, and <u>Town of</u> <u>Huntington Comprehensive Plan Update</u> have been sent to:

- XX Commissioner, Department of Environmental Conservation, 50 Wolf Road, Albany, New York 12233-0001
- XX Appropriate Regional Office of the Department of Environmental Conservation -- Region I
- XX Office of the Chief Executive Officer of the political subdivision in which the action will be principally located Supervisor, Town Clerk, Town Attorney
- XX Huntington Town Board
- XX Huntington Zoning Board of Appeals
- XX Huntington Conservation Board\*
- XX Citizens Advisory Committee for the Comprehensive Plan Update\*
- XX Long Island Regional Planning Board\*
- XX Suffolk County Planning Commission\*
- $\overline{XX}$  All public libraries in the Town of Huntington\*
- XX All school districts (superintendents) in the T. of Huntington\*
- XX T. of Huntington Department of Environmental Control\*
- XX T. of Huntington Department of Parks and Recreation\*
- XX T. of Huntington Department of Transportation & Traffic Safety\*
- XX T. of Huntington Department of Engineering\*
- XX T. of Huntington Department of Human Services\*
- XX T. of Huntington Highway Department\*
- XX T. of Huntington Assessor\*
- XX Huntington Community Development Agency\*
- XX Huntington Historic Preservation Commission\*
- XX Suffolk County Department of Health Services\*
- XX Suffolk County Department of Public Works\*
- XX Suffolk County Department of Parks, Rec., & Historic Pres.\*
- XX New York State Department of Transportation\*
- XX Persons or agencies requesting Draft GEIS\*
- \* Finished copy will sent upon final printing or advance copy transmitted on request

# **HUNTINGTON TOWN PLANNING BOARD**

## **MEETING OF APRIL 21, 1993**

The following resolution was offered by S. Levin

and seconded by V. Earing:

WHEREAS, on January 15, 1992 the Planning Board, having been established as Lead Agency for review of the subject action, issued a Positive Declaration pursuant to SEQRA and accepted the Draft Generic Environmental Impact Statement (GEIS) on the Proposed Update to the Town of Huntington Comprehensive Plan dated January 1992 as satisfactory with respect to its scope, content and adequacy for the purpose of commencing public review pursuant to the SEQRA implementation regulations [6 NYCRR 617.8(b)] and proper notification was given thereof, and

WHEREAS, simultaneous public hearings on the Draft GEIS on the Proposed Update to the Comprehensive Plan and of the action as aforesaid were held on March 18, 1992 in accord with New York State Environmental Conservation Law (SEQRA) and Town Law at which and during the ensuing review period comments were received from interested persons, and the requisite public comment period closed on April 1, 1992, and

WHEREAS, all substantive comments received were responded to in the Final Generic Environmental Impact Statement (GEIS) adopted by the Planning Board on March 10, 1993, and notice of completion of the final GEIS and copies of the final GEIS were filed in accordance with SEQRA [6 NYCRR 617.10(f)] on March 15, 1993; and

WHEREAS, the agency comment period having come to a close, and the Planning Board having considered the merits of the Update to the Town of Huntington Comprehensive Plan, and having taken a hard look at the social, economic, and environmental aspects of the matter pursuant to SEQRA; and

# WHEREAS, pursuant to SEQRA [617.9(c)]:

- (1) the Planning Board as lead agency has given consideration to the final GEIS;
- (2) the requirements of this Part have been met;
- (3) consistent with the social, economic, and other essential considerations from among the reasonable alternatives thereto, the action to be carried out, funded, or approved is one which minimizes or avoids adverse

- environmental effects to the maximum extent practicable; including the effects disclosed in the relevant environmental impact statement;
- (4) consistent with social, economic and other essential consideration, to the maximum extent practicable, adverse environmental effects revealed in the environmental impact statement process will be minimized or avoided by incorporating as conditions to the decision those mitigative measures which were identified as practicable; and
- (5) contains the facts and conclusions in the EIS relied upon to support its decision and indicates the social, economic, and other factors and standards which formed the basis of its decision; now therefore be it

RESOLVED, that pursuant to 6 NYCRR 617.9 the Planning Board of the Town of Huntington hereby adopts the statement of findings annexed to this resolution and authorizes its filing by the Director of Planning in accordance with SEQRA, and be it further

RESOLVED, that the Planning Board finds that the Town of Huntington Comprehensive Plan Update is a "comprehensive master plan for the development of the entire area of the town..." indicating "...features existing and proposed as will provide for the improvement of the town and its future growth, protection and development, and will afford adequate facilities for the public housing, transportation, distribution, comfort, convenience, public health, safety and general welfare of its population" in accordance with §272-a of Town Law, and be it further

RESOLVED, that the Planning Board hereby adopts the Town of Huntington Comprehensive Plan Update, hereinafter referred to as the Town of Huntington Comprehensive Plan, as the plan that meets all applicable sections of law based on the facts and conclusions contained in the DGEIS, FGEIS and Findings, and be it further

RESOLVED, that the Town of Huntington Comprehensive Plan shall be kept on file in the office of the Planning Board and the Director of Planning shall file certified copies in the office of the Town Engineer, Highway Superintendent and Town Clerk as required by §272-a of Town Law.

VOTE: 6 AYES: 6 NOES: 0

ABSENT: W.G. Asher Chairman voting

The resolution was thereupon declared duly adopted.

# TOWN OF HUNTINGTON TOWN BOARD

STEPHEN C. FERRARO, TOWN SUPERVISOR
ANN M. HURLEY, DEPUTY TOWN SUPERVISOR
KENNETH A. CHRISTENSEN
C. STEPHEN HACKELING
WILLIAM B. REBOLINI





# CITIZENS ADVISORY COMMITTEE FOR THE REVIEW AND PREPARATION OF THE TOWN OF HUNTINGTON COMPREHENSIVE PLAN UPDATE

# **ENVIRONMENTAL AND TRAFFIC SUB-COMMITTEE**

Virginia M. Earing Alexander McKay William Goleeke Stanley B. Klein John Stevensen Joy Squires

# ECONOMIC DEVELOPMENT SUB-COMMITTEE

Stanley D. Levin Andrew L. Cisternino Charles R. Feinbloom Donald Hohn Richard Holahan

# LAND-USE, HOUSING AND OPEN-SPACE SUB-COMMITTEE

W.G. Asher
Roger Hennessey
John Kuhn
Patricia McCrann
Paul Roussillon

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# **HUNTINGTON TOWN PLANNING DEPARTMENT**

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Scott Howell, Environmental Analyst
Charles Mangano, Environmental Planner
Margo Myles, Senior Environmental Analyst
Richard Nielsen, Assistant Civil Engineer
Luis Pulido, Senior Drafter
Peter Rubano, Planner

### **CLERICAL STAFF**

Irene Barrett, Secretary to the Board Lynn Cohen, Senior Clerk Pauline Egan, Clerk Typist Suzanne Sanschagrin, Senior Clerk Angela Wood, Account Clerk

# RETIRED PLANNING DEPARTMENT STAFF THAT PARTICIPATED IN THE PREPARATION OF THIS PLAN

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# TRANSPORTATION AND TRAFFIC SAFETY DEPARTMENT

Thomas Mazzola, Director

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# Town of Huntington Planning Board

# Comprehensive Plan Update

Summary report

# **Summary Report**

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# **Summary Report**

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## 1. Introduction

The Town of Huntington is in the "middle age" years of its life cycle. Having undergone rapid growth during the formative years of its development (the 1950's and 1960's), the town has become a mature, stable suburban community.

Population projections for the next ten years (to the year 2000) suggest minor increases (see Figure 1). However, the impacts of even modest local population increases combined with regional growth can be significant. Proper planning and land use controls can mitigate these impacts and defer precipitous movement toward "old age" (e.g., outmoded development, inefficient land use patterns, decaying infrastructure). Such controls will assure that the quality of life enjoyed by the people of the Town of Huntington is maintained throughout the coming decade.

The 1965 Comprehensive Plan was formulated in response to the growth that took place in the two decades following the Second World War. The 1965 Comprehensive Plan used the numbers of persons who were expected to reside within the town by the time of the 1980 decennial census as its frame of reference. Recommendations focused on the location and magnitude of housing, local employment opportunities, schools and other community facilities, roads and utilities. There was still room to grow and the potential for expanding infrastructure downplayed the need to be overly concerned with open space preservation, groundwater protection, solid waste disposal, traffic congestion, and other social, economic and environmental isues.

With the advent of the 1990's, there is a need to consider and to put into perspective the events of the past twenty-five years. The 1965 Comprehensive Plan is herein revised and updated to reflect the issues the town must confront associated with further growth and development based on its remaining resources: (1) the supply of vacant land unconstrained by environmental factors no longer dictates the potential levels and intensities of future development; not only is much recent development the redevelopment and intensification of existing uses, but also high land values are prompting development on hillsides, wetland areas and other parcels previously considered undevelopable; (2) the era of major new road construction and expansions to relieve traffic congestion is over; the town is nearly built to capacity, and construction and condemnation/land-costs have increased as dramatically as federal and state funds have diminished; and (3) the susceptibility of the underground reservoirs (aquifers) to contamination by leachate from landfills, toxic waste spills and other detrimental surface uses has led to the State-wide closing of landfills and other regulatory actions, as well as regional planning initiatives for regulating development in Special Groundwater Protection Areas.

As significant as such physical changes have been since 1965, demographic changes have been as dramatic. Single parent households, senior citizens and young singles have increased in number. Their needs must be met if the town is to remain vital and healthy. The resident population has split up into a greater number of individual households and has increased its participation in the labor force, thus putting pressure on the supply of available housing, the capacity of local roads, and the provision of support services such as day-care. The resident population is better educated, more affluent, and longer lived than at any time in the past, resulting in greater demands for a

variety of services that respond to leisure time (e.g., parks, open space, cultural activities and events) and health-related (e.g., congregate care) needs.

The Comprehensive Plan Update acknowledges and responds to all of these changes. The Update is comprised of three parts: (1) the Summary Report, which presents an overview of planning issues and strategies; (2) the Land Use Plan, which represents the optimal pattern and intensity of development within the Town of Huntington for the foreseeable future; and (3) the Technical Appendix, which includes the Generic Environmental Impact Statement (GEIS)<sup>1</sup> and Findings Statement prepared for the Melville area, the "Local Waterfront Revitalization Program" study and a series of in-depth data presentations and analyses on each of the following topics:

Demographics
Transportation
Environmental Conditions
Housing
Economic Development
Community Facilities
Parks
Open Space
Historic Resources

Figure 2 indicates the interrelationships among the various chapters of the Comprehensive Plan Update. While these relationships are numerous and complex, in essence the town's "Demographics" (the resident population and its features) provides an indication of the demand for various types of land use activities, including residential and economic development, community facilities, parks and historic/cultural resources. This demand is by no means static, but fluctuates according to changes in the size, composition and characteristics of the population. The supply of housing, retailing activities, office and industrial development, schools and libraries, and parks generally reflects the demands generated by the local population. However, neither the amount nor the form of these land uses necessarily responds to changes in the resident population. The carrying capacity of the town's natural and man-made resources (infrastructure development, utilities, roads) become factors in determining the proper mix and balance between the various land uses at any given time. Thus the Transportation and Environmental Conditions chapters provide the underpinnings for many of the recommendations on the land uses that were studied: Housing, Economic Development, Community Facilities, Parks, Open Space, and Historic Resources.

The Comprehensive Plan Update represents a vision of the Town of Huntington for the year 2000, a vision that may require alteration and refinement as new information becomes available in response to the implementation of the updated Comprehensive Plan. The recommendations presented in the Summary Report are by no means exhaustive, but are the principal ones for each of the topics discussed in the Technical Appendix.<sup>2</sup>

# TOWN OF HUNTINGTON Suffolk County, New York

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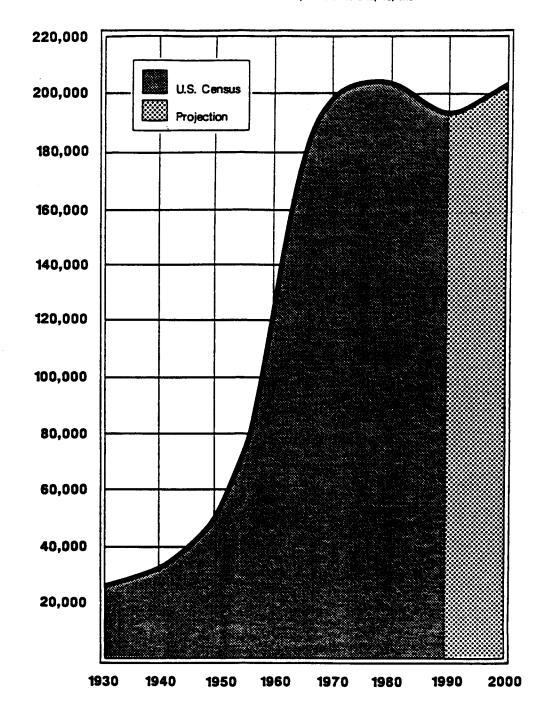
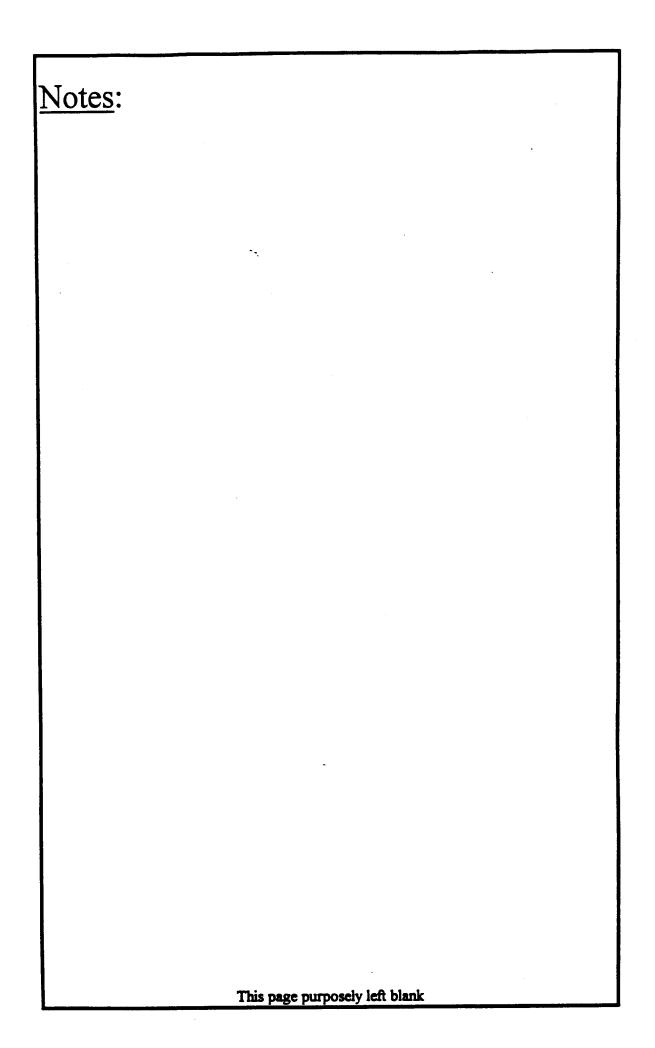


Figure 1

Historical & Projected Population Growth

1930 - 2000



# TOWN OF HUNTINGTON Suffolk County, New York

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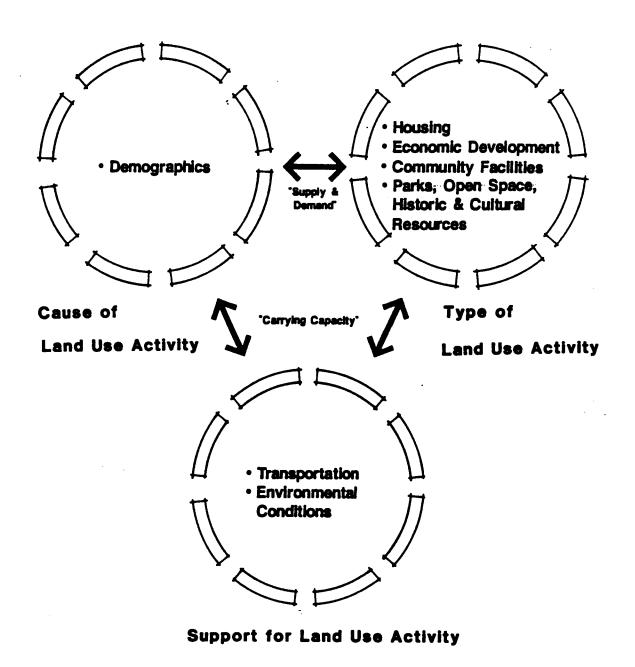
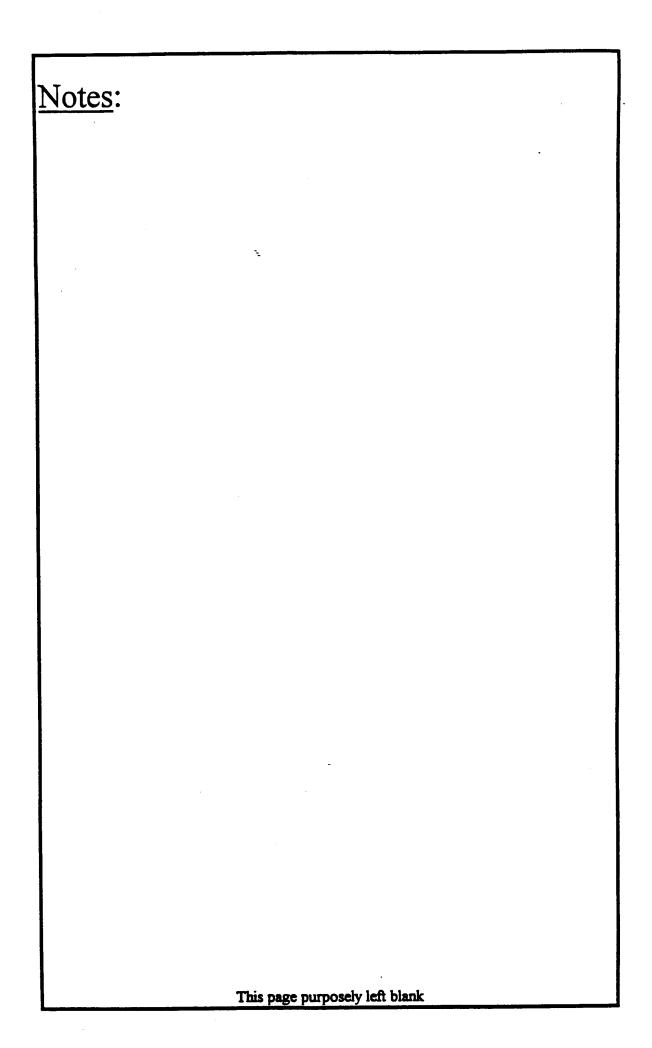


Figure 2

# Chapter Interrelationships, Comprehensive Plan Update



## 2. Demographics

Land use development policies require an understanding of demographic factors, particularly trends in household formation and changes in the size and age of the overall population. Notably, the rate of household formation since 1970 has been much greater than the overall growth in population. As shown in Figure 3, projections through the year 2000 suggest small increases in overall population levels; however, assuming a continuation in the twenty-year trend toward increasingly fewer persons per unit, there will be steady increases in the number of households. Thus, even without significant gains in the size of the population, the creation of more households will impact the community's resources, including a continuing demand for new housing and an increase in the number of cars on local roads.

As shown in Figure 4, the overall population will continue to age by the year 2000. This trend has already resulted in a diverse population mix, composed of young families and individuals, empty nesters, and seniors. Many younger families in the community are seeking affordable housing and local employment opportunities. In the absence of such features, they are leaving the town. Many middle-aged and older families as well as individuals are seeking alternative housing arrangements to meet their changing life styles and shifting financial needs. The absence of such alternatives encourages the creation of illegal housing units. Nearly all age groups expect new services and "quality-of-life" amenities corresponding to a comparatively high level of affluence.

On the basis of the above-described trends, the issues confronting the town of Huntington linked to demographic changes can be summarized as follows:

- The town is losing the younger segments of its population. The loss is due in part to a lack of affordable housing.
- Population growth has leveled off and with it the steady increase in demand for public and private services. However, since there will be an increase in the normally aging resident population there may be a greater demand for services and facilities to meet the need.
- The number of households is increasing at a greater rate than the population. This produces the need for a wider range of housing options (particularly for smaller units), and the prospect of an increase in automobile usage.
- The number of preschool and young school age children will increase by the year 2000.
   Therefore, careful consideration must be given to maintaining the current supply of school buildings.

A goal of the Comprehensive Plan for the Town of Huntington is to provide for a diversified population mix. All age groups should be well represented and each provided with an appropriate range of basic services. Such a goal is predicated on maintaining general social stability as well as economic and environmental health within the town.

There are no specific recommendations regarding the town's population in this update. However,

recommendations appear throughout the Comprehensive Plan Update both in the context of the various land use activities associated with the town's residents and workers and the infrastructure requirements needed to support these land use activities. To the extent that the policies contained in this Comprehensive Plan Update seek to provide proper guidelines for future land use activities as well as remedies for existing conflicts and problems, they also seek to provide for the well-being of all who reside and work within the Town of Huntington.

# 3. Transportation

Traffic congestion in Huntington is a problem that defies ready solution. Despite relatively minor increases in townwide population in the past twenty years, and in the projections for the next twenty, levels of individual vehicle usage have risen consistently. This is attributable to: (1) a population characterized by greater numbers of single parents, two working-person households, and other persons of driving age who rely upon the automobile for work or for leisure time activities; (2) increases in the driver age population; and (3) increases in shopping and employment related traffic associated with the growth and expansion of retail/commercial development that is oriented to a local market but because of size and diversity is attractive to a regional market. At the same time, the potential for new road construction and widening is limited by the generally "built out" condition of the town. Moreover, the era of massive federal and state funding for major roadway improvements is over.

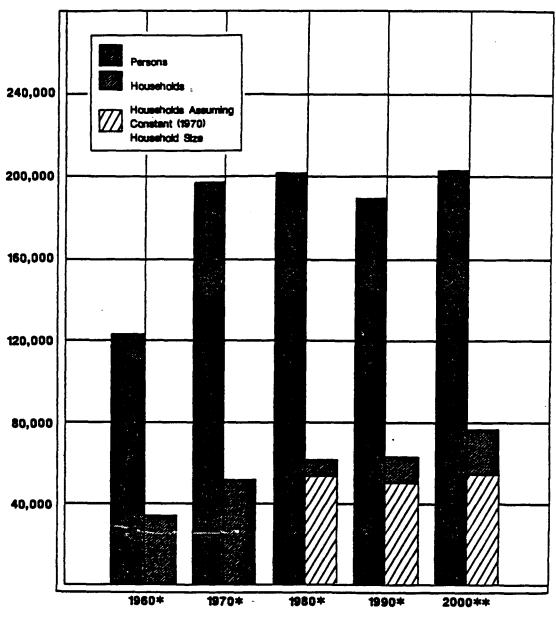
Thus, the key transportation issues confronting the Town of Huntington can be summarized as follows:

- Traffic volumes are estimated to increase between 7 percent and 16 percent on town roadways by the year 2000. At the same time, wide-scale improvements are not likely to occur. The result will be continued reductions in the available road capacity.
- Current Federal and State funding levels are not sufficient to meet the highway needs of
  the Town of Huntington. In addition to selected improvements to the Long Island
  Expressway, there are only two major scheduled and funded roadway improvement
  projects in the Nassau-Suffolk Component of the current (through 1997) Transportation
  Improvement Program (TIP) that will increase the capacity of roadways in the Town of
  Huntington.
- Commercial/shopping areas as well as industrial/office developments generally lack convenient pedestrian and mass-transit access, and these areas often have features that result in congested driving conditions.
- The "Melville Office/Industrial" area, in particular, has significant traffic problems. These are detailed and recommendations are set forth in a Generic Environmental Impact Statement (GEIS) and related findings statement. (The conclusions of the GEIS have been articulated in this Comprehensive Plan update in a section devoted to the Melville area.)

Given these conditions, it is essential that vehicular traffic on existing overburdened roadways be

# TOWN OF HUNTINGTON Suffolk County, New York

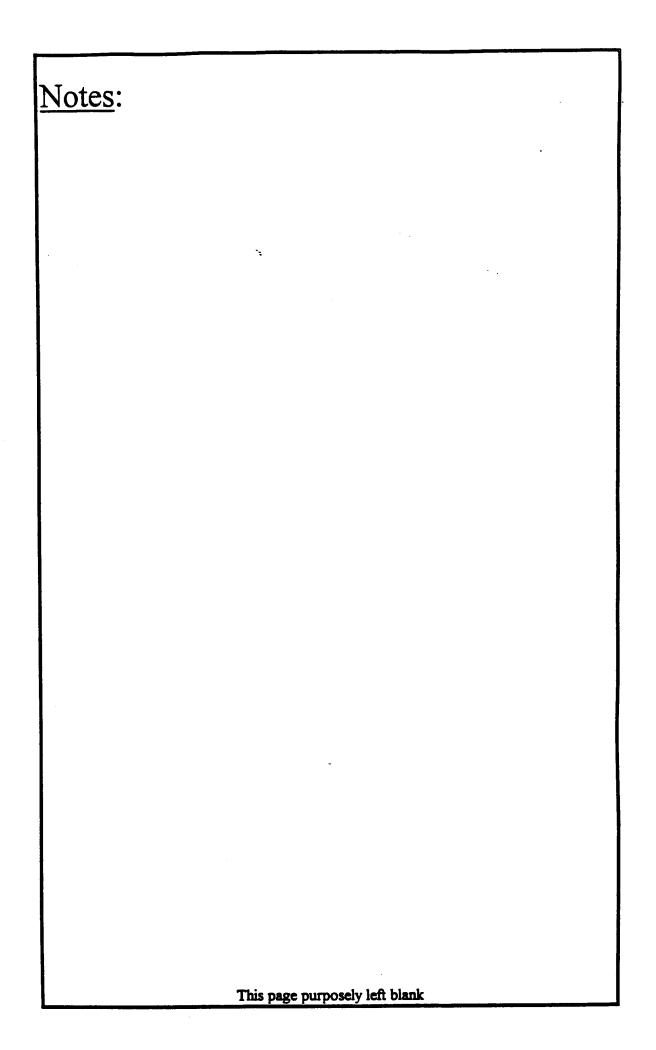
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\* Census

\*\* Projection

Figure 3
Household Formation Trends
1960 - 2000



# TOWN OF HUNTINGTON Suffolk County, New York

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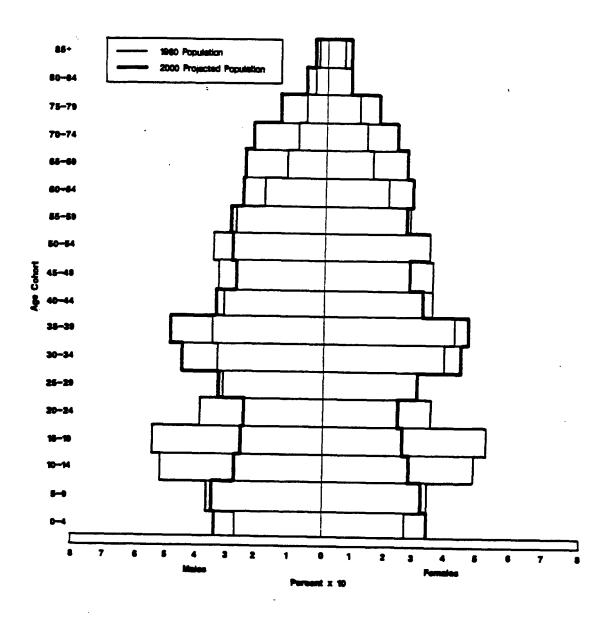
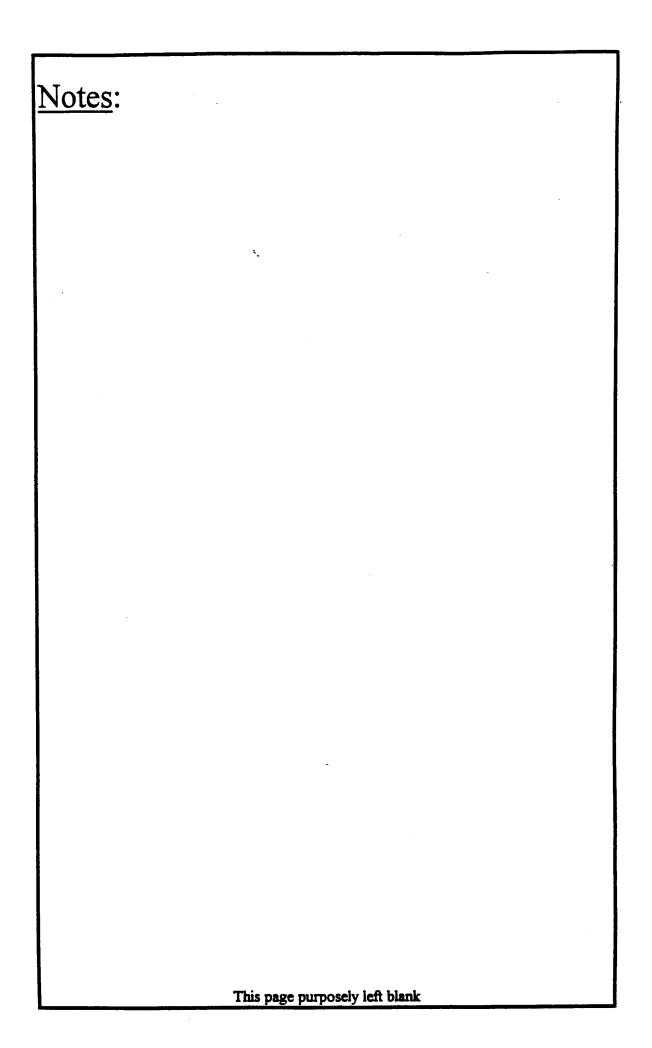


Figure 4
Age/Sex Composition,
1980 & 2000



reduced wherever possible. Traffic safety should be enhanced throughout the town, especially in residential areas and in areas near schools, churches, parks and other community institutions.

Notably, a majority of the town's major roadways are operating at only fair to poor efficiency levels (see Figure 5). Much of this is due to non-local traffic, particularly on the major State (e.g., NYS Routes 25, 25A and 110) and County (e.g., Pulaski Road) roads which traverse the town. While the town lacks the jurisdiction to initiate improvements to State and County roadways, it can undertake actions that can help alleviate and/or stabilize some of the worst conditions. These actions amount to a series of local initiatives which can be viewed as first steps toward solving an increasingly regional transportation problem.

Specifically, the following measures are recommended:

- Institute land use and zoning policies which curtail development that generates high volumes of traffic, particularly in congested areas. Similarly, encourage complementary land uses with peak-hour traffic characteristics at times other than the typical commuter travel periods.
- Impose more stringent density and design requirements in highway and neighborhood business areas which would limit potential traffic generation and improve circulation.
- Review all development applications (e.g., site plan, subdivision, variance, special use permit and rezoning) with regard to scheduled and proposed roadway improvements. This would include widening, realignment, intersection and traffic signal improvements to be approved pursuant to the recommendations of the town Department of Engineering Services, Transportation and Traffic Safety Division, the town Highway Department and any other agencies having jurisdiction over the particular roadway segment. Development applications should also be reviewed with regard not only to pedestrian safety but also to creating links between adjoining uses and safe walkways for crossing major arterials.
- Acquire and set aside land for new road development in those areas of the town that are still developing, particularly in Melville.
- Contain retail/commercial sprawl on poorly configured/aligned roads with limited sight distances, such as portions of Route 25A in the Centerport and Fort Salonga areas.
- Employ mass transit and other Transportation Systems Management (TSM) techniques (e.g., car pooling) to reduce individual automobile use and overall future traffic levels.

The town's future vehicular demand must be accommodated by a roadway system essentially unchanged from the one now in place. If implemented, the strategies listed above could help to reverse the declining levels of service on town streets, leading to improvements in the safety and efficiency of local roadways. While such actions are modest in scope, they represent a significant step toward achieving meaningful long-term solutions.

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# 4. Environmental Conditions

The environmental movement of the early 1970's gave birth to the phrase "Spaceship Earth" to signify that, appearances to the contrary, the earth's "carrying capacity" is indeed finite. Much of the momentum gained by this new awareness slowed during the economic hard times of the late 1970's and early 1980's, which in turn contributed to the misguided notion that economic progress and environmental protection are mutually exclusive.

- Environmental issues that have emerged since the 1965 Comprehensive Plan are numerous, varied and urgent. Among the principal issues that must be considered are the following:
- Sensitive and unique land forms such as hillside and coastal erosion areas, wildlife habitats, and wetlands are increasingly threatened by develop-ment. The result has been loss and/or fragmentation of these valued natural resources.
- There is a necessity to consider the potential cumulative impacts resulting from in-fill development and from development of less environmentally constrained parcels.
- Major open space resources within the town have diminished in the past twenty-five years. Rising property taxes and land values make it increas-ingly appealing to owners of large tracts of land (estate owners, farmers and institutions) to sell their holdings for development and not maintain open vacant land (see Figure 6)
- Groundwater reserves have been adversely affected and are in need of protection.
- Preservation of aesthetic elements of the natural environment must be given greater emphasis in reviewing all development applications.

With these issues in mind, the overall environmental planning goal for the town is to assure that additional growth and development are compatible with or enhance the town's natural resources. The intent is to achieve maximum protection of the community's natural resources while fostering necessary economic and social development.

In furtherance of this goal, the following recommendations and strategies should be pursued:

- Redefine and expand the types of actions, pursuant to the New York State Environmental Quality Review Act, that should be subject to more complete review, disclosure and mitigation of potential adverse impacts.
- Update zoning, design guidelines and other land use controls as a means of regulating the intensity and type of development in critical resource areas.
- Direct more intensive development to less-environmentally sensitive areas and assure that

# TOWN OF HUNTINGTON Suffolk County, New York

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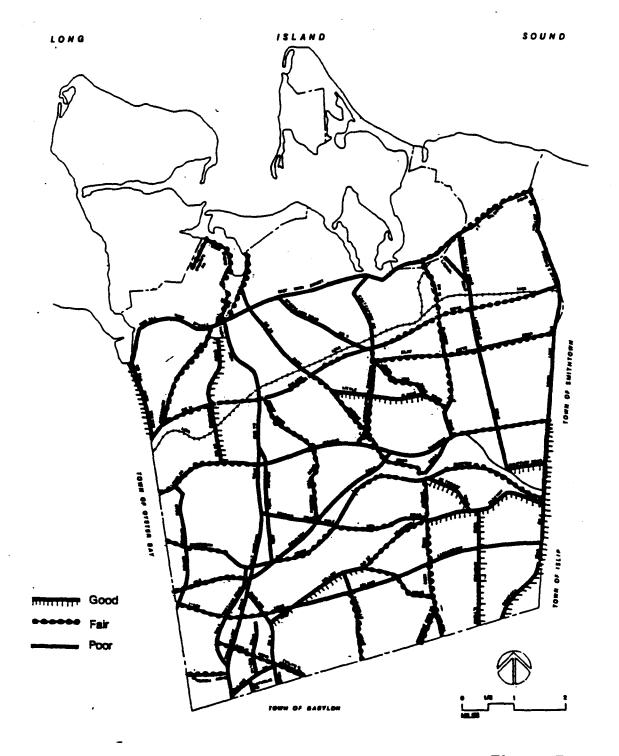


Figure 5

**Existing Roadway Efficiencies** 

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sufficient infrastructure support is provided.

- Utilize the resources of all involved governmental agencies to compile a comprehensive survey of hazardous waste sites, abandoned landfills and other industrial sites that may exist in the town. In areas so identified, restrict development until proper remediation plans can be devised and implemented.
- Promote the acquisition of environmentally sensitive parcels through participation in various State and County initiatives.
- Encourage County, State and Federal agencies to continue ownership and maintenance of lands held in the public trust.
- Encourage the formulation and adoption of a comprehensive aquifer protection plan. This should be considered a major priority.

The preceding recommendations seek to expand upon ongoing efforts to maintain a balance between economic growth and environmental protection. Their implementation will lead to greater compatibility between the natural and the man-made environments in the Town of Huntington.

### 5. Housing

There is a mismatch in the Town of Huntington between the housing supply and the needs of the residents. The Town of Huntington is characterized by wide-spread development of single-family detached housing, much of which was built to accommodate the influx of relatively large households during the two decades following World War II. Density patterns that resulted from such development (see Figure 7) were dictated by: (1) land use conditions, (2) environmental constraints, (3) availability of utilities, (4) zoning, and (5) regional and local transportation patterns and accessibility. Quite reasonably, the 1965 Comprehensive Plan, based its recommendations concerning future residential land use on the pattern of development that had been established by that time.

For nearly twenty-five years, although population growth has been relatively stable profile subtle demographic changes have occurred which have fostered incremental shifts in residential land use and today require that there be some departure from this overwhelmingly single-family development pattern. A maturing population coupled with a continuing trend toward smaller households has given rise to a demand for smaller units and rental housing. The need for housing, affordable to individuals who fill moderate wage manufacturing jobs, entry level white collar, and clerical and retail service positions is essential to achieving further economic growth, expansion and stability. All of these factors require that greater attention be given to the range of housing opportunities, as reflected by unit types, site design, tenure options and greater affordability than presently available to the town's residents and workers.

Given this context, the principal issues concerning residential development within the Town of

# Huntington are as follows:

- Vacant land for new housing construction is limited creating pressures for development on sites that were previously considered to be undevelopable because of complex or costly physical and/or infrastructure problems.
- The preponderance of the existing housing stock in the Town of Huntington is devoted to single-family detached housing which is not affordable to moderate and particularly low income households and families. For a variety of demographic and economic reasons, other housing alternatives are needed.
- The town's Illegal Housing Task Force has determined that approximately 10 percent of the town's housing units are illegally created rentals. Because of the difficulty in detecting illegal dwellings, these properties are under assessed and do not contribute a fair share of property taxes.
- At present there is a limited supply of housing, particularly rental housing, which is affordable and suited to the needs of low and moderate income households.

A number of relevant goals emerge from a consideration of these issues, including the need to:

- Promote variety in the type and cost of housing, including housing which is affordable to low and moderate income owners and renters. This will help maintain a diverse range of age groups and employment skills within the town, in furtherance of social and economic stability.
- Minimize disruptions or alterations to established neighborhoods and development densities. This will help preserve property values in areas accommodating additional development.
- Utilize existing building stock for alternative housing options. This will provide needed housing without over-building or degrading environmentally sensitive lands.
- Limit increases in residential densities to projects that will provide a clear public benefit.
- Design new residential developments which respect all environmental limitations.

To further some of these goals, in 1991 Town Board amended the Zoning Code to allow accessory apartments in houses where the residence is owner-occupied, the structure is not altered so as to detract from its appearance as a single-family dwelling, and where sufficient on-site parking is provided. The following recommendations and strategies should be pursued to further support housing goals:

• Revise R-3M Garden Apartment Special District and R-RM Retirement Community

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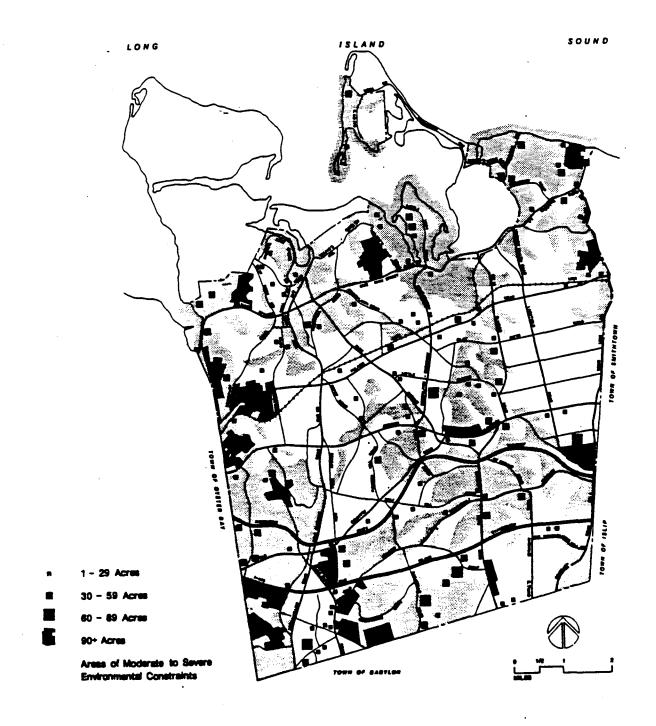
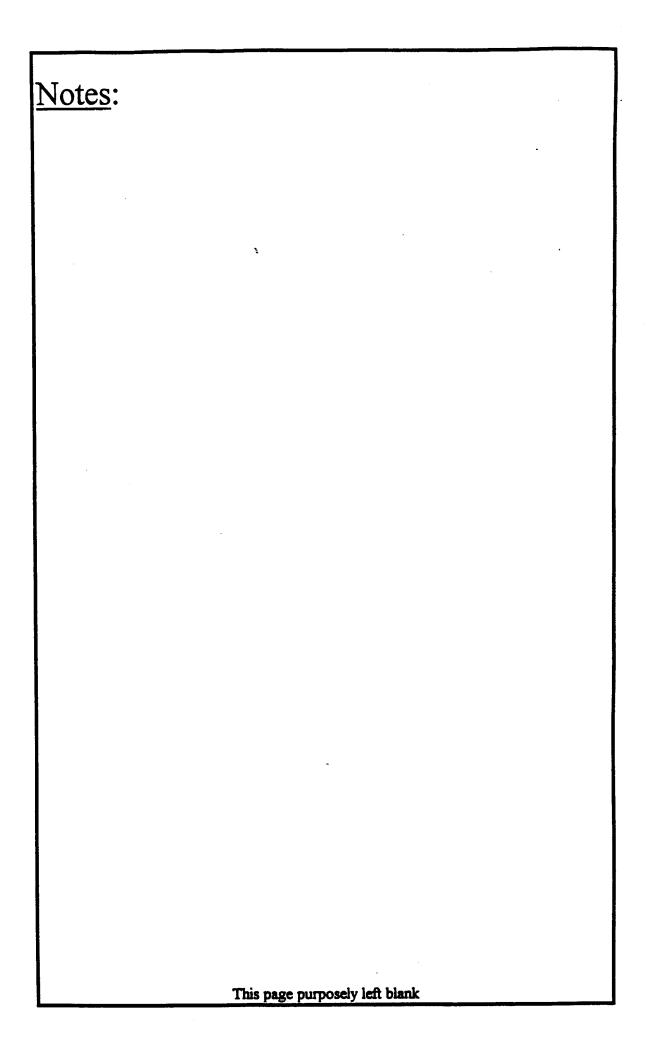


Figure 6

# Comparison of Open Space Parcels & Environmental Constraints



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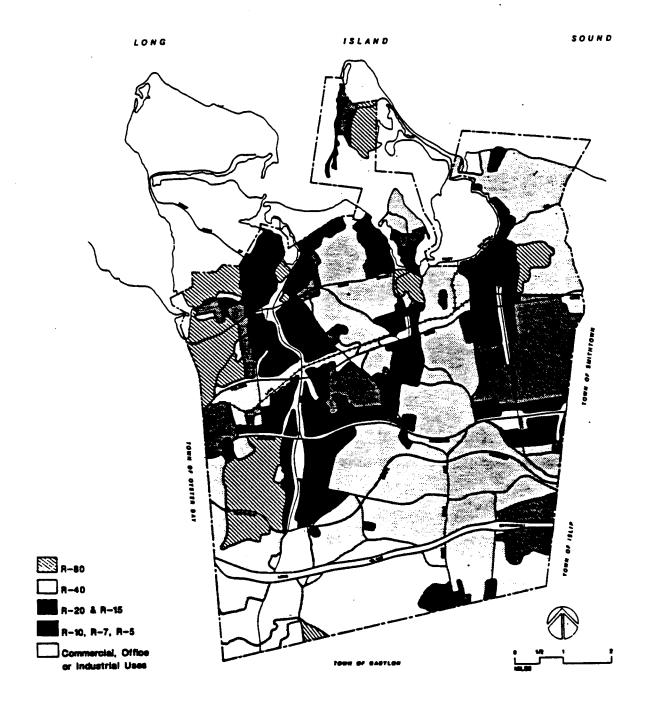
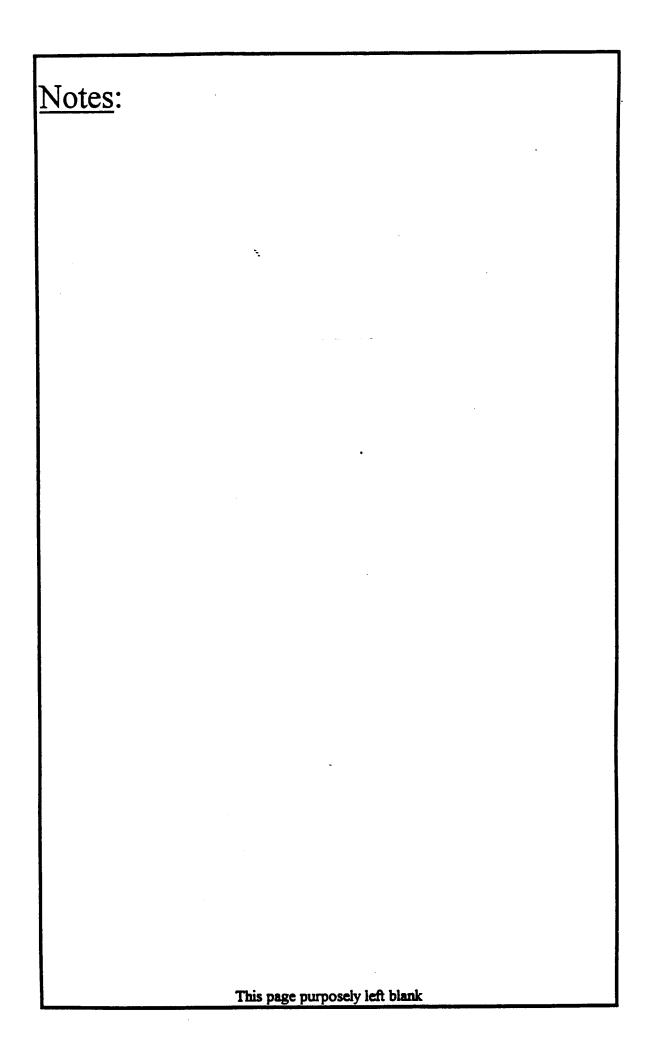


Figure 7

# Generalized Pattern of Residential Land Use



District ordinances to require that a percentage of the units be affordable to low and moderate income households; suggested ratio--15% low and 15% moderate.

- Revise the R-3M Garden Apartment Special District and R-RM Ordinances to allow between 18 and 22 dwellings per acre as an incentive to providing housing for low and moderate income households. The ordinance should be amended to provide for criteria that if met allows increments of greater density of dwellings.
- Set standard in R-3M ordinance requiring that 25% of the units allocated to low-income households be for large families.
- Set goal in the Comprehensive Plan to establish that, when feasible, a percentage of new housing units constructed be affordable to low and moderate income households; suggested proportion--20% of all new construction.
- Evaluate the many features of the Accessory Apartment ordinance, particularly a provision to allow more flexibility where owner-occupancy requirements are concerned, especially where non-profit owner supplies the unit.
- Permit multiple-family apartments at density of 20 units per acre in revised C-6 zone along town's major arterials, thereby providing mapped zoning districts where high-density housing is located adjacent to employment opportunities, and is accessible to public transportation systems.
- Permit apartments above stores in the commercially zoned village (unincorporated) areas of the town.
- Establish housing trust fund which would be evoked when development which adds to the
  permanent job base is constructed, or when housing units are constructed and the
  developer wishes to contribute to the housing trust fund instead of creating 20%
  affordable units.
- Continue to implement, monitor and expand Accessory Apartment program to further the geographic distribution of rental housing throughout the Town of Huntington.
- Amend the Zoning Code to include a cluster development ordinance and permit the Planning Board to mandate cluster site development.

These measures would help the town meet the evolving housing needs of its residents. At the same time they would allow additional residential development to be undertaken in a manner that furthers a number of important goals and objectives in cluding alternative land use options in commercial corridors, conserving environmentally sensitive lands, and fostering economic growth and development.

### 6. Retail Development

Attracted by the general affluence of the resident population, the presence of a sizable worker population, and the overall locational convenience of the town vis-a-vis the Nassau-Suffolk region, the Town of Huntington is characterized by a number of well developed and diversified retail uses.

The pattern of retail development that has emerged, as depicted on Figure 8, is a reflection of these attributes, with about 95 percent of the land zoned for retail use already developed as such. Huntington Village and the other village centers generally serve the needs of local residents and commuters. In contrast, strip retail centers and shopping malls are positioned along major transportation routes to capture significant amounts of non-local and transient retail trade. Although strip retail development also provides expanded shopping opportunities for town residents, a comprehensive market analysis reveals that there is a retail space overage in comparison to the purchasing power of local residents. Since strip retail development tends to be more problematic in terms of traffic generation and encroachment into and compatibility with residential uses, an important question facing the Town of Huntington concerns the degree to which it is willing to play host to additional retail development catering to a largely exogenous (e.g., non-local) demand, particularly as local population growth over the next ten years is projected to be relatively modest.

The principal findings concerning retail development relate to the form, appearance and function of the town's retail areas, as summarized below.

- The development standards for the predominant retail zoning classification (the C-6 General Business District) do not sufficiently differentiate between the principal features of village and strip retail development, and, in certain instances, do not provide adequate protection for adjoining residential development.
- Retail development is among those uses that generates the highest number of vehicle trips
  per unit of land area, and in areas of strip commercial development requires multiple curbcuts which impede the flow of traffic. Continued retail strip development, particularly that
  which is largely oriented to a regional market, will create additional traffic congestion on
  already over-burdened roadways.
- The major retail strip areas (Jericho Turnpike, Larkfield Road and Route 110) have a poor physical appearance.

The goals enumerated below provide the basis for a proper and rational balance among the various forms of retail development within the Town of Huntington.

• Preserve the character and appearance of village centers, with an emphasis on maintaining retail uses which serve the needs of adjoining residential communities.

# TOWN OF HUNTINGTON Suffolk County, New York

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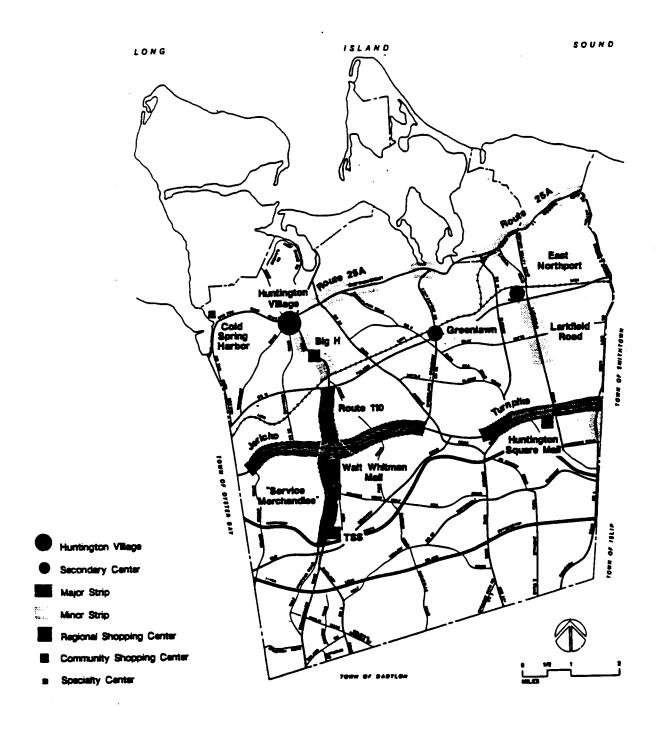


Figure 8
Generalized Pattern of
Retail Development

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- Upgrade the appearance and efficiency of strip retail development and adopt updated zoning and site plan standards.
- Contain retail sprawl, particularly on congested and/or poorly configured roads, and limit major development and redevelopment to places with suitable regional access and internal circulation.
- Promote complementary land use activities, as measured by peak hour traffic generation and existing parking lot vacancy characteristics, along major retail strips to reduce congestion, and expand opportunities for shared parking arrangements.

The key to realizing these goals lie in having effective and coordinated site plan review in conjunction with carefully delineated and distinguishable zoning standards for the various forms of retail development. In this regard, the following strategies are recommended:

- Provide zoning standards for highway business districts, with particular attention given both to formulating appropriate landscaping and buffer requirements for commercially zoned parcels which adjoin residential areas. Assess the conditions under which Special Use Permits for business depth extensions are granted.
- Re-map portions of Jericho Turnpike to increase the allowable depth accorded business
  depth extensions to provide additional landscape and buffer areas and achieving greater
  flexibility in site design, particularly for improved on-site circulation.
- Provide zoning standards for village centers, including, where applicable, "overlay districts" and historic designations, with special consideration given to the height, scale, bulk, and appearance of new and existing structures as well as the provision of off-street parking.
- Prohibit office buildings of a scale inconsistent with those in village centers and encourage small professional office uses to locate on the upper floors of commercial buildings.
- Permit residential uses on the upper floors of commercial buildings in village business districts.
- Permit commercial expansion and intensification in village centers only where adequate off-street parking is provided or, where it is appropriate, contributions are made to a dedicated parking fund.

The essence of these recommendations recognizes that retail development has evolved into a complex and highly specialized series of land use activities, each with its own benefits and costs. Comparable evolution and refinement in the regulations that control such development will help achieve a balance among the various types of retail/commercial activities, improve traffic safety and flow, and promote greater aesthetic compatibility with the town's residential areas.

### 7. Office and Industrial Development

In considering office and industrial development in the Town of Huntington, attention is inevitably drawn to the Melville/Route 110 area. This is understandable as the strategically central location of the Melville area has given rise to a concentration of commercial and industrial development virtually unsurpassed in the Nassau-Suffolk region. However, there is a substantial amount of office and industrial development in other portions of the town as well. This development generally differs from that which exists in Melville on several levels and raises a different set of issues and concomitant recommendations. Thus, the discussion of office and industrial development within the Town of Huntington will first address Melville as a separate topic and then consider other areas of the town outside of Melville.

### 7.1 Within Melville

After twenty years of industrial growth with a preponderance of office uses, the need is greater than ever for a more balanced land use plan for the Melville area. Of principal concern are the ever-increasing levels of traffic being generated by office development in the area. The local road system has a number of intersections and arterials operating at poor levels of service and there are no long range plans nor available funds at this time for major physical improvements to the infrastructure. In the long term, a worsening of this situation could eventually undermine the efficiency and value of development in this portion of Huntington. However, in the short term, pressures continue for expansion of offices and intensification of development via industrial to office conversions. This is especially troublesome as office space typically generates twice the number of cars as comparable amounts of industrial space. Full build-out of the Melville area, pursuant to the 1965 Comprehensive Plan, could result in as much as 23 million square feet of office and industrial space – nearly double the 11.5 to 12 million square feet of industrial and office space that presently exists.

Thus, the overall goal for office and industrial development centers on a plan for enhancing and providing reasonable increments to the substantial amount of existing office and industrial space in the Melville area. At the same time, such a plan needs to incorporate a greater number of complementary and appropriate transitional uses, especially in the outermost areas comprised of residential development, open space and institutional uses. The specific objectives for office and industrial development in the Melville area are as follows:

- Maintain the efficiency, accessibility and "campus" appearance of development in the Melville/Route 110 area, by limiting the amount of additional space that is built for each unit area of land, as measured by floor area ratios (FAR's).
- Promote industrial development over office development in order to minimize additional traffic generation, maintain a diversified economic base, and expand opportunities for smaller uses with a growing market demand, such as research and development (R&D) and laboratory facilities.
- Expand housing (particularly for moderate-income workers) and shopping opportunities in

and around the Melville area, particularly where such uses serve to limit future additional peak-hour traffic generation.

The recommendations enumerated below stem from extensive studies of the Melville area, in furtherance of the Comprehensive Plan goals for office and industrial development in this portion of the Town of Huntington.<sup>3</sup>

- Differentiate an office/industrial "core" area from a primarily industrial "non-core" area as defined in the GEIS prepared for the Melville area and until the FAR concept is codified use the recommended FAR's (FAR of 0.30 in the core area and 0.20 in non-core areas, while allowing for an FAR of 0.33 for industrial uses throughout Melville) as guidelines and as supplements to the requirements in the industrial zoning codes, for new office development (including conversions and expansions). Codify the FAR concept to work in conjunction with performance standards.
- Promote selected roadway improvements to increase traffic capacities and circulation, and require contributions toward new road development in approving future subdivision applications.
- Provide for mass transit access (e.g., sidewalks, bus turnouts) and amenities (e.g., shelters, information kiosks) throughout the Melville area, and establish centralized staging areas for car-pooling, ride-sharing activities and pedestrian walkways.
- Re-plan a portion of the Melville area designated for industrial and/or low density residential development in the 1965 Comprehensive Plan (and 1966 Amendment) to include entry-level/affordable housing, preferably in cluster arrangements and land for needed roads and public facilities (e.g., parks, open space, schools and/or libraries) while adhering to stringent standards for protecting ground water reserves.
- Promote retail/service development to serve the consumer needs of local residents and workers. Particularly encourage uses which generate off-peak hour and weekend traffic, such as cultural centers, recreational facilities, movie theaters, health clubs and restaurants. Provide safe pedestrian access for all uses in the Melville area.
- Amend zoning standards for industrial tenancy in the I-1 and I-2 zoning districts to permit more than three (3) firms per structure and also to permit companies with lesser space needs then currently allowed in these districts.
- Impose strict landscaping and open space standards (e.g., parking buffers, impervious coverage limits) as well as building design standards for office and for industrial facilities, particularly those with multiple tenants, in accordance with the existing image and appearance of campus-style development in the Melville office/industrial area.
- Encourage developers to incorporate needed day-care services and related recreational amenities within proposed office, industrial and residential projects by such innovative

measures as providing shared parking, and not fully counting the floor area generated by such uses in development plans. Furthermore, evaluate the prospects for establishing a "linkage" program whereby such facilities are financed through contributions to a dedicated fund established by developers.

These recommendations are based on the land use plan depicted in Figure 9. The plan for future development (and redevelopment) in the Melville/Route 110 area is comprised of office and industrial "core" areas, surrounded by lands that are developed for similar uses but at lower densities. These surrounding developed lands are in turn, surrounded by other properties that are to be developed for medium and higher density single-family clustered development. Such a plan represents a reasonable alternative to further office and industrial development at existing trends, particularly as it would generate lower levels of traffic and provide expanded housing opportunities in proximity to a major employment center.

These recommendations seek to promote one of the town's (and region's) major economic assets by capitalizing on the potential for a unique community in Melville, characterized by improved traffic circulation, increased employment and housing opportunities, and desired support services and community facilities. In particular, a balanced land use plan provides a framework for enhancing the appearance and efficiency and, thus, the long term viability of office and industrial development in the Melville area.

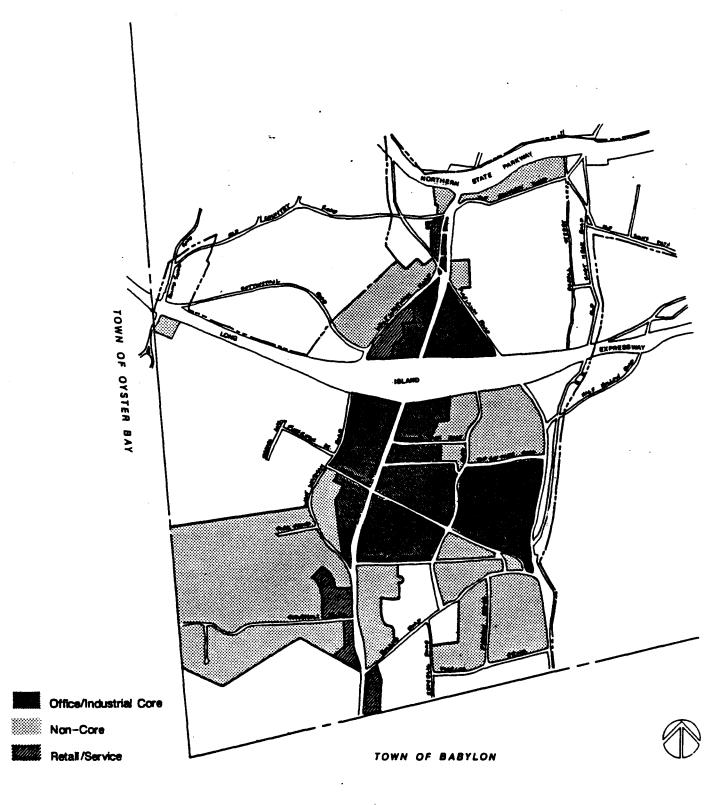
### 7.2 Outside Melville

Office and industrial uses in other areas of the town consist of smaller scale development, oriented toward meeting a variety of consumer needs and considered to be indispensable to the town's economy. Professional offices in small office buildings and converted houses are generally associated with retail areas in village centers and strip developments. Industrial uses such as lumber yards, salvage operations, auto body repair shops and woodworking and metalworking establishments are often relegated to areas near railroad rights-of-way that are not desirable as, and are removed from, residential development.

Yet, while the issues regarding these forms of development are not as pressing as those for office and industrial uses in Melville, there are two key issues which need to be addressed. First, because of the high land values in the Melville Industrial Area, there is and there will continue to be pressure for a certain amount of office and industrial development that would otherwise locate there to locate elsewhere. This could lead to a worsening of traffic levels and safety conditions in portions of the town, particularly near at-grade railroad crossings as new office development seeks to replace declining industrial activities. Second, the purposes for allowing home occupation uses and professional offices in residential districts need to be reevaluated. More often than not, the result has been an unwarranted intrusion of the commercial district into neighboring residential areas with the negative impacts generally overshadowing the intended benefits.

In light of these conditions, the overall goal for office and industrial development outside the Melville area centers on the need to provide suitable and appropriately located space for a variety of small-scale uses. This goal addresses a need to maintain as broad an economic base as possible

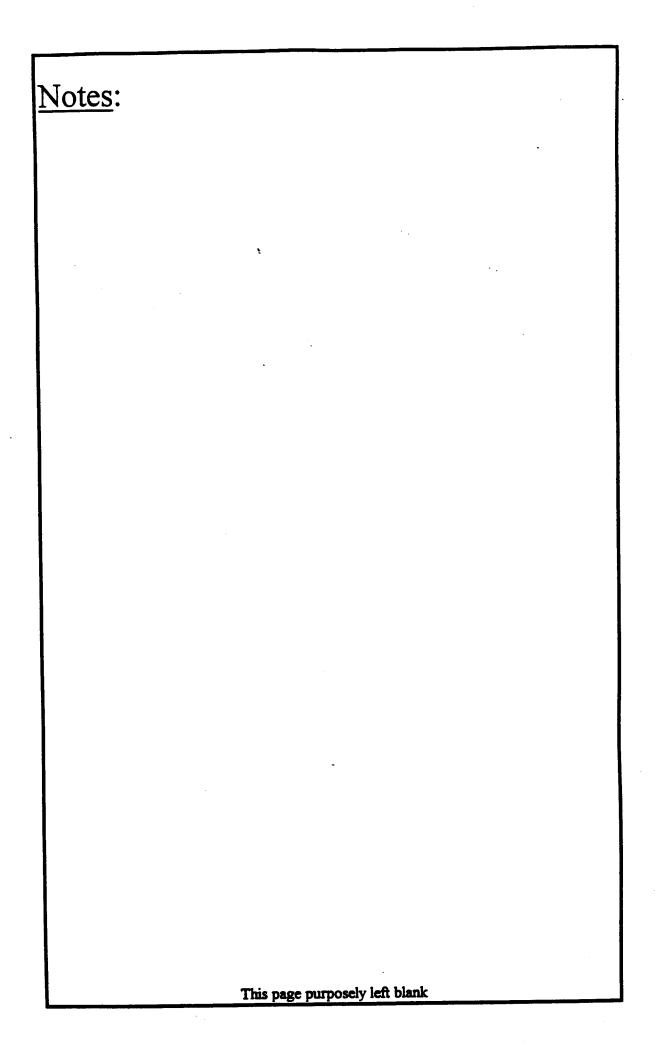
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Core: Office - FAR 0.30, Industrial - FAR 0.33 Non-Core: Office - FAR 0.20, Industrial - FAR 0.33 Retail/Service - Non-Core Office Density

Figure 9

Generalized Economic Development Plan for Melville



within the town, both from the standpoint of meeting consumer needs and providing for a range of employment opportunities requiring all types and levels of skills.

The recommendations that follow specifically address the above stated issues and goals.

- Promote offices oriented toward a local market, especially in the village centers. In addition, small-scale professional offices should be considered as alternatives to retail development along the town's commercial strips.
- Amend the Town Code to either delete the provision that allows office uses in the R-5
  Residential District via a special use permit or promulgate strict standards for such uses
  (e.g., adaptive re-use of an existing residential structure, maintenance of a residential
  appearance, adequate on-site parking, the presence of other such uses in the immediate
  area, buffers to visually protect adjoining residential uses and/or the restoration of an
  otherwise unwanted but architecturally significant building.)
- Allow existing industry located around the Long Island Railroad right-of-way to continue, but impose more stringent site development standards with respect to landscaping, buffers and screening in order to minimize nuisance impacts on adjoining residential areas.

Implementation of these updated land use controls will at once serve to reinforce the more useful economic functions of small-scale office and industrial development and make them more compatible with their residential neighbors while minimizing the prospects for greater levels of traffic generation from more intensive forms of development.

### 8. Schools

Schools are essential for educating the town's children and they represent useful community assets as well. Without compromising their primary function as educational facilities, schools also serve to meet a multitude of recreational and open space needs and can provide building space for various community activities: special education programs for disabled and impaired persons, continuing adult education, job training programs, senior citizen's activities, and day-care and preschool programs. Proximity to neighborhood schools is still a feature desired by persons with children and, as such, serves to enhance surrounding real property values.

Despite all of these positive attributes, there have been a number of instances where surplus and underutilized school buildings and properties in Huntington (and elsewhere throughout the region) have been sold, put to other uses, or demolished. The temptation to do so is especially great for those school districts with comparatively few ratables (revenue generating uses) such as high-value commercial or industrial development which places only limited demands on educational services. The economic benefits to be gained from school property sales and reduced operating and maintenance costs can be sizable. However, so can the consequences of being caught short in the event of a resurgence in school enrollments, since a facility built thirty years ago could cost as much as five or six times its original cost to replace today.

At present, there are increases projected for certain segments of the population over the coming decade (see Figure 10), particularly pre-school (less than five years old) and young school-age (five to nine years old) children. These increases are in sharp contrast to the across-the-board declines in the number of school-age children (five to nineteen year olds) estimated to have occurred between 1980 and 1990. The projected resurgence in elementary and middle school children (five to fourteen year olds) will also trigger a turnaround in the number of high school children (fifteen to nineteen year olds) after the year 2000.

Given these potential increases, the goals enumerated below address the need to consider the constraints and opportunities for developing new school facilities and for making space available to accommodate desired educational services.

- Encourage public retention of existing school buildings and grounds. Advocate dialogue between school district decision makers and town officials to negotiate long or short term leases for municipal purposes, especially when disposal of school property is contemplated.
- Promote day-care and other services in under-utilized school buildings by both private and public agencies.
- Provide new and expanded facilities and services in areas where future growth and development is expected.

The following recommendations seek to maintain and expand upon the town's resources for providing as full a range of educational services to its residents as possible:

- Encourage school districts to lease not sell surplus and under-utilized facilities.
- Wherever possible, use surplus facilities for community needs (e.g., library, senior center, day care centers) and/or school district related purposes (e.g., administration).
- Acquire sites for new schools as part of the approval process for major subdivisions, particularly in future growth areas with large tracts of developable land, such as Melville.

These recommendations are intended to serve as broad guidelines for assisting the various school districts in their planning efforts, and for encouraging greater cooperation in addressing education-related issues of common concern to all.

### 9. Libraries

Library services in the Town of Huntington are provided by several well-developed facilities with service areas that are coterminous with school districts and oriented toward the needs of specific neighborhoods. More so than the schools, the provision of library services via several independent special districts can be an obstacle to the development of new facilities, particularly in those districts with comparatively few commercial and/or industrial ratables. A facility that needs to be

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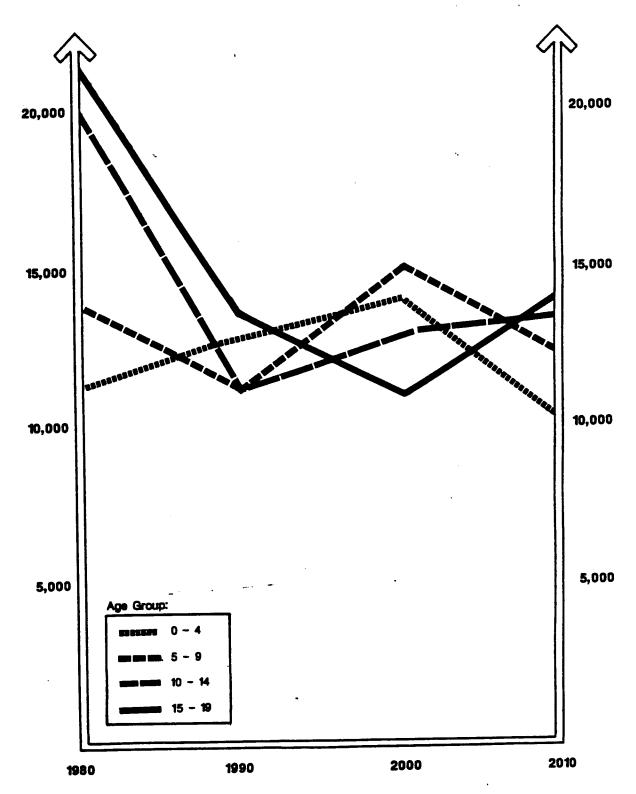
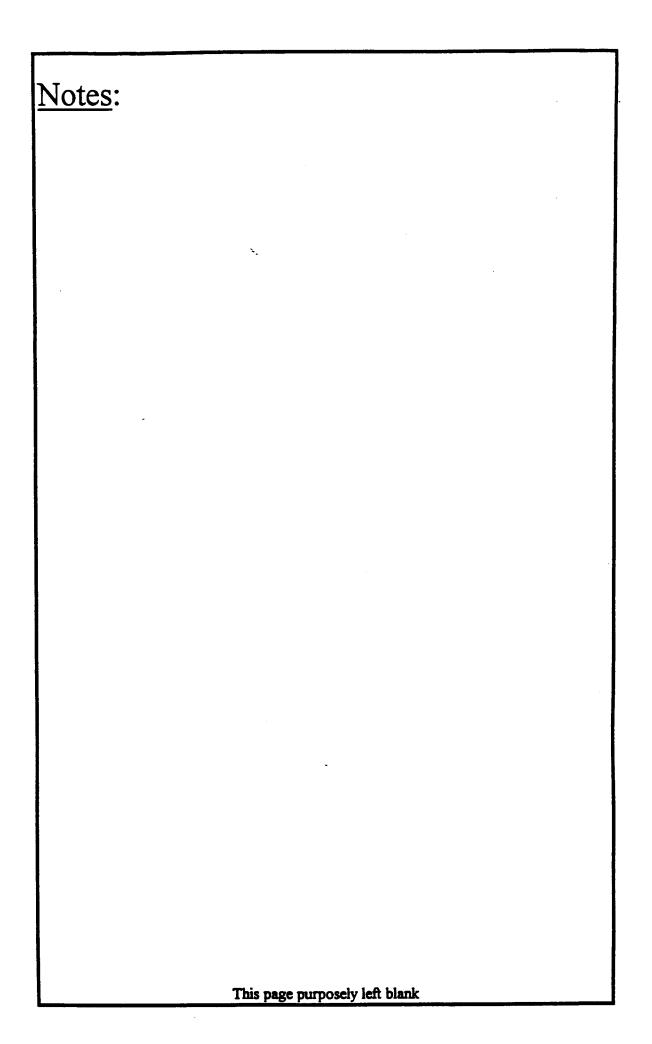


Figure 10

Estimated & Projected Changes in Pre-School & School-Age Children, 1980 - 2010



created, replaced, renovated or expanded may have as many users coming from outside the district as from within. Nevertheless, the financial burden for developing a new facility will rest with the residents of the district where the facility is to be located.

The goals listed below take into consideration the fact that library services are provided by autonomous districts.

- Maintain and expand the availability and range of library services throughout the town, particularly in underserved areas.
- Foster cooperation among the districts in the development and operation of new facilities and programs.

The following recommendations would helping to achieve the foregoing Comprehensive Plan goals, and are offered as an aid to any future deliberations and decisions:

- Use surplus school buildings for needed library facilities as some districts have done already.
- Acquire sites for new libraries as part of the approval process for major subdivisions, particularly in future growth areas with large tracts of developable land.<sup>4</sup>
- Set aside space for a new Huntington Station branch library within the proposed townwide cultural arts center, in the event such a facility is developed as part of the revitalization plan for the Broadway/New York Avenue (Route 110) area.

These recommendations assume full community control over the nature and delivery of library services. However, library districts should make their site needs known to the town Planning Board in order that such needs can be given consideration during review and approval of development plans.

### 10. Parks

Huntington is graced with numerous public parks and recreational facilities (see Figure 11) which are the result of an aggressive parks acquisition program begun in the early 1960's and given added direction by the 1965 Comprehensive Plan.

Building on the successes of the past twenty-five years in planning and developing parklands, the town commissioned a comprehensive Parks and Recreation Study, completed in July of 1988 by Vollmer Associates, which focused on measures for improving the town's active recreational resources. The Comprehensive Plan Update supplements this work by focusing on measures for improving the town's passive recreational facilities. The key issues emerging from these two studies are as follows:

Existing recreational facilities are not meeting the entire range of needs of the town's

changing demographic profile. Specifically, there is a town-wide shortfall of passive parks and related open space areas.

- There are recreational shortfalls in some of the town's older, high-density residential areas, particularly Huntington Station, Greenlawn and East Northport.
- An historic emphasis on meeting the active recreational needs of a growing population combined with shrinking privately-owned open space has created a need for publicly-owned passive parks, especially along the town's waterfront.
- There are constraints on vastly expanding the inventory of parks in as much as open land is no longer plentiful and what remains undeveloped is either inaccessible or prohibitively expensive to acquire as parkland.

The overall goal for parks planning is to expand active and passive recreational opportunities throughout the town so as to fully meet the diverse needs of the resident population. In furtherance of this goal, the following recommendations are made:

- Change the underlying zoning classification for all publicly-owned parks and publicly owned waterfront parcels serving a conservation/recreation and/or open space purpose as a proposed new "Conservation/Recreation" zoning District.
- Diversify active recreation facilities through refinements and improvements to existing parks, thereby limiting the need for large capital outlays and additional land purchases.
- Set aside land and seek grant funding to develop active recreation facilities in high density areas that are presently underserved, such as Greenlawn and Huntington Station.
- Prepare a Passive Parks Acquisition Plan which includes: improving the town's inventory of passive parks, supporting an aggressive park interpretation program, establishing a town-oriented Nature Education Center, and encouraging participation in the volunteer parks stewardship program.
- Reclaim parcels located on Cold Spring, Huntington and Centerport harbors to provide waterfront recreational opportunities, as would be consistent with the Local Waterfront Revitalization Program policies.

These measures will help reorient the town's inventory of parks to the changing recreational and leisure time needs of its citizens, and will keep Huntington in the vanguard of parks planning and development in Suffolk County.

### 11. Open Space

In the 1950's and 1960's, when there were still ample tracts of undeveloped land, "open space" generally referred to active recreational parks. Now, with the town approaching full development,

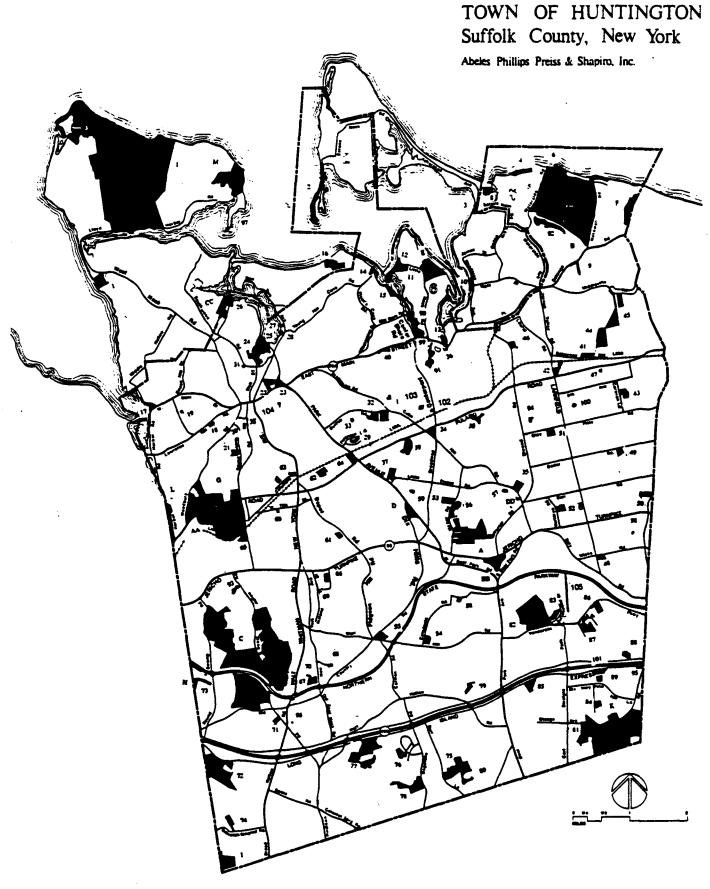


Figure 11

### **Parklands**

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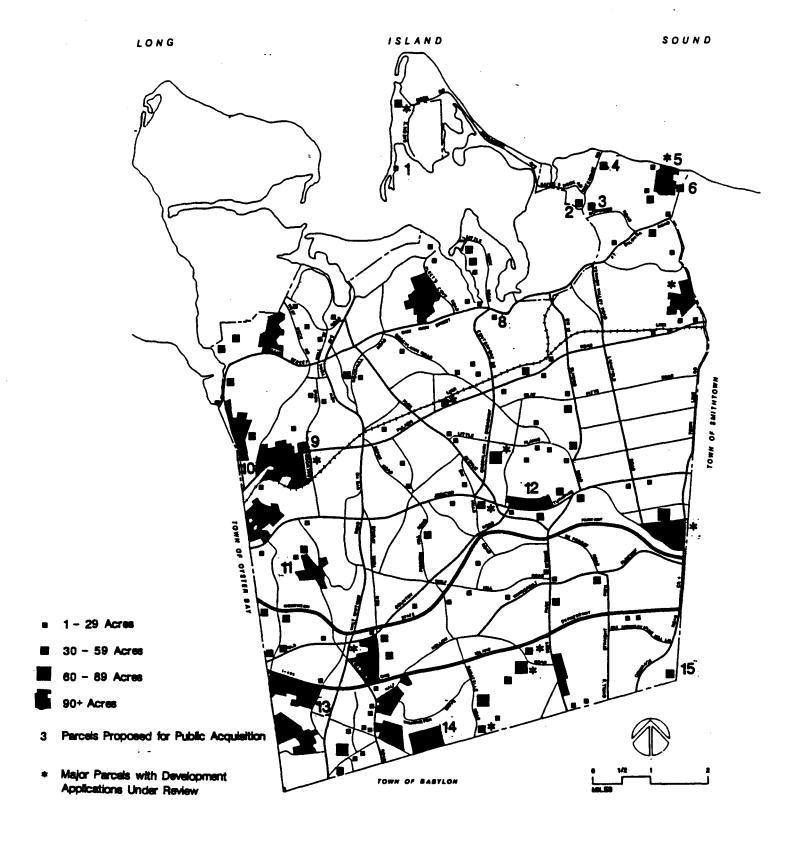
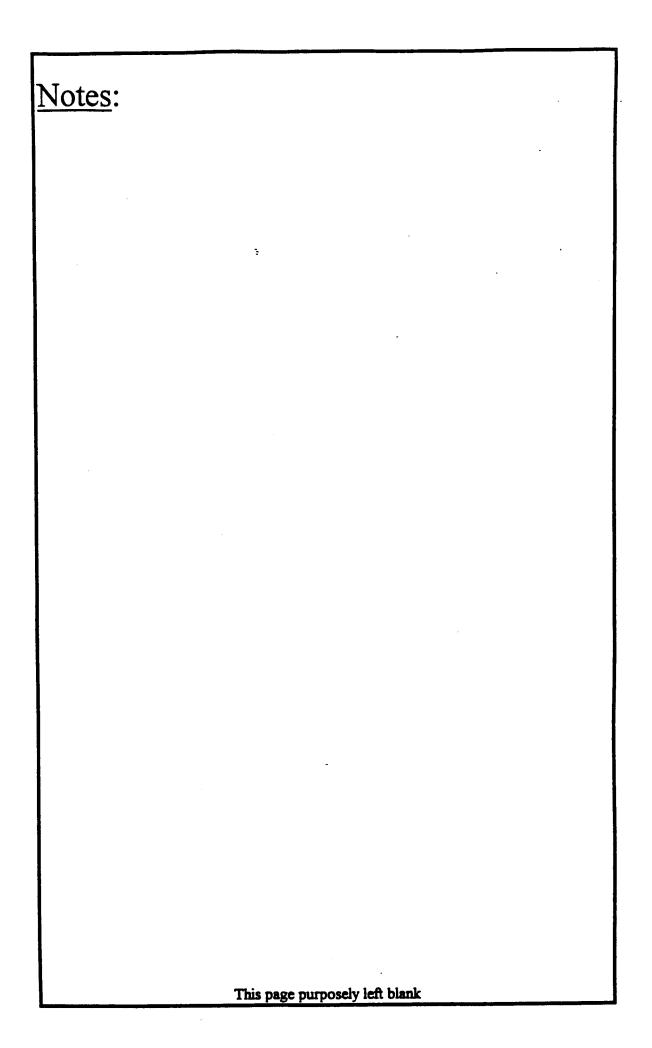


Figure 12
Open Space



the term "open space" has taken on several additional meanings. Active recreational facilities are still important, but so is the preservation of the town's stock of farmlands, institutional holdings, shore areas, underbuilt estate properties, and environmentally sensitive lands. These open spaces—encompassing freshwater wetlands, wooded hillsides and waterfront vistas—give definition to and reinforce a sense of the unique diversity of natural and scenic features within the Town of Huntington.

The "Open Space Index for the Town of Huntington," first compiled in 1974, catalogues all major parcels of privately-owned vacant and underbuilt land in the town for the purpose of systematically identifying and evaluating the long range impacts of development on valuable open space resources. An update to the 1974 Index reveals that there has been a loss in open space parcels within the town as many of the parcels listed on the Index have been developed (see Figure 12). Furthermore a number of the remaining parcels are the subjects of various development proposals presently before the town. Meanwhile, public funding for land acquisition is exceptionally limited and will likely serve to secure only exceptional sites and projects.

Therefore, the originally stated premise of the 1974 Open Space Index is all that much more urgent today: "Huntington's diminishing open space is scarce enough to warrant special review and ample enough to affect the future character of the town." The actions outlined below are needed to protect and preserve the town's remaining open lands.

- Broaden the responsibilities of the Land Management Division of the town Planning Department to revise, implement and continually update a strategic plan for open space preservation in the Town of Huntington. The Strategic Open Space Plan should be based on an Open Space Index that is continually updated.
- Pursue all avenues for preservation of significant open space, consistent with the strategic Open Space Plan to include land swaps, conservation easements and selective tax abatements, seek "negotiating rights" or rights of "first refusal" for properties with the highest preservation priorities, as well as a town initiated Natural Areas Bond Program to acquire fee title or development rights to important open space parcels.
- Designate properties nominated by the town for acquisition through County and State programs as "areas of critical environmental concern" in accordance with the State Environmental Quality Review Act (SEQRA).<sup>5</sup>
- Insure that all actions, occurring wholly or partially within or substantially contiguous to any publicly owned or operated parkland, recreation area or designated open space be reviewed by the most stringent standards available in the SEQRA regulations.
- Increase the fees charged to developers to more closely reflect current land values when payment is made in lieu of land set aside to meet town Park and Playground requirements, as set forth in the <u>Subdivision Regulations and Site Improvement Specifications</u>, (Authority derived from Section 277 of New York State Town Law).
- Permit the Planning Board to require set-asides for "natural buffer" areas to be held in

private ownership in lieu of park dedication resulting from the subdivision of land.

- Continue to acquire public land through the subdivision process, especially where existing
  parkland and/or publicly-held historic sites can be further expanded and/or enhanced.
  Provide for limited transfer of development rights whereby the required park dedication
  can be developed on one site in exchange for open space preservation of other sites listed
  on the Open Space Index, subject to the Planning Board's approval.
- Enact a cluster ordinance (as recommended in the Housing Chapter) that would allow the Planning Board to require that development be concentrated on a given portion of a site while leaving other portions permanently open, provided that overall density levels do not exceed the limits set by zoning and other land use regulations.

The characteristics of the town's remaining open space areas require the multi-pronged strategy outlined above. Time is of the essence if these valued natural resources are to be effectively maintained and preserved.

### 12. Historic Resources

With over three-hundred years of history, the Town of Huntington has long recognized the need to preserve those elements of its past which, according to the town's historic preservation ordinance, provide a "sense of identity for the town and enhance its cultural and economic well being." The 1965 Comprehensive Plan devoted considerable attention to the issue of community appearance, noting in particular the need to encourage new development that would complement and enhance the historic character of the town: "The town's appearance can be perfected only by combining a respect for the old with pride in the new."

Huntington has done much since 1965 to further the cause of historic preservation. The town has had a historic preservation ordinance and a Historic Preservation Commission for more than twenty years. At present, there are six town-designated historic districts including two designated historic roadways (as shown on Figure 13). The town has also designated 80 individual structures and 46 cemeteries as local landmarks. In addition there are also eight historic districts and 68 individual sites and structures of national significance, listed on the National Register of Historic Places. Altogether, 1,000 historic sites and structures were identified and inventoried in the 1979 Town Historic Sites Survey.

Despite these accomplishments, there is a pressing need to consider mechanisms for preserving many of the town's historic sites and structures, particularly those that are vulnerable to development pressures for a variety of reasons. Moreover, it is becoming increasingly important in preserving landmarks to consider not only the structure, but the context in which it is situated. The experience of visiting an historically significant site such as the Walt Whitman Homestead, for example, can be considerably undermined by an inappropriate setting amidst strip retail development. Given this background, the following are critical issues that must be addressed to achieve effective protection of the town's historic resources:

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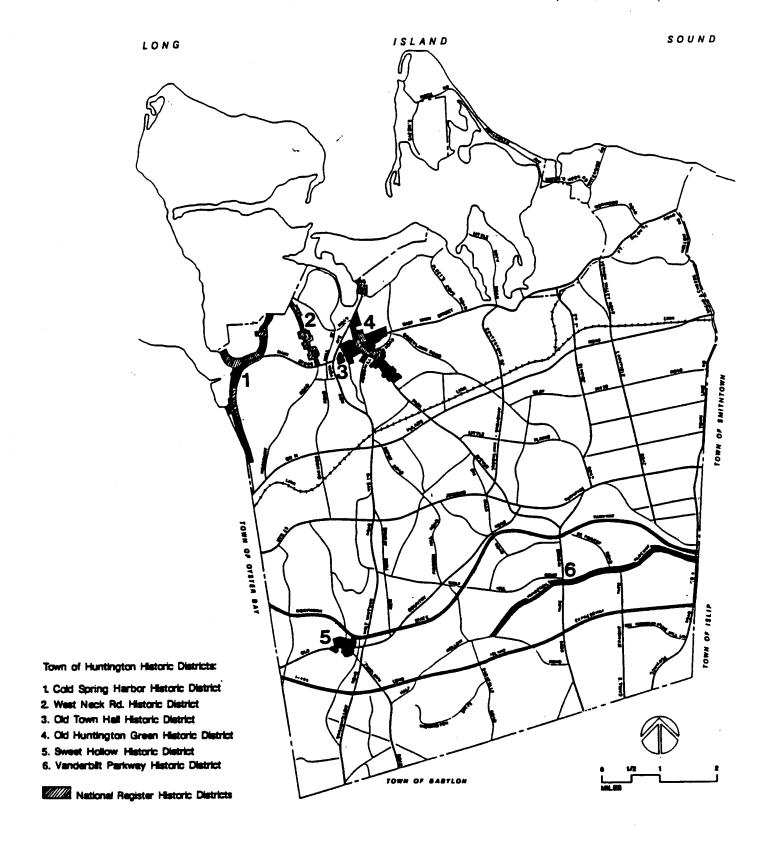
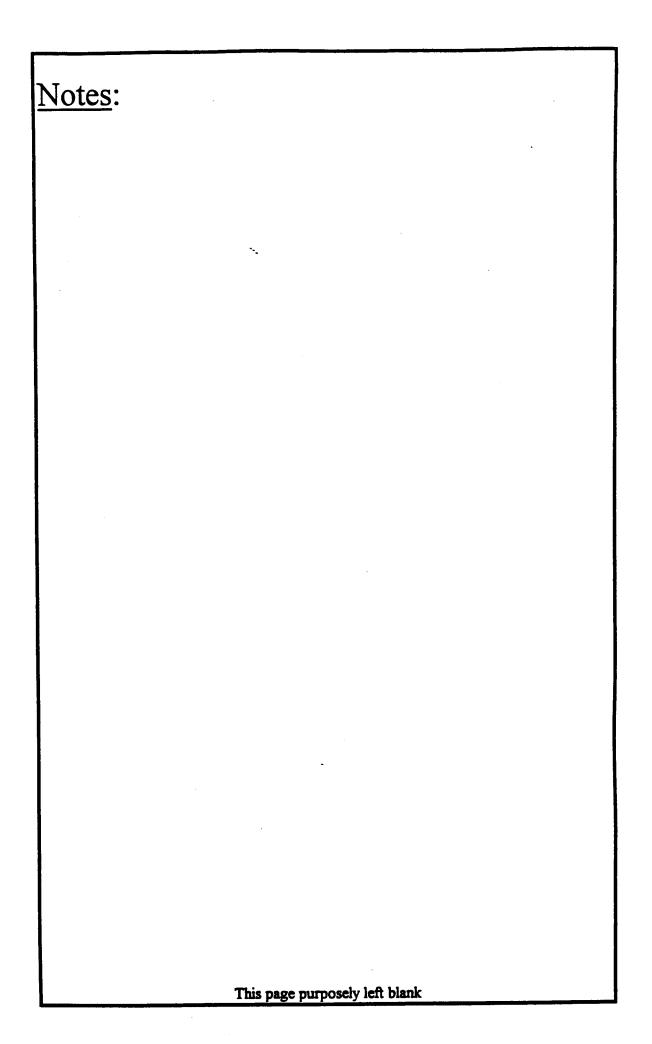


Figure 13
Historic Districts



- Of the 1,000 structures and sites with local and in some cases national historical and architectural significance, only a comparative few have received local landmark and/or historic district designation pursuant to Article VI of the Town Code. Only local landmark designation or inclusion in a historic district protects a structure from incompatible alterations or, in the more extreme cases, demolition.
- The town's local landmark and historic district ordinance lacks specific criteria for defining local (non-National Register) significance, governing alterations and additions to historic buildings or new construction in historic districts, evaluating hardship cases, and establishing minimum maintenance standards.
- Although the State Environmental Quality Review Act (SEQRA) requires that impacts to
  historic resources be considered when reviewing development plans, only actions affecting
  historic resources that are listed on the National Register of Historic Places are required to
  undergo the most stringent review process prescribed by that law.

Preservation of the town's historic resources is an ideal that presently has more support in theory than in fact. The public perception of the value and reasonableness of historic preservation is largely dependent on the clarity and efficiency of the tools employed. The property owner who perceives landmarks designation as one-sided, unduly restrictive, and unnecessarily complicated will be reluctant to participate in the process. Therefore, an important objective for successfully preserving and maintaining the town's historic resources centers on the need for devising a straightforward and equitable landmark designation and regulatory process – one that the town's residents and outside interests can readily comprehend and willingly support.

The following recommendations are therefore not just intended to further historic preservation as an end itself, but also to improve the process for designating and preserving the town's historic sites and structures:

- Develop specific criteria for defining local significance, governing alterations and additions
  to historic buildings and new construction in historic districts, evaluating hardship cases,
  and establishing minimum maintenance standards.
- Designate all remaining historic resources following full evaluation. Give priority to National Register properties.
- Initiate an aggressive historic preservation public education program.
- Make proposed actions that are adjacent to or partially or wholly within locally designated historic properties or districts subject to the most stringent review standards promulgated in the SEQRA regulations.
- Expand the role of the Huntington Historic Preservation Commission such that they are advisory to the Town Board, Planning Board and the Zoning Board of Appeals on all projects undergoing a SEQRA review which involves or is contiguous to a town designated [Art. VI (198-42)] historic site.

- Consider granting the Town of Huntington Historic Preservation Commission authority to issue Certificates of Approval as presently set forth in Article VI, Section 198-42 of the Huntington Zoning Code. To expedite decisions regarding Certificates of Approval, amend Article VI to require a public hearing and a decision by the Town Board only to resolve disagreements between the applicant and the preservation commission. Such an amendment would qualify the Town of Huntington as a Certified Local Government, making it eligible for funding/grants through the State Historic Preservation Office. 6
- Given that the preservation of historic sites and the creation of an appropriate context for these sites is a function of land-use management, the Planning Department should include within its array of functions cultural resource analysis as required by SEQRA.

Effective historic preservation planning provides not only for the protection of historic sites and structures, but allows for continual monitoring of their usefulness and value as community needs and land uses change. The measures described above would help to establish a comprehensive and comprehensible preservation program for the Town of Huntington.

### 13. Comprehensive Plan Implementation

The town's land use plan and land use regulations are the primary tools for implementing the Comprehensive Plan. The land use plan and land use regulations codify the objectives presented in the Comprehensive Plan – to guide development and create a desirable place in which to live, work and play. At the same time, in a suburban community that is basically developed, the land use plan and regulations must acknowledge the existing pattern of development, which in some instances precedes the town's first Zoning Ordinance of 1934 and Comprehensive Plan of 1965. An unrealistic plan and zoning ordinance becomes a burden to both the citizenry and to the government, and ultimately undermines the plan's very goals and purposes.

The map that accompanies this document constitutes the desired pattern of land use for the horizon year of 2000. As can be seen from an examination of the Land Use Plan map, the Comprehensive Plan Update encompasses the entire (unincorporated) Town of Huntington, excluding the four incorporated villages of Asharoken, Huntington Bay, Lloyd Harbor and Northport.

Two areas, in particular, are noticeable for the degree to which land use categories depart from the remainder of the town: (1) Melville and (2) the waterfront. The Melville area has a number of singular land use designations that do not apply to other areas of the town. These stem from the Melville Generic Environmental Impact Statement (GEIS), which preceded the Comprehensive Plan Update. The designated intensities for residential and commercial/industrial development are unique to Melville, and relate to concerns for achieving a balanced land use plan for this most prominent and important local and regional employment center. Most particularly, the intensity of office and industrial development in Melville is to be controlled through the use of floor area ratios (FAR's) as guide-lines, that distinguish between core and non-core areas.

Waterfront and coastal lands in urban and suburban areas alike have been undergoing radical transformations in response to changing market conditions over the past twenty years. Areas once relegated to heavy industrial and marine-related uses are increasingly sought for high-value commercial and residential development as well as a variety of recreational activities. In recognition of the problems that can arise from competing and conflicting demands along waterfront areas, State enabling legislation pertaining to Coastal Zone Management (CZM) has provided municipalities with the opportunity to formulate plans for regulating and controlling development on and near coastal areas which specifically address local concerns and needs. The Town of Huntington has been in the process of formulating CZM guidelines for all land use activities within a prescribed distance of the waterfront. The resulting Local Waterfront Revitalization Program (LWRP) will become, in effect, the comprehensive plan for the town's waterfront areas.

The plan for the remaining areas of the town generally reaffirms the appropriateness of the land use designations for residential development established by the 1965 Comprehensive Plan. Lot sizes for single-family residential uses range between 5,000 square feet to two acres for each dwelling unit. However, it should be noted that there is no increase in permitted densities for single-family uses which exceed the high end of the range, established by the 5,000 square-foot minimum lot size. Moreover, 1/2-acre single-family development has been included in the low density classification along with one-acre and two-acre residential uses. This reflects current standards set by the Suffolk County Department of Health Services whereby a 20,000 square foot lot is the minimum site size required for on-site sewage disposal.

In a significant departure from the 1965 Comprehensive Plan, the updated land use plan differentiates village/neighborhood centers from highway/strip retail areas. This refinement to the 1965 Plan is based on the inherently different natures of these two forms of retail development and it reflects the need for updated land use controls for each of them.

The Land Use Plan also affirms that, in the absence of public acquisition, areas "spun off" from or adjoining large tracts of institutional open space be limited to the lowest densities if developed, for other then municipal purposes. The overall emphasis given to designating significant public open space parcels distinguishes the updated Land Use Plan from its predecessor, and underscores the need to review development and rezoning applications with an eye toward minimizing potential adverse impacts on these areas.

As a manifestation of the key planning issues that have been addressed in the Comprehensive Plan, the updated Land Use Plan differs from the 1965 Plan not so much by kind as by degree. In a number of instances, conditions have materialized which were either unforeseen by the 1965 Plan or, if contemplated, not anticipated in their scope and intensity. The impacts of continued growth and development since 1965 have led to refinements in the Land Use Plan, reflecting a need to (1) contain retail/commercial sprawl and limit the intensity of development where warranted due to potential impacts; (2) prevent development from encroaching onto open space areas and historic sites; and (3) establish standards for development on and near critical groundwater recharge, hillside and coastal erosion areas.

These objectives cannot be achieved solely through the application of current land use regulations and review procedures. Successful implementation of the Comprehensive Plan Update requires that there be modernization of the town's zoning ordinance in order to balance the objectives of the Comprehensive Plan with the realities of the present pattern of land use. A comprehensive program aimed at updating and simplifying the town's zoning ordinance and related land use regulations involves three steps.

The first step is to incorporate relevant innovations of the past few decades into the zoning ordinance. One such innovation is to utilize so-called performance standards in order to allow a greater amount of conditionally-permitted uses to be regarded as "as-of-right," thus shortening the public review and approval process. Another innovation is to utilize overlay districts in order to give added protection and guidance in areas of particular concern. Yet another innovation is to incorporate direct control over the intensity of development through the use of floor area ratios (FAR's) and related mechanisms.

Secondly the town's zoning ordinance should be reviewed with the express thought to simplifying its provisions. The town's first zoning ordinance contained five (5) residential districts, one (1) business district, and one (1) industrial district. There has been an increase in the number of districts since then, resulting in nine (9) residential districts, fifteen (15) commercial districts (including the R-MS Medical Services District), and six (6) industrial districts, not to mention a vast array of conditionally permitted uses requiring special use permits. As the districts have grown in number and complexity, it has become increasingly difficult to distinguish among them and their special purposes. Their antiquation, proliferation and specialization in turn increases the need for special permits and variance requests. The number of zoning districts should be decreased and more distinctly delineated. For example, the Comprehensive Plan Update encompasses three basic types of commercial districts – central or village business districts, strip commercial districts, and highway business districts that include planned shopping centers. There is no need for the fifteen (15) different commercial districts listed in the zoning ordinance. Single use districts should especially be eliminated wherever possible.

Providing greater clarity and predictability would be the final step towards a simpler Zoning Code. There should be clear, concise explanations of the purpose of the various zoning districts. The zoning ordinance should emphasize as-of-right development, encompass specific guidelines for conditionally permitted uses, and at the same time prohibit the issuance of special use permits in most instances when variances from the district's basic "as of right" standards are also being sought. Such clarity and predictability will reassure local citizenry and prospective developers, alike.

The Comprehensive Plan Update and proposals for zoning reform are designed to respond to changing times and yet remain effective tools for expressing and implementing the town's long-term policies and vision. The Town of Huntington is much more complex now than it was in either 1934 or 1965, and it is no small surprise that the tools for Comprehensive Plan implementation have become increasingly complicated. The updated Land Use Plan is predicated as much on distinguishing the unique physical and environmental qualities of special areas of the town subject to new development pressures (Melville and the waterfront) as it is on maintaining a

clear-cut and beneficial land-use pattern sensitive to the various forms of development that already exist elsewhere. Relevant land use regulations can become more modern, streamlined and coherent in order to eliminate some of the unnecessarily unwieldy aspects. The loose-leaf binding utilized for this report and the Technical Appendix is intended to facilitate future revisions to the Comprehensive Plan as need and occasion warrant. Such modifications should not be made lightly. They will require (and will deserve) full public review, disclosure and hearing. The overall goal of preserving the town's quality of life while safe-guarding its social and economic vitality should be kept paramount. And any corresponding zoning change should be subjected to the same criteria indicated earlier: to be modern, simple, clear-cut and predictable. By carefully monitoring and selectively revising the tools for implementing the Comprehensive Plan, the Town of Huntington will be able both to guide and to control desired development throughout the coming decade.

#### **FOOTNOTES SUMMARY SECTION**

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<sup>&</sup>lt;sup>1</sup>Melville-Route 110 Area Generic Environmental Impact Statement, adopted by the Town Board in April 1989

<sup>&</sup>lt;sup>2</sup>The reader desirous of more detailed information and fuller discussion on any of the sections to the <u>Comprehensive Plan Update</u> should refer to the <u>Technical Appendix</u>.

<sup>&</sup>lt;sup>3</sup>See Generic Environmental Impact Statement and Finding Statement prepared for the Melville area, adopted by Town Board April, 1989.

<sup>&</sup>lt;sup>4</sup>New York State Town Law does not allow set-asides for other then parks purposes; however, other avenues are available to provide land and every opportunity should be explored when the occasion arises.

<sup>&</sup>lt;sup>5</sup>Lands with some unique environmental attribute may be designated a Critical Environmental Area pursuant to the SEQRA regulations. Every "unlisted" action pursurant to the SEQRA regulations would become a "Type I" action in an area designated as a CEA.

<sup>&</sup>lt;sup>6</sup>The National Historic Preservation Act of 1966, as amended, established a nationwide program of financial and technical assistance to preserve historic properties. Only Certified Local Governments may participate in this program.

## Town of Huntington Planning Board

## Comprehensive Plan Update

Demographics Section One

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### 1. DEMOGRAPHICS

### 1.1 Introduction

The growth and change in the Town of Huntington's population has a bearing on the need for particular types of housing, parks and services. In 1930, the Town of Huntington had a population of under 30,000 people; the town's current population (including the incorporated villages) is approximately 191,500<sup>1</sup> (see Figure 1-1). During the next ten years, the composition of the town's population will probably change from that of predominantly large families with children to smaller families with children and a relatively greater number of older and elderly residents. Clearly it is important to understand these trends in planning for the town's future.

The purpose of this Chapter, therefore, is to describe past growth trends in the Town of Huntington and, more importantly, to assess future growth potential. Section 1.2 of this Chapter describes the historical growth of the town from the time of the 1965 Comprehensive Plan to the 1990 Census. Projections of the future population levels through the year 2000 are provided in Section 1.3, and Section 1.4 details information on the composition of these future populations with respect to age and sex. Finally, Section 1.5 describes past and recent migration trends and Section 1.6 discusses several of the more noteworthy future demographic trends in terms of planning for new residential development, retail development, parks and public services.

### 1.2 Historical Growth

The recent past has been a time of rapid growth for the Town of Huntington. The town's population in 1960 (including the incorporated villages) was 126,221 (see Table 1-1). By 1990, the town's population grew by 52%, to 191, 474, mainly due to growth that occurred between 1960 and 1970. By comparison, Suffolk County experienced a 98% population increase between 1960 and 1990, while New York State, as a whole, increased by only 7% (see Table 1-1).

The 1965 Comprehensive Plan predicted that the town would have a population of 240,000 persons by 1980.<sup>2</sup> The discrepancy between this projection and the actual Census figure of 201,512 in 1980 and 191,474 in 1990 is explained by unrealized assumptions concerning future birth and household size trends. During the past two decades, the median household size increased from 3.64 in 1960 to 3.71 in 1970 to 3.28 in 1980. and then to 3.00 in 1990. However, while household size has steadily declined since 1970, the actual number of households increased between 1960 and 1990 at a greater rate (88%) than the rate (52%) for population growth as a whole (see Table 1-1), reflective of a trend toward a greater number of one-person households and older marriages involving fewer children.

### 1.3 Population Projections

Projections for <u>future</u> population levels are provided in Table 1-2. The New York State Department of Environmental Conservation, in the course of preparing its "208" water quality plans, projected Huntington's population to be 213,700 by the year 2000. This projection, which dates back to 1984, has been re-evaluated in light of the 1990 Census. Assuming the town's

### **Demographics**

population actually declined by  $10,000 \pm$  between 1980 and 1990, it is unlikely there will be a resurgence of 20,000 persons over the next ten years. Therefore, the projected figure of 213,700 was scaled down in proportion to the 5 percent decrease that is reported to have occurred from 1980 to 1990. This results in a revised projection of 203,000 persons, wherby the town's population in the year 2000 would (at best) return to a level approximating the 1980 figure. Overall, Huntingtons population is projected to increase less than 1 percent from 1980 to 2000, a marked difference from the 60 percent increase that occurred between 1960 and 1980.

TABLE 1-1

			% Change		% Change	% C	hange	%Change
	1960	1970	(1960-1970)	1980	(1970-1980)	1990 (198	)-1990)	(1960-1990)
Town of Huntington			•					
Total Population <sup>(1)</sup>	126,221	199,486	+58%	201,512	+1%	191,474	-5%	+60%
Number of Households	33,528	52,351	+56%	60,142	+15%	62,861	+5%	+80%
Persons per Household	3.64	3.71	-	3.28	-	3.00	-	-
Suffolk County								
Total Population	666,784	1,127,030	+69%	1,284,231	+14%	1,321,864	+3	+ 93%
New York State								
Total Population	16,782,304	18,241,391	+9%	17,558,072	-4%	17,990,455	+3	+ 5%

TABLE 1-2

POPULATION PROJECTI TOWN OF HUNTINGTON		YTY	
	1990	2000	(1990-2000)
Town of Huntington	191,474	203,000(1)	+6%
Suffolk County	1,321,864	1,483,500 <sup>(2)</sup>	+12

<sup>(1)</sup> Based on a 5% reduction in the New York State Department of Environmental Conservation projection of 213,700.

<sup>(2)</sup> The New York State Department of Economic Development provides projections only at the county level. Revised projections based on the 1990 Census were not available for the preparation of this document.

SOURCE: U.S. Department of Commerce, Bureau of Census; New York State Department of Economic Development.

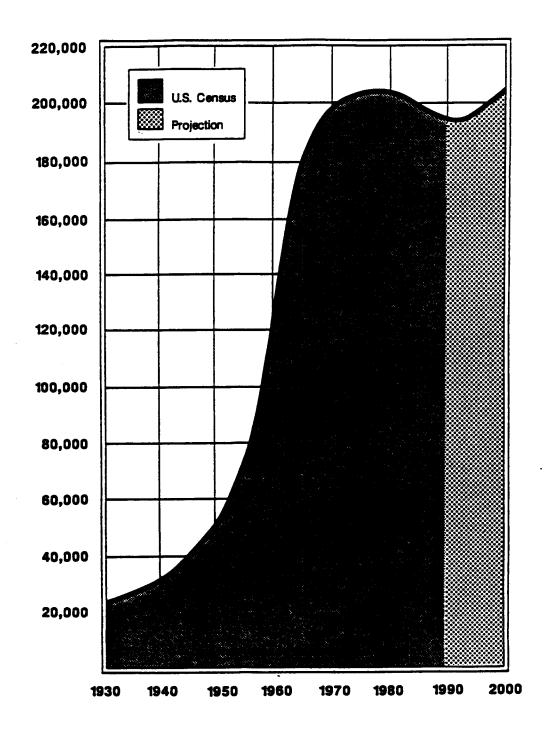
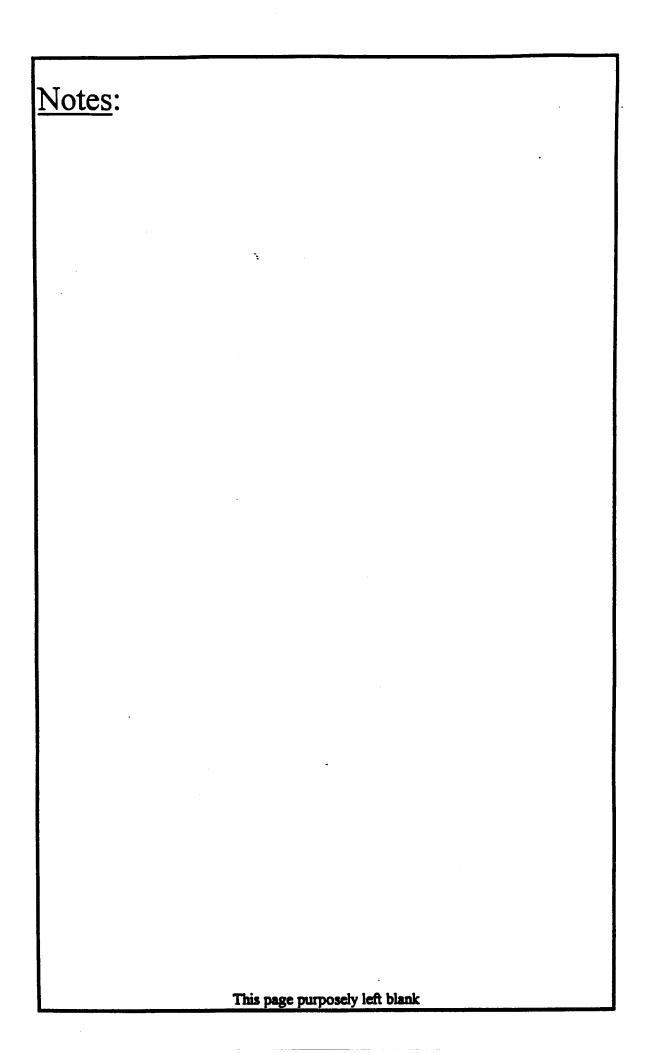


Figure 1-1

Population Growth



# 1.4 Age/Sex Composition

For the purpose of providing a better understanding of the type of people who will live in Huntington in the upcoming decade, an analysis was conducted utilizing a basic forecasting technique known as the cohort-survival model. The cohort-survival model projects future population based on natural increase (the difference between births and deaths). The advantage of this technique is that, in addition to projecting future populations, it provides information on the age and sex composition of these populations. This level of detail is important not only for determining the need for future development in Huntington, but also for projecting the future demand for age-specific needs, such as schools, jobs, or services for the elderly. The cohort-survival method, however, does not take into account migration and, as such, can over or underestimate future levels for various age groups.<sup>3</sup>

Historical age and sex distribution data for the 1980 base year were obtained from the U.S. Department of Commerce, Bureau of the Census. Age-specific survival and fertility rates and surviving birth rates for Suffolk County were made available by the New York State Department of Economic Development. It is assumed that these rates are applicable to Huntington, given the similarities between the town and Suffolk County in their overall demographic composition.

The methodology for the cohort-survival model requires that the base-year population be divided into age-groups, called cohorts. Each cohort is further divided into male and female cohorts. For the purpose of projecting population for the Town of Huntington the total population was broken down into age cohorts which span a 5-year period, plus a cohort for persons 85 years and older. These eighteen cohorts were chosen so as to coincide with the age intervals used in the United States Census. The data, when displayed pictorially for a given time period, produces a graphic called an age-sex pyramid.

The cohort-survival model projects each of the 36 cohorts (18 male and 18 female) separately over time at 5-year intervals. This is accomplished by multiplying the number of persons in a sex cohort by the respective survival rate. (The survival rate is always less than 1, as deaths will inevitably occur to persons within any given cohort.)

The other major component of the analysis deals with births which, over time, create a new age cohort of persons 0-4 years old. The total number of births occurring during a five-year period is projected by multiplying cohort-specific fertility rates by each cohort population of females of child bearing age (15 to 49). The product of this calculation is then adjusted by the surviving birth rate in order to project the number of those expected to survive beyond the first 5 years. The number of surviving births are then proportionately divided among males and females according to historical sex-composition trends and added to their respective cohorts.

The cohort-survival analysis reveals the town's 1980 population (201,512) was fairly evenly distributed among the age-sex cohorts (see Table 1-3). During that time, the majority (58.7%) of the population was between 20 and 64 years of age (see Table 1-4). Persons from 0 to 19 years of age accounted for about one-third (33.5%) of the population with the remaining portion (7.8%) represented by persons 65 years of age and older.

TABLE 1-4

Age Group	1980	1990	2000
0-4	5.5%	6.1%	6.7%
5-19	28.0%	17.4%	17.6%
20-29	13.8%	19.9%	11.4%
30-39	14.8%	13.1%	18.7%
40-64	30.1%	32.4%	30.3%
65+	7.8%	11.1%	15.3%
65+	7.8%	11.1%	15.3
Total	100.0%	100.0%	100.0%

(1) Based on the application of New York State Department of Economic Development population projection data to 1980 U.S. Census figures.

As shown in Table 1-5, the overall age distribution of the 1990 population does not vary significantly from that of the 1980 population. Although the cohort-survival model produces a different figure from the 1990 Census for overall poulation, the Census provides a similar proportional distribution in age categories to the cohort-survival projections. (see Table 1-6). The most noteworthy difference involves the 20- to 29-year old age group, which accounts for 73 % of the 18,000+ person difference bewteen observed (i.e., Census) and expected conditions. This implies two possibilities: (1) there was a greater than anticipated out-migration of 20- to 29-year olds, partially attributable to a lack of affordable housing opportunities in the town, and/or(2) many of the individuals in this age range are part of the town's "hidden population," comprising persons who reside in accessory housing units which the Census may have failed to detect.

In any event, the majority of the town's population, as derived by the cohort-survival population projections, continues to comprise persons between the ages of 20 and 64. However, the overall percentage will have increased by nearly 7%, representing 65.4% of the total population (see Table 1-4). The estimated increase in this segment of the population can be attributed to the maturation of the relatively large 1980 adolescent population (ages 10-19) into the next life-stage. The portion of the population under the age of 19 years is estimated to have experienced a 10% decline from 1980, accounting for approximately 24% of the entire population. Conversely, the elderly segment of the 1990 population is estimated to have increased slightly (3.3%) during this period, comprising approximately 11% of the population.

Carrying the cohort-survival model forward to the year 2000 results in a projected 5% increase over the estimated 1990 population level. At this time, the total population is projected to be 220,774. When compared to the projected population for 1990, the analysis reveals that the elderly segment of the population will experience the greatest amount of change. While they still would not represent a majority, the five cohorts which comprise the elderly population would account for approximately 15.3% of the total population, a 4.2% increase from the 1990 (see

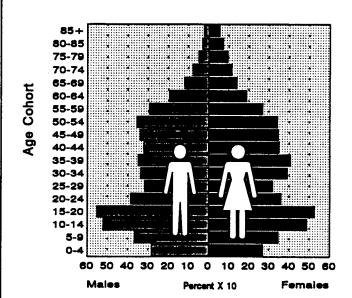
Table 1-3

AGE/SEX COMPOSITION: TOWN OF HUNTINGTON, 1980					
Cohort	Total	Male	% x 10	Female	% x 10
0-4	11,104	5,680	28.19	5,424	27
5-9	14,352	7,389	36.7	6,963	34.6
10-14	20,345	10,533	52.3	9,812	48.7
15-19	21,702	11,131	55.2	10,571	52.5
20-24	15,051	7,779	38.6	7,272	36
25-29	12,781	6,364	31.6	6,417	31.8
30-34	14,649	6,787	33.7	7,862	39
35-39	15,226	7,036	35	8,190	40.6
40-44	13,569	6,493	32.2	7,076	35
45-49	13,854	6,873	34	6,981	34.6
50-54	14,045	7,150	35.5	6,895	34.2
55-59	11,324	5,926	29.4	5,398	26.8
60-64	7,701	3,917	19.4	3,784	18.8
65-69	5,282	2,431	12	2,851	14
70-74	3,943	1,588	7.8	2,355	11.6
75-79	2,952	1,032	5	1,920	9.5
80-84	2,072	616	3	1,456	7.2
85+	1,560	447	2.2	1,113	5.5
Totals	201,512	99,172		102,340	

SOURCE: 1980 Census of Population and Housing.

# AGE/SEX COMPOSITION:

**Town of Huntington 1980** 



Source: 1980 Census of Population

Table 1-5

Table 1	Table 1-5					
	AGE/SEX COMPOSITION:					
TOWN	OF HUNTIN	IGTON, 199	0			
Cohort	Total	Male	% x 10	Female	x 10	
0-4	12,753	6,261	29.8	6,492	31	
5-9	11,108	5,465	26	5,643	27	
10-14	11,071	5,660	27	5,411	25.8	
15-19	14,305	7,359	25	6,946	33	
20-24	20,198	10,426	49.7	9,772	47	
25-29	21,473	10,958	52.2	10,515	50	
30-34	14,887	7,657	36.5	7,230	34	
35-39	12,642	6,268	30	6,374	30.3	
40-44	14,450	6,666	31.7	7,784	37	
45-49	14,889	6,842	32.6	8,047	38	
50-54	13,051	6,191	29.5	6,860	32.7	
55-59	12,980	6,342	30.2	6,638	31.6	
60-64	12,637	6,260	29.8	6,377	30	
65-69	9,543	4,775	22.7	4,768	22.7	
70-74	5,9,20	2,731	13.3	3,129	15	
75-79	3,598	1,454	6.9	2,144	10	
80-84	2,238	745	4	1,493	7	
85+	2,007	505	2.4	1,502	7	
Totals	209,750	102,625		107,125		

Based on the New York State Dept. of Economic Development population projection data applied to 1980 U.S. Census figures.

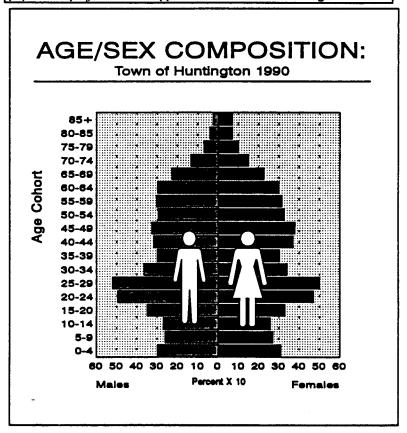


Table 1-4). The rate of increase in this population segment is attributable to the continuing maturation of those portions of the population associated with the post-World War II "baby boom" phenomenon. By contrast, the portion of the population between the ages of 20 and 64 will experience a 5% decline during this same time. The population of persons under 19 years of age is not expected to vary significantly from that of the 1990 population, experiencing a growth of less than one percent.

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Age Group	<b>1990</b>	% of Census	Cohort-Survival Total	% of Method Total
0-4	11,697	6%	12,753	6%
5-19	37,008	19%	36,484	18%
20-29	28,369	- 15%	41,671	20%
30-39	30,564	16%	27,529	13%
40-64	63,374	33%	68,007	32%
65+	20,462	11%	23,306	11%

SOURCE: 1990 Census of Population and Housing; Abeles Phillips Preiss & Shapiro, Inc.

## 1.5 Migration

The cohort-survival model is based on the 1980 population of the town and on three key assumptions – that birth and death rates will remain stable and that total out-migration will be negligible. A separate analysis of migration patterns was performed as a check on the assumptions of the cohort-survival method. This analysis was performed for the population of the town as a whole and for age-specific cohorts.

The analysis for the total town population is based on the following formula:

This formula simply states that net migration is the difference between the total population change between 1970 and 1980 and the amount of natural increase (births minus deaths) over the same period. This so-called "residual" technique yielded a townwide net out-migration of 8,100 persons for the period 1970-1980.

The composition of this net out-migration is extremely important for policy planning issues, as various age groups typically require different services. Further analysis revealed that the out-migration during the 1970's had its greatest impact on Huntington's population of persons in their twenties. This was determined by comparing the expected population of 20- to 29-year olds

in 1980 to the actual population of 20- to 29-year olds in 1980.

The expected 1980 population of 20- to 29-year olds was determined by projecting the 10- to 19-year old population of 1970 into 1980. By comparing this expected population to the actual 1980 population of 20- to 29-year olds, migration appears as a residual (after accounting for deaths). Using this residual method, it was determined that there were over 16,000 fewer 20- to 29-year olds in 1980 than would have been expected, based on the 1970 population.

Information on births and deaths within the town since 1980 was available only through 1986. Based on an estimated town-wide population of 202,883 for that year, it appears that Huntington experienced a net out-migration of nearly 3,800 persons. Based on an annual average out-migration rate of 630 persons for this period, the total out-migration for the period from 1980 to 1990 would approximate 6,300, indicating a slight slowing down in the out-migration of town residents during the 1980's relative to the 1970's.

It is assumed that the out-migration of persons aged 20- to 29 years continued between 1980 and 1986, although the analysis of this period relied on additional estimating techniques due to a lack of detailed data for the 1986 population composition. The 20- to 29-year old population for 1986 was derived by establishing a ratio of 20- to 29-year old out-migration to total out-migration from the 1970's and applying it to the 1980-86 data. Using this method, it was determined that there were 7,600 fewer 20- to 29-year olds in 1986 than the 1980 population would have indicated. Projecting through to 1990, there would be as many as 12,700 fewer 20- to 29-year olds than expected. Therefore, the number of persons within this age group would have increased by less than 5% from the 1980 population (of 27,832), as compared to the projected 50% increase (to 41,670) obtained by using the cohort-survival method. As a percentage of all age groups, persons in their twenties would only account for 15% of the town-wide population by 1990 rather than the nearly 20% projection previously shown in Table 1-4.

One further point about the composition of migration will clarify the population dynamic at work in Huntington. Since the suspected decrease of 20- to 29-year olds (-7,600) exceeds the total out-migration (-3,800) from 1980 to 1986, it stands to reason that other age cohorts must have increased their representation in the overall town population. For example, further analysis indicated that there were over 9,800 more 30- to 39-year olds in Huntington in 1980 than the 1970 population of 20- to 29-year olds would have indicated. The proportional method of estimating migration described above indicates that if this trend continues through to 1990, the population of 30- to 39-year olds would have increased by 7,700 to 37,600. This contrasts to a projected decline in this segment of the population, based on the cohort-survival method, from a 1980 level of 29,875 to a 1990 level of 27,529. Assuming no other changes, persons in their thirties would represent as much as 17% of the 1990 townwide population, as compared to the 13% projection derived from the cohort-survival analysis (see Table 1-4).

## 1.6 Discussion

The sum total of these analyses indicates that, while the town's population will not be significantly larger by the year 2000 from the current population, overall household size and composition could

continue to undergo change. These changes can have a significant bearing on the types of housing and services needed by the town's residents, as discussed below for the population in general and for a number of different age groups.

# General Population: There is a 6% projected increase in townwide population between 1990 and the year 2000.4

- This growth rate is negligible, insofar as the demand for retail services are concerned, implying that there may not be a significant demand for additional retail development.
- A continuing increase in the rate of household formation implies there may be a corresponding increase in the number of vehicles using local roads.
- Assuming a continuing decline in the number of persons per household, even modest population growth couls result in a greater number of households and afurther demand for housing, particularly for smaller, affordably-priced units.
- A continuing increase in the rate of household formation implies there may be a corresponding increase in the number of vehicles using local roads.
- Assuming a continuance in national trends, as reported by the U.S. Census Bureau, toward
  increasing numbers of single-parent and two working-person families, the weekend and
  evening use of parks, libraries and other public services could grow, as could the demand for
  day care services for young children.
- There could be a need for more diverse housing to accommodate the greater variety of family structures: singles, roommates, young couples without children, couples with children, single parents with children, and single adults, and one-and two-person elderly households.

# 0-4 Years: There may be as much as a 30% increase in the number of pre-schoolers by the year 2000. (5)(6)

• There may be an increase in the need for pre-kindergarten education and day care services, which could be exacerbated by the continuing trend toward two working-person families.

# 5-19 Years: There may be a greater than 30% decrease in the number of school-age children by the year 2000. (5)(7)

• There may be a decrease in the demand for school services and playgrounds.

# 20-29 Years: There may be a 10% decrease in the number of twenty- year olds by the year 2000. (5)(8)

• There could be a need to increase the availability of suitable housing alternatives within the town, particularly affordably priced "starter" homes, to stem the outflow of younger persons.

Alternatively, a greater amount of "illegal units" may be expected as young adults seek affordable housing.

• There could be less demand for certain types of active recreation facilities (e.g., jogging, tennis).

# 30-39 Years: There may be upwards of a 40% increase in the number of thirty-year olds by the year 2000. (5)(9)

- There may be, as noted, an increase in the number of young children, and therefore in the long-term (beyond the year 2000) demand for day-care facilities, nurseries, schools and playgrounds.
- The demand for certain retail goods and services could grow slightly, as disposable incomes increase.

# 40-64 Years: There may be a greater than 10% increase in the number of middle-aged persons by the year 2000. (5)(10)

- There may be an increase in the demand for smaller units as the children of 40- to 64-year olds leave home.
- There could be a greater supply of unoccupied space in the homes of 40- to 64-year olds, possibly leading to increased formation of "illegal units."

# 65+ Years: There may be an increase of over 100% in the number of senior citizens by 2000.5

- There may be increased demand for senior citizen housing.
- There could be increased demand for specialized health care and social/community services.

There is an overall pattern here. There has been, and will likely continue to be, a slowdown in the growth rate as the town is built out. The town is approaching a mature stage in its life cycle, characterized by a relatively stable population. The dramatic growth of the past is over and, with it, the need to rapidly provide public and private services to accommodate that growth. But the challenges are no less exciting. As the population ages and life styles continue to diversify, there is a need to meet these changes. This is especially true since quality of life issues — open space preservation, specialized public services, suitably priced and designed housing — are expected to assume greater importance to Huntington's residents.

# **Footnotes Section 1**

<sup>&</sup>lt;sup>1</sup> The 1990 Census provides a figure of 191,474 for the total population in the Town of Huntington, including the four incorporated villages. The Town's Planning Department provides a higher estimate of the 1990 population based on the post-census local Review undertaken by staff planners. The possible difference between the Census and Town figures is partially

attributed to an undercount of accessory housing units on the part of the U.S. Census Bureau. Therefore, while selected 1990 Census data are used in portions of this document, they should not necessarily be construed as providing the most accurate measure of the Town's current demographic profile.

- <sup>2</sup> Comprised of 225,000 persons in the unincorporated areas of the Town, including institutional populations (e.g., Northport VA Hospital, and 15,000 persons in the four incorporated villages.
- <sup>3</sup> An analysis of migration trends is provided in Section 1.5
- <sup>4</sup> Based on a 5% reduction in the New York State Department of Environmental Conservation projection of 213,000 resulting in a figure of 203,000 as measured against a 1990 population of 191,474.
- <sup>5</sup> Based on cohort-survival analysis as measured against 1980 population levels; assumes no significant out-migration.
- <sup>6</sup> The continued out-migration of 20- to 29-year olds would somewhat limit the future number of preschoolers, however there will be an increase in the number of pre-school age children.
- <sup>7</sup> A shortfall in the expected increase in the number of 30- to 39-year olds would further limit the future number of school-age children.
- <sup>8</sup> The decrease in twenty-year olds could be even greater if assumed out-migration trends from the 1980's continue through the 1990's.
- <sup>9</sup>The actual increase in thirty-year olds will depend on the relative strengths of the out-migration of 20- to 29-year olds and the in-migration of 30- to 39-year olds, as discussed in Section 1.5.
- <sup>10</sup> The actual increase in the number of forty-year olds may be influenced by the relative strengths of the migrations of 20- to 29-year olds and 30- to 39-year olds, as discussed in Section 1.5.

# Town of Huntington Planning Board

# Comprehensive Plan Update

Transportation Section Two

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# 2. TRANSPORTATION

# 2.1 Introduction

The Town of Huntington has become an economic force in its own right. The growth and prosperity of major employment and shopping centers in and around the town, many with a regional draw, have resulted in unanticipated travel patterns since the 1965 Comprehensive Plan was prepared. The journey to work that was primarily oriented toward New York City twenty years ago has turned inward, with nearly three-fourths of all Huntington workers employed either in Nassau or Suffolk County. The journey to shopping that was primarily oriented to village and neighborhood centers has shifted to linear retail strips along the town's major arterials.

Despite these changes, one trend has remained fairly constant: the considerable reliance upon individual automobile usage as the principal means of transport. This has resulted in a sizable burden being placed upon the town's road network, with the journey to work and shopping characterized by traffic delays and congestion. As to the future, the demands placed on local roadways will likely increase, with demographic and employment changes producing an ever increasing number of drivers (despite an overall stable population growth).

At the same time, the ability to significantly improve traffic capacities on townwide roads has been, and will continue to be, hampered by the nearly built-out condition of the town, which severely limits opportunities to undertake road widenings and other measures for increasing roadway capacities. This situation is further compounded by the fact that nearly 90% of the arterial roads (as described within this chapter) are not under the town's jurisdiction, within this chapter) are not under the town's jurisdiction, with Federal and State funding for road improvements apportioned on a priority basis which tends to reflect regional, rather than local, needs. Future transportation patterns within the town will therefore be primarily determined by the existing operating conditions of the roadway system, and by emerging land use patterns associated with new development and redevelopment.

This chapter explores these conditions and trends in detail. Section 2.2 focuses on existing roadway conditions within the town, including the roadway network, current traffic volumes and roadway efficiencies. Section 2.2 also outlines future roadway conditions, based in part on proposed major improvements, and provides projected future roadway volumes and efficiencies.

Section 2.3 describes the present and future availability of mass transit services within the town. Section 2.4 concludes with a discussion of areas within the town of particular concern, and provides a number of recommendations for traffic-related land use policies and alternative transportation management techniques.

## 2.2 Roadways

# 2.2.1 Existing Roadway Network

The Town of Huntington, including the four incorporated villages, occupies approximately 94 square miles in the northern half of central Long Island. The roadway network for the unincorporated area of the town, as shown in Figure 2-1, consists of approximately 856 linear miles of roads, segregated by jurisdiction as follows: 762 miles of town roadways, 39 miles of County roadways, and 55 miles of roadways maintained by the New York State Department of Transportation.

Roadways within the town, based upon their function or design, may be classified as "Principal Arterials," "Minor Arterials," "Collectors," or "Local Streets," (see Table 2-1 and Figure 2-2) which are defined<sup>2</sup> as follows:

- Principal Arterials: serve the major centers of activity of urbanized areas, the highest traffic volume corridors, and the longest trip desires and carries a high proportion of the total urban area travel on a minimum of mileage. The principal arterial system carries most of the trips entering and leaving the urban area, as well as most of the through movements by-passing the central city. Frequently, the principal arterial systems carries important inter-urban as well as inter-city bus routes. Because of the nature of the travel served by the principal arterial system, almost all fully and partially controlled access facilities are usually part of this functional class, including: (1) interstate, (2) other freeways and expressways, and (3) other principal arterials (with partial or no control of access). However, this system is not restricted to controlled-access routes.
- Minor Arterials: interconnect with and augment the urban principal arterial system. They accommodate trips of moderate length at a somewhat lower level of travel mobility than principal arterials do. This system distributes travel to geographic areas smaller than those identified with the higher system. The minor arterial street system includes all arterials not classified as principal. This system places more emphasis on land access than the higher system does and offers lower traffic mobility. Such a facility may carry local bus routes and provide inter-community continuity but ideally does not penetrate identifiable neighborhoods.
- Collector Streets: provide both land access service and traffic circulation within residential neighborhoods and commercial and industrial areas. They differ from the arterial system in that facilities on the collector system may penetrate residential neighborhoods, distributing trips from the arterials through the area to their ultimate destinations. Conversely, the collector street also collects traffic from local streets in residential neighborhoods and channels it into the arterial system. In the central business district, and in other areas of similar development and traffic density, the collector system may include the entire street grid. The collector street may also carry local bus routes.

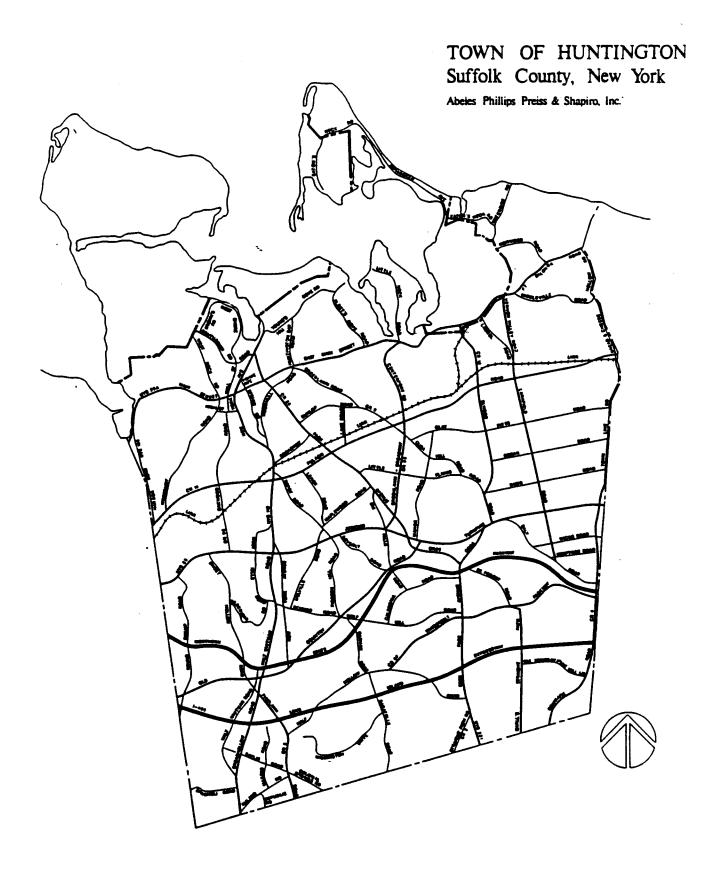


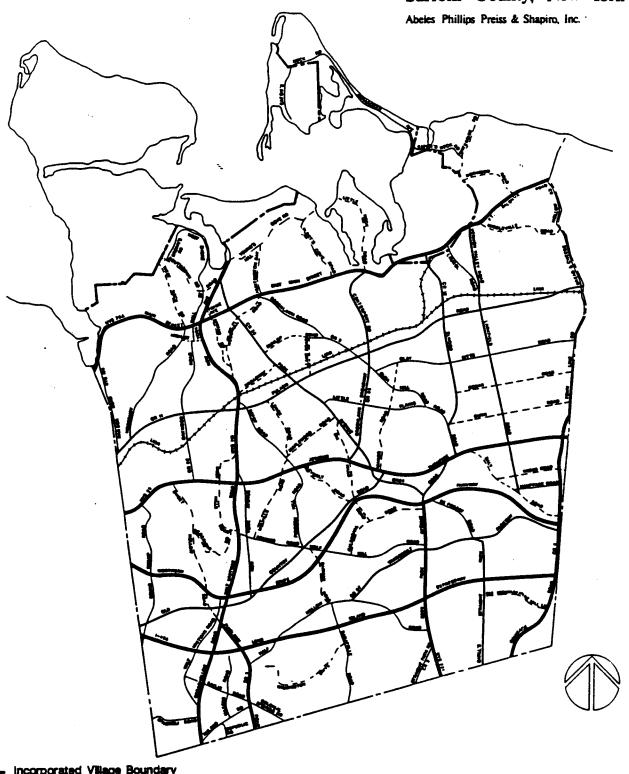
Figure 2-1

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# TOWN OF HUNTINGTON Suffolk County, New York



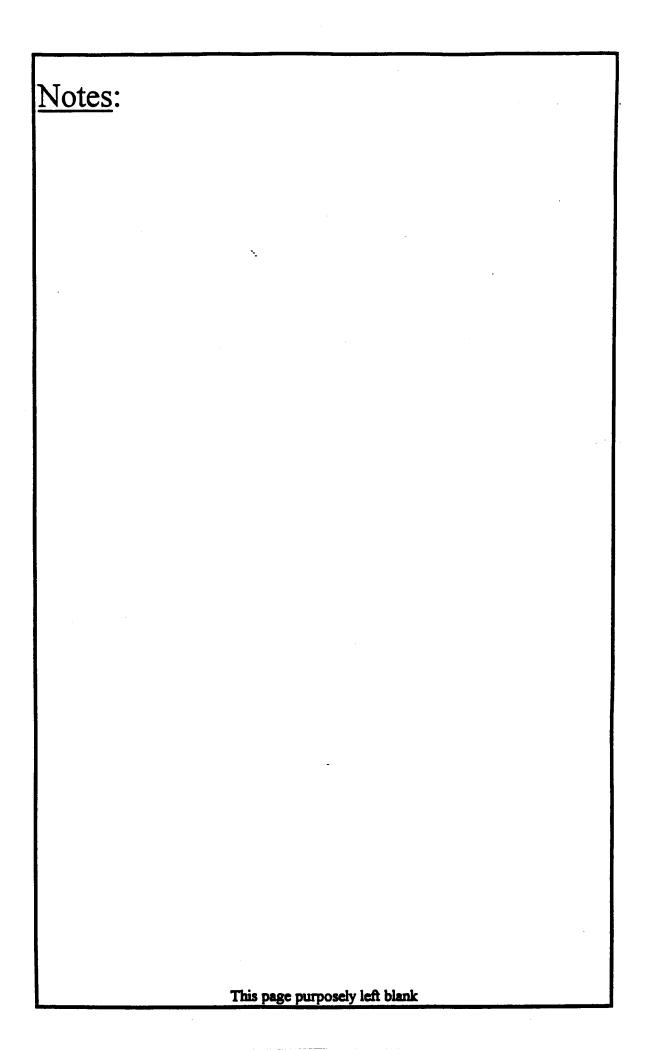
 modportate range assures,
 Principal Arterial
 Minor Arterial
 Major Collector

---- Minor Collector

CASHIN ASSOCIATES, P.C.

Figure 2-2

Roadway Hierarchy



• <u>Local Streets</u>: comprise all facilities not in one of the higher systems. They primarily permit direct access to abutting lands and connections to the higher order systems. They offer the lowest level of mobility and usually contains no bus routes. Service to throughtraffic movement usually is deliberately discouraged.

# 2.2.2 Current Traffic Volumes

Between 1970 and 1987, the growth of vehicular traffic within the town far exceeded the population growth. While the population of the town increased by less than three (3) percent between 1970 and 1987, traffic volumes increased by 20 to 30 percent.<sup>3</sup> The traffic volume increases during this period are the result of changing regional traffic patterns which reflect increases in both the driver-age population and levels of employment within the town. Specifically, changing demographics (including a greater number of single-parent and two working-person households), considerable growth in local employment opportunities and the spread of retail/commercial development have all given rise to unanticipated traffic volumes on local roads.

The existing traffic volumes shown in Figure 2-3 are average annual daily traffic (AADT) volumes. AADT volumes represent the average number of vehicles utilizing a given roadway segment during a 24-hour period. Field data show that existing AADT volumes for the Principal Arterial System within the town range from 15,000 to 25,000 vehicles per day on NYS Route 25A to 140,000+ vehicles per day on the Long Island Expressway. The AADT volumes for the Minor Arterial System range from 5,000 vehicles per day on Old Country Road in Melville to 25,000 vehicles per day on Larkfield Road in East Northport. The AADT volumes for Major Collector roadways range from 7,500 vehicles per day on Ruland Road in Melville to 16,000 vehicles per day on Colonial Springs Road in Melville.

## 2.2.3 Roadway Efficiency

Roadways or roadway segments (i.e., sections of roadway which exhibit similar traffic characteristics) within the town were assessed to determine their ability to handle existing as well as additional traffic volumes. This efficiency assessment employed volume capacity evaluation procedures for each of the arterial roadways and major collectors (as listed in Table 2-1). Volume capacity is defined as the maximum hourly rate at which vehicles can reasonably be expected to traverse a point or uniform section of a lane or roadway during a given time period under prevailing roadway, traffic and control conditions. In the absence of specific volume data (as reported in Figure 2-3), field observations were made of peak-hour traffic conditions in order to assign an efficiency rating.

The ability of a roadway or roadway corridor to accommodate additional traffic demands was rated according to one of the following: a "good" rating, which indicates that the roadway has the ability to handle additional traffic volumes; a "fair" rating, which indicates the roadway has the ability to handle a limited amount of additional traffic; or a "poor" rating, which indicates that the roadway does not have the ability to handle additional traffic. The efficiency ratings for the Town of Huntington roadway network are illustrated in Figure 2-4.

## TABLE 2-1 ROADWAY CLASSIFICATIONS \*

## I. Principal Arterial System

### A. Interstate

1. Interstate 495 - Long Island Expressway

## B. Parkways and Expressways

1. Northern State Parkway

## C. Other Principal Arterials

- 1. NYS Route 25 Jericho Turnpike
- NYS Route 25A Main Street/Huntington-Northport Road/Ft. Salonga Road
- 3. NYS Route 110 Broadhollow Road/Walt Whitman Road/New York Avenue
- 4. NYS Route 231 Deer Park Avenue
- 5. CR 3 Pinelawn Road
- 6. CR 4 Commack Road

# II. Minor Arterial System

- 1. CR 2 Straight Path
- 2. CR 10 Elwood Road
- 3. CR 11 Pulaski Road
- 4. CR 35 Park Avenue/Deer Park Road West
- 5. CR 66 Deer Park Road East
- 6. CR 67 Vanderbilt Parkway
- 7. CR 86 Greenlawn-Broadway/Centerport Rd.
- 8. Larkfield Road/Vernon Valley Road
- 9. Old Country Road

### III. Collector Street System

### A. Major Collectors

- 1. NYS Route 108 Harbor Road
- 2. CR 9 Cuba Hill Road/Greenlawn Road
- 3. CR 92 Oakwood Road
- 4. Bagatelle Road
- 5. Baylis Road
- 6. Carll's Straight Path
- 7. Clay Pitts Road
- 8. Colonial Springs Road
- 9. DeForest Road
- 10. Depot Road/Pidgeon Hill Road
- 11. Half Hollow Road
- 12. Hauppauge Road
- 13. Laurel Road
- 14. Little Plains Road
- \* as noted on Figure 2-2.

- 15. Maxess Road
- 16. New York Avenue (s/o NYS Route 25)
- 17. Republic Road
- 18. Round Swamp Road
- 19. Ruland Road
- 20. Schwab Road/Wolf Hill Road
- 21. Spagnoli Road
- 22. Town Line Road/Bread and Cheese Hollow Road
- 23. Wall Street/West Shore Road
- 24. Walt Whitman Road (w/o NYS Route 110)
- 25. Woodbury Road

#### **B.** Minor Collectors

- 1. Beverly Road
- 2. Broadway (between NYS Route 110 and CR 35)
- 3. Burr Road
- 4. Caledonia Road
- 5. Carman Road
- 6. Cedar Road
- 7. Daly Road
- 8. Dix Hills Road
- 9. Dix Highway/Pine Hill Lane
- 10. Dunlop Road
- 11. Eaton's Neck Road/Asharoken Avenue
- 12. Fleet's Cove Road/Cove Road/Young's Hill Road
- 13. High Street
- 14. Huntington Bay Road
- 15. Lake Road
- 16. Lenox Road
- 17. Little Neck Road
- 18. Manor Road
- 19. Maplewood Road
- 20. Melville Road
- 21. Middleville Road
- 22. Norwood Road
- 23. Reservoir Road
- 24. Southdown Road
- 25. Spring Road/Prime Avenue
- 26. Sweet Hollow Road
- 27. Waterside Road
- 28. West Hills Road
- 29. West Neck Road
- 30. Wicks Road
- 31. Wilmington Drive
- 32. Woodhull Road

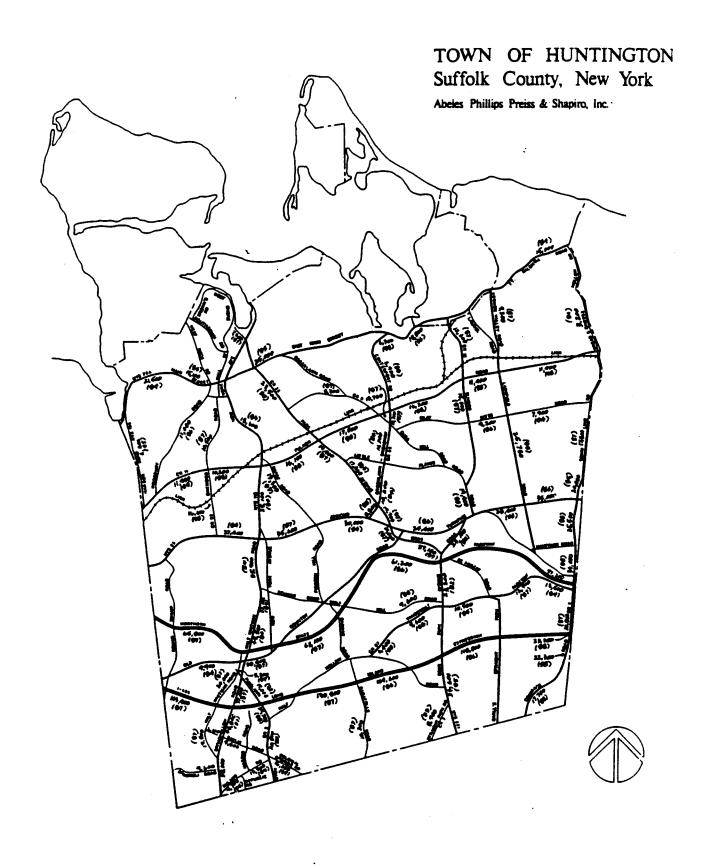
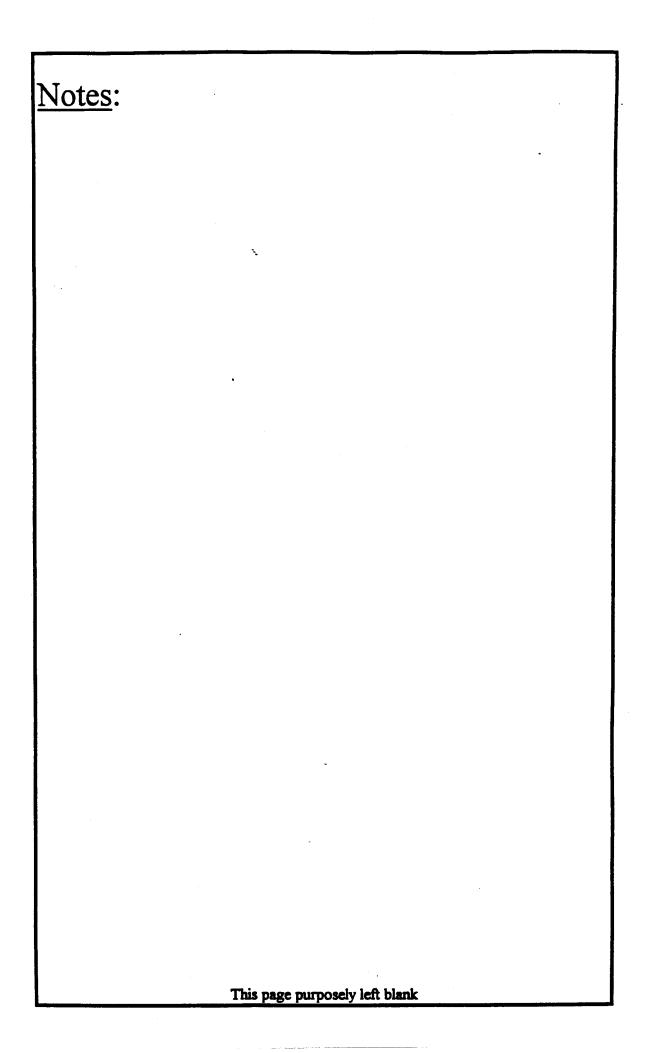
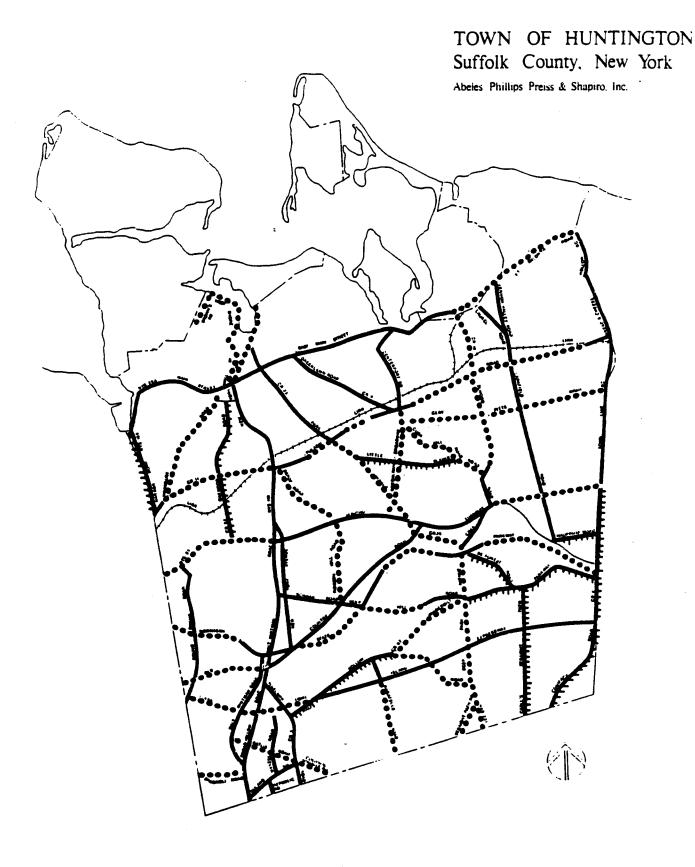


Figure 2-3

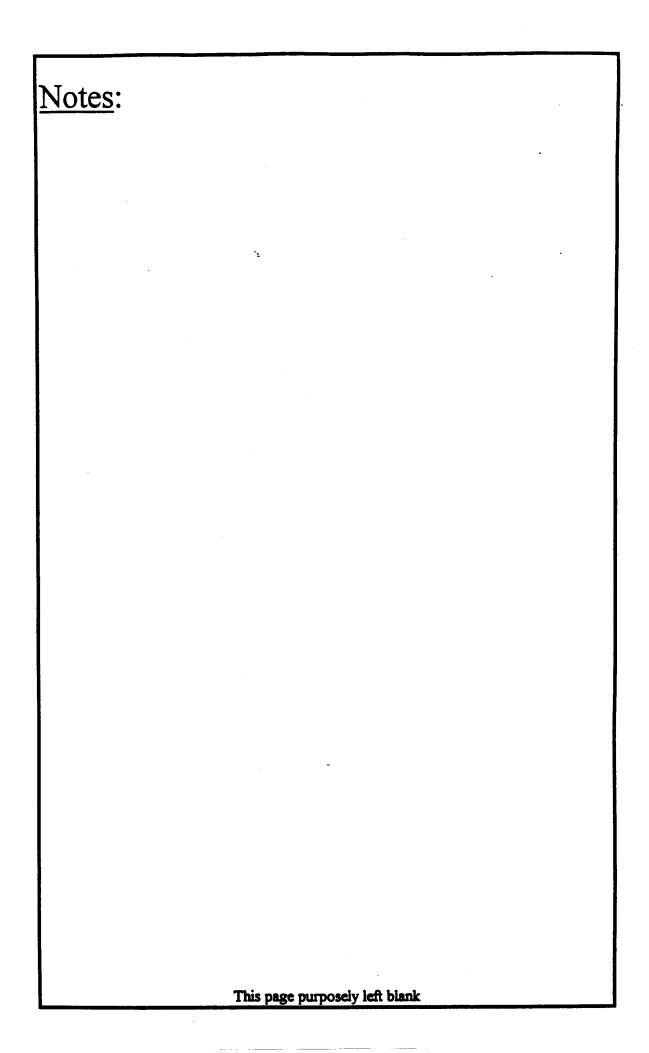




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Figure 2-4

**Existing Roadway Efficiencies** 



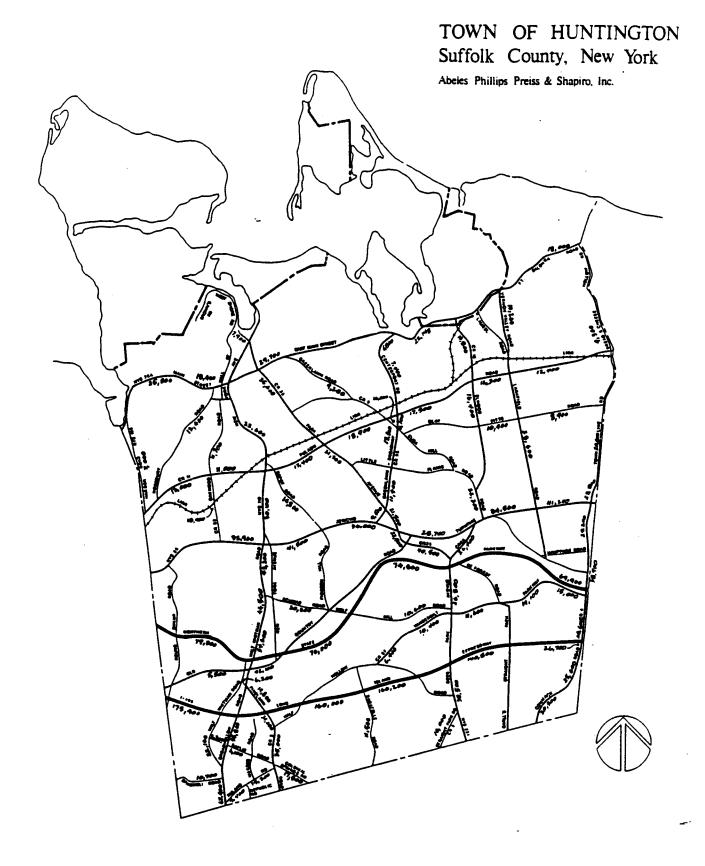
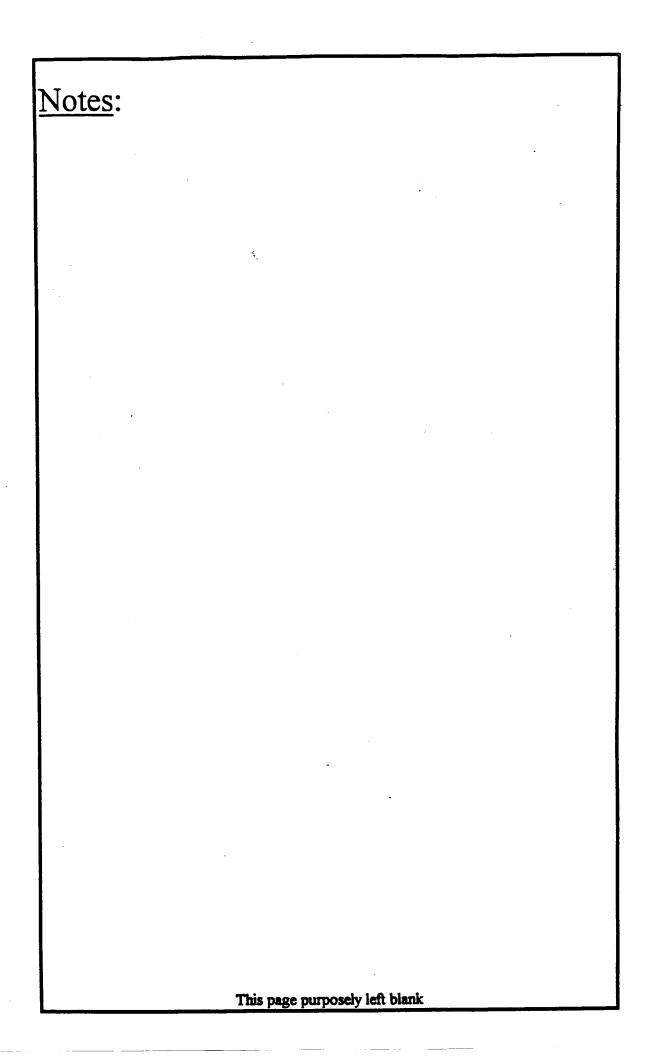


Figure 2-5

Year 2000 Traffic Volumes



An analysis of these efficiency ratings reveals that 35 roadways were given uniform ratings (i.e., "good," "fair," "poor") for the entire length of the roadway, and that 13 were given mixed ratings (i.e., "good/fair," "fair/poor") due to differing physical and traffic conditions along the length of the roadway. Of the 35 roadways which received uniform ratings, 15 (43%) are considered to be "poor," 13 (37%) are "fair," and 7 (20%) are "good."

The bulk of the roadways which were rated as "good" are collectors servicing low-density residential areas (e.g., Oakwood Road, Carll's Straight Path). Those roadways which were given a uniform efficiency rating of "fair" are generally also collector roads servicing low- to medium-density residential areas (e.g., Cuba Hill Road, Woodbury Road). However, a number of the "fair" roadways are arterials with sufficient capacities considering present volume levels (e.g., Deer Park Avenue, Greenlawn-Broadway).

Roads which were given a uniform rating of "poor" include a number of heavily-traveled arterials (e.g., Pinelawn Road), as well as certain roads which, although classified as arterials, were never designed to entirely function as such (e.g., Larkfield Road). Similarly, a number of the poorly-rated roadways are collectors with limited capacities which are not capable of handling the levels of traffic being placed on them during peak hours from commercial and industrial developments (e.g., Ruland Road, Walt Whitman Road). Lastly, certain roadways suffer from a combination of factors, including poor configurations (e.g., Bread and Cheese Hollow Road) and the cumulative impacts of having to serve as connectors to alternate "reliever" roadways while also having to accommodate the considerable traffic generated by schools and other nearby institutions during peak travel hours (e.g., Greenlawn Road, Laurel Road).

The 13 roadways which were given mixed ratings include 11 (85%) considered to be "fair and/or poor," and 2 (15%) which are "good and/or fair." The two roads which were given a mixed rating of "good/fair" (i.e., Half Hollow Road and Vanderbilt Parkway) generally have sufficient capacities, but are constrained between the point where these two roadways merge and their connections to a major roadway (i.e., Deer Park Avenue).

By and large, the 11 roadways which were assigned a mixed rating of "fair/poor" comprise the town's arterial roadway system. Those portions of these heavily-traveled roadways which are constrained by extensive commercial development (e.g., Route 110, Jericho Turnpike), poor sight and grade conditions (e.g., Route 25A, Long Island Expressway east of Melville), or high-volume intersections/interchanges (e.g., Elwood Road and Jericho Turnpike, Pulaski Road and Park Avenue, Northern State Parkway and Wolf Hill Road) were given "poor" efficiency ratings. However, even in the absence of such constraints, the remaining segments of these roadways were only given "fair" ratings owing to the "at-capacity" conditions for most of these roadways at the present time.

Roadways serving the Little Neck peninsula were not given efficiency ratings because of their classification as either minor collectors (e.g., Little Neck Road) or local streets. However, as noted in the Centerport GEIS,<sup>4</sup> traffic conditions at the major access points along Route 25A, particularly at Little Neck Road, are presently at unacceptable levels of service during morning

and evening peak hours. The Centerport GEIS projects there will be no discernible near-term improvements in the service levels for these Route 25A "bottlenecks," which could deteriorate over current levels if there is further commercial development (and redevelopment) in this area.<sup>5</sup>

## 2.2.4 Scheduled Improvements

The Town of Huntington is located within the jurisdiction of the Nassau/Suffolk Transportation Coordinating Committee, which includes representatives from Nassau County, Suffolk County, the New York State Department of Transportation, and the Metropolitan Transportation Authority. This committee is responsible for routinely preparing a region wide Transportation Improvement Program (TIP), which sets forth a five-year plan under which approved transportation projects (including mass transit) receive full or partial funding from the Federal government.

With three exceptions, there are no major scheduled and funded roadway improvement projects in the current TIP (1992 through 1997) that will increase the capacity of roadways in and around the Town of Huntington.

The three exceptions are:

- Reconstruction of Ruland Road to four lanes, with turning lanes. The first phase of this
  multi-million dollar project is scheduled for the 1994-1995 construction program, which
  will include the realignment of Ruland Road at NYS Route 110.
- Intersection improvements at NYS Route 110 and Pinelawn Road.
- Construction of an additional lane on NYS Route 110 between the Long Island Expressway
  and Northern State Parkway, the addition of a northbound left turn storage lane, and
  intersection improvements.

Current Federal and State funding levels are not sufficient to meet the highway needs of the Town of Huntington and all other municipalities in the bi-county region. The report "Long Island Tomorrow - Transportation 2000" estimates that \$2.1 billion is needed just to maintain the region's highway system at its current level of operation. This is \$840 million more than the sum total of all government funding for highway improvements that are anticipated at this time.

It is important to realize that, even if the town could meet the multi-million dollar shortfall needed to maintain and improve its roadway system, a program of extensive road widenings (well beyond that contemplated in the current TIP) would result in numerous condemnations of private property and widespread disruption to existing residential neighborhoods. Given the impracticalities associated with this approach, alternative measures (such as those described within this chapter) will be needed to reduce traffic congestion.

## 2.2.5 Future Traffic Volumes

Future traffic growth rates for Nassau County, urban Suffolk County and rural Suffolk County

were determined for the year 2000 as part of the "Long Island Tomorrow - Transportation 2000" report produced by the New York State Department of Transportation, the Long Island Regional Planning Board, and other agencies. The Suffolk County urban traffic growth rates were utilized to develop projected traffic volumes for Huntington's roadways through the year 2000, as shown on Figure 2-5. These growth factors (which are provided in Table 2-2) conservatively estimate that traffic volumes will increase between 7% and 16% on town roadways by the year 2000, based on recent area-wide trends in population and employment growth. The actual future traffic volumes on town roads may well exceed these projections, depending on the nature and extent of future local development (and redevelopment).

# 2.2.6 Future Roadway Efficiency

The projected traffic volumes through the year 2000 were reviewed in conjunction with current roadway capacities and with the scheduled TIP improvements in order to develop a scenario for the future utilization of town roadways. This review assumes that all scheduled improvements will be undertaken.

TABLE 2-2

URBAN SUFFOLK COUNTY TRAFFIC GROWTH FACTORS*			
Roadway Class	1983-1990 (7 Years)	1991-2000 (10 Years)	
Interstate	1.114	1.166	
Other Expressway	1.104	1.154	
Other Principal Arterial	1.084	1.122	
Minor Arterial	1.050	1.071	
Major Collector	1.060	1.086	
Minor Collector	1.060	1.086	
Local	1.058	1.084	

<sup>\*</sup> As applied to volume data provided in Figure 2-3 (excluding Local Streets), resulting in projections shown in Figure 2-5.

Source: <u>Long Island Tomorrow - Transportation 2000</u>, Long Island Regional Planning Board, New York State Department of Transportation, et.al., 1987.

As revealed on Figure 2-6, there will not be any significant improvement in roadway operating efficiencies over present conditions. Roadway corridors which are presently rated "poor" (as indicated on Figure 2-4) will essentially remain as such, especially high-volume intersections and interchanges. Roadway corridors which presently have a "good" efficiency rating will likely decline to "fair," while those with "fair" efficiency ratings will decline to "poor." The picture that this analysis yields is not favorable. Even if the current TIP is fully implemented and all scheduled roadway improvements were undertaken, traffic conditions would not greatly improve, and in all likelihood would worsen.

# 2.3 Mass Transit

The past, present and anticipated levels of automobile congestion have prompted an increasing

interest in mass transit as an alternative mode of transportation. Two types of mass transit service – rail and bus – are presently available to town residents, as further described below.

# 2.3.1 Rail

Mass transportation to New York City and other parts of Long Island is provided by the Long Island Railroad (LIRR). The Port Jefferson branch of the LIRR has four stations located within the Town of Huntington, including stations in Cold Spring Harbor, Huntington Station, Greenlawn, and East Northport (see Figure 2-7). Commuter rail service is also provided by the Ronkonkoma branch of the LIRR from the Deer Park, Wyandanch and Farmingdale stations in the Town of Babylon.

Commuter parking facilities at the four LIRR stations in Huntington are operated and maintained by the town. The average percentage occupancy for these parking facilities in 1988 was as follows: Cold Spring Harbor – 100 percent; Huntington Station – 99.5 percent; Greenlawn – 90.9 percent; and East Northport – 78.4 percent. These high occupancy rates indicate there is considerable public demand for commuter train service. They also indicate the need to increase parking capacities at each of the town's LIRR stations, as was recommended in the "Railroad Commuter Parking Study" (prepared by Dunn Engineering, June 1988).

## 2.3.2 Bus

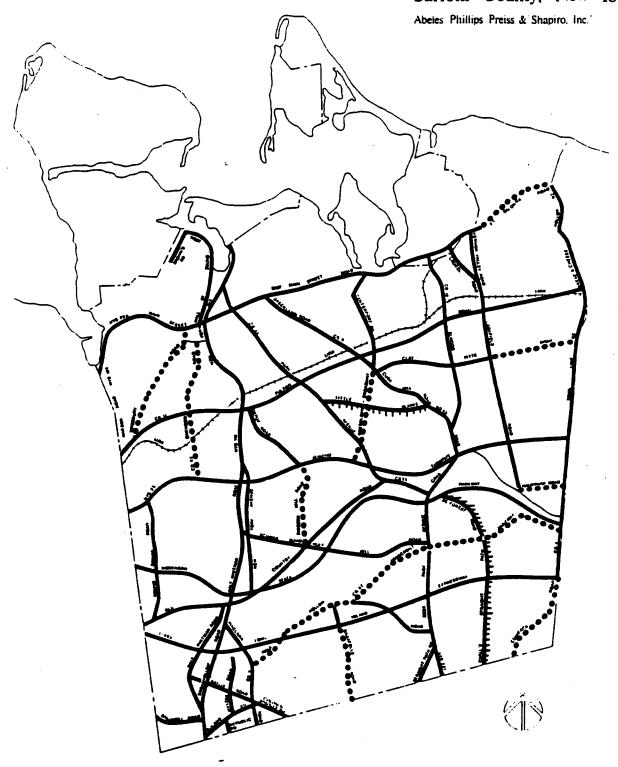
Two independent public bus systems provide mass transit service within the town (see Figure 2-7). One is operated by the Town of Huntington, the other operates under the auspices of the Suffolk County Transit Services. The town owns and operates the Huntington Area Rapid Transit (HART) system, with routes for peak-hour commuter runs, as well as Monday to Saturday fixed route service and demand responsive paratransit service for the elderly and disabled. Access is provided by the HART system to the LIRR stations at Huntington Station, Greenlawn, and East Northport. Transfers to Suffolk County Transit and the Metropolitan Suburban Bus Authority routes are available at the Walt Whitman Mall.

The most significant change to future bus service within the town entails the use of smaller, more "demand responsive" buses. These buses will not be limited to fixed routes, but will be available on something approximating door-to-door service. The overall effect will be to increase the range of mass transit alternatives available to the town's residents. Demand-responsive bus service is further described in this chapter under the section on Transportation Systems Management.

# 2.4 <u>Issues and Recommendations</u>

Traffic volumes are expected to grow in the future as they have in the past, due to a combination of continued development and redevelopment in the town, a greater number of driving-age residents, and region wide (exogenous) population increases and development. Previous Townwide transportation plans relied on extensive roadway construction and widening to accommodate such increases in traffic. By contrast, the future vehicular demand within the town must be accommodated by a roadway system essentially unchanged from the one now in place.

TOWN OF HUNTINGTON Suffolk County, New York

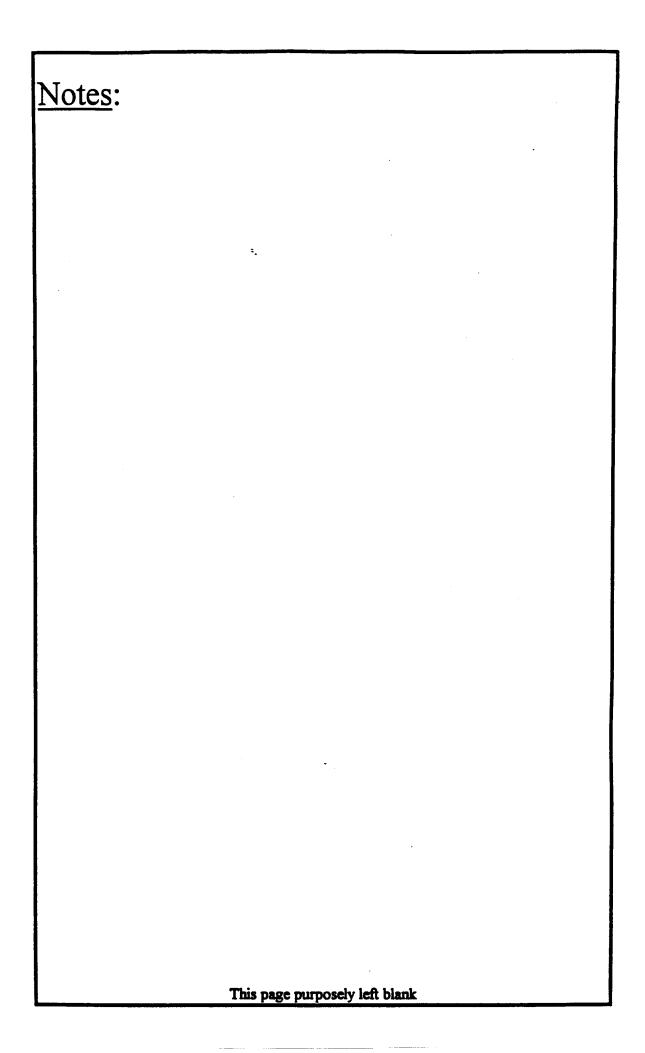


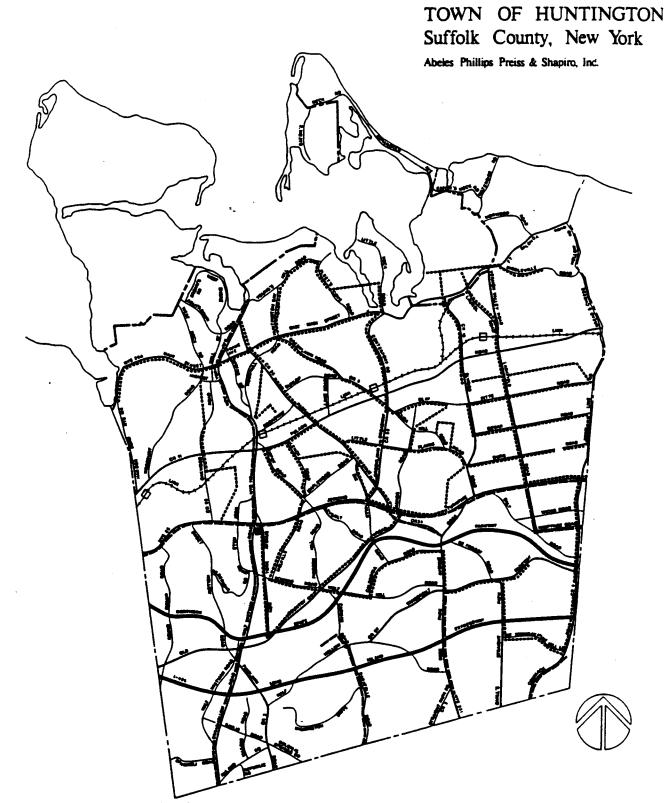
••••• Fair

CASHIN ASSOCIATES, P.C.

Figure 2-6

Year 2000 Roadway Efficiencies





...... Huntington Area Rapid Transit

---- Suffolk County Transit

----- Long Island Railroad

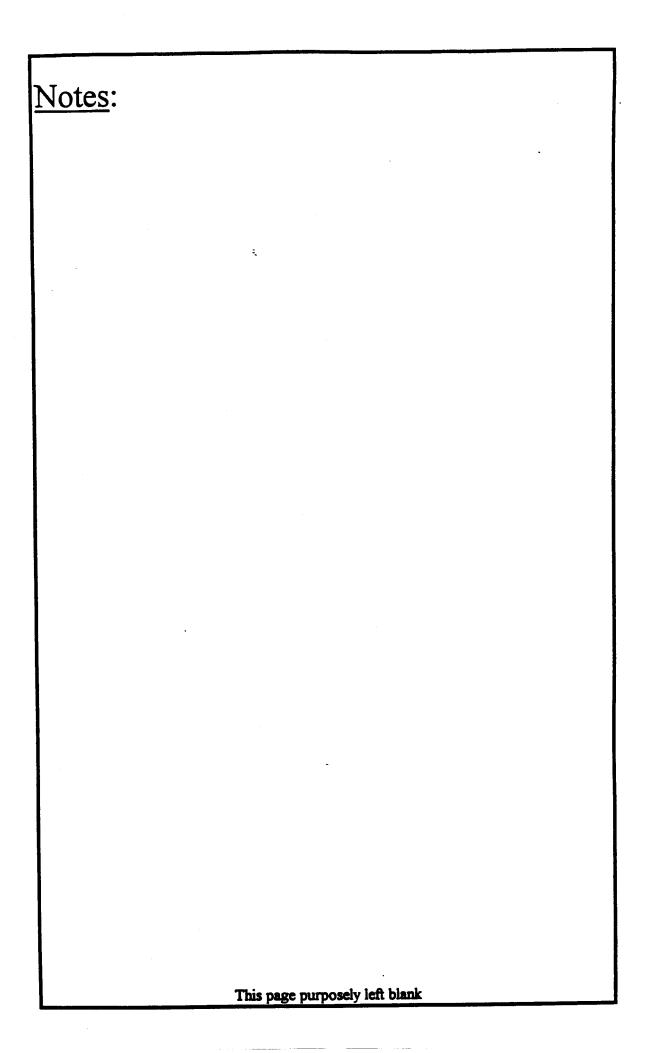
+□ -- LIRR Station

Wait Whitman Mail (Transfer)

CASHIN ASSOCIATES, P.C.

Figure 2-7

**Mass Transit** 



Roadway improvements in the future will therefore likely consist of limited construction projects to relieve those areas experiencing extreme traffic congestion. The roadway improvements listed in the TIP serve as a foundation for a program of improvements. Additional improvements to roadways under the town's jurisdiction should be pursued, including those described later in this section, as well as others that might be identified by the Town of Huntington Department of Transportation and Traffic Safety. Given the at-capacity condition of Huntington's roadways, these improvements are essential. However, such improvements would only prevent further deterioration in the quality of service provided to the users of the townwide system.

Two additional lines of attack should be pursued to keep Huntington's roadway system from experiencing further declines in service levels. First, greater consideration should be given to utilizing Transportation Systems Management (TSM) techniques in order to reduce future vehicular traffic demands. As discussed later on in this section, TSM measures, such as employer-sponsored car and van pool programs, flexible working hours and public transit incentives, have proven effective in reducing vehicular traffic demands.

Second, land use and zoning policies should also be instituted for parcels adjacent to congested roadways to curtail development activities that generate high volumes of traffic. As development applications are reviewed within the context of existing roadway classifications, consideration should be given to revising the definition of "major streets," as contained in the Town Zoning Ordinance, to explicitly exclude all collector and local streets. This would help clarify where high intensity development would be permitted or prohibited.

The impacts of future development could be reduced through the development of complementary land uses with peak-hour travel characteristics which are offset from the typical commuter travel periods. Proposed high-density residential development and commercial development with principal access close to at-grade railroad crossings should be prohibited unless appropriate grade separation or alternate access is provided. Design standards should be implemented to constrain strip development along commercial thoroughfares. For example, excessive curb cuts should be reduced, and shared parking lots should be developed along roadways with large numbers of commercial and retail establishments.

Taken together, these three strategies – selective roadway improvements, transportation systems management (including mass transit), and, especially, zoning and land use policies oriented toward traffic generation impacts – could help stabilize traffic conditions, and lead to modest improvements in the safety and efficiency of residents' journeys to work, school, shopping and recreation.

## 2.4.1 Locations of Concern

The multiple "attack" on traffic problems is best understood in the specifics for particular parts of the roadway system. This section focuses on areas and roadways that cannot accommodate significant additional traffic as they are currently experiencing specific safety and/or operational difficulties. Safety and operational difficulties generally result from limited volume capacity,

inadequate roadway alignment, the need for traffic signalization improvements, and the lack of an adequate supply of parking facilities. These "locations of concern" include, but are not limited to, the areas and roadways listed below. Specific problems and recommendations are variously described for each of these areas.

- Long Island Expressway (Interstate 495) This roadway experiences operational deficiency problems and has discontinuous service roads which force traffic to utilize local roadways (e.g., Half Hollow Road/Vanderbilt Parkway) as "de-facto" service roads. Construction of an additional travel lane in each direction and completion of the service roads were recommended to relieve congestion on minor arterials. Noise abatement walls were also recommended and have been installed. The fouth lane is already under construction and the NYSDOT has indicated it will be a high occupancy vehicle (HOV) lane to encourage car/van pooling and bus use.
- NYS Route 25A This road was originally laid out during colonial times as a link between coastal villages. The topography does not allow for extensive road widening. Portions of Route 25A, particularly in the Centerport and Fort Salonga areas, have substandard vertical and horizontal alignment with poor sight distances. Such areas currently support high-density retail developments and high volumes of traffic, with few opportunities for major improvements. Therefore, existing vacant parcels should be rezoned for residential development, which generates fewer vehicles than retail or commercial land uses. Additional turning lanes should be installed at intersections to increase capacity, curb cuts should be reduced and adjacent parking lots should be linked wherever possible.
- Jericho Turnpike (NYS Route 25) This roadway experiences capacity problems which create travel delays. There are also safety problems associated with the large number of driveway curb cuts. Therefore, suitable large parcels of vacant land should be rezoned for either professional office (i.e., doctor, lawyer, engineer, architect) development or medium to high-density residential development with emphasis placed on clustered site arrangements and planned retirement communities. Therefore, the number of driveway curb cuts should be reduced and shared parking techniques implemented through the use of zoning changes and design standards. Moreover, transit improvements should be installed to encourage the use of mass transportation. Bus shelters and bus turnouts where sufficient right-of-ways exist would enhance the use of mass transit.
- Pulaski Road (County Road 11) This roadway corridor experiences operational
  deficiencies at signalized intersections. Capacity should be increased at critical intersections
  through the use of flared approaches. Exclusive left turn lanes should be provided as
  required. Retail and industrial development should be discouraged through appropriate land
  use regulation.
- Larkfield Road This corridor experiences operational deficiencies at signalized intersections and has an insufficient amount of on-street and off-street parking. There are also capacity and safety problems at the LIRR crossing. Recommended improvements include: (1) expanding intersection lane capacity to incorporate turning lanes, (2)

coordinating traffic signalization, (3) undertaking spot widenings between Clay Pitts Road and Cedar Road to provide for a continuous five-lane section of roadway, and (4) rezoning existing vacant parcels to allow for the development of residential structures with a blend of small-scale professional office activity where appropriate. Prohibiting on-street parking during peak hour periods could also help improve traffic flow, but such a measure would require an adequate supply of off-street parking facilities, particularly in the East Northport shopping district. Lastly, while elimination of the at-grade LIRR crossing is strongly recommended, this must be viewed as a long-term solution given the tremendous cost that would be involved in such an effort.

- Melville Many of the roadways in the Melville area are presently operating at or near unacceptable levels of service, principally due to the tremendous amount of office and industrial development that has taken place in the past twenty years. A Generic Environmental Impact Statement (GEIS)6 was prepared in response to traffic conditions in the Melville area, which served as the basis for other expert studies. Recommended improvements stemming from the GEIS and related studies include: (1) improving the existing local roadway grid pattern, as recommended in "Land Use Options for the Melville/Route 110 Area" (prepared by Abeles Schwartz Associates, June 1988), especially in the vicinity of Ruland Road, Maxess Road and Republic Drive; (2) establishing the right-of-way for the future construction (ten to twenty year time span) of a road from Spagnoli Road to Old Country/Round Swamp Road (in the vicinity of Long Island Expressway Exit 48) as a travel alternative to NYS Route 110; (3) reconstructing the Northern State Parkway interchange to allow for the expansion of Route 110 to six lanes north of the Long Island Expressway to Jericho Turnpike (NYS 25); (4) expanding Walt Whitman Road, south of the Long Island Expressway, to four lanes with a center lane for left-turn movements;<sup>7</sup> (5) establishing Floor Area Ratios (FAR's) for all commercial and industrial zoning districts that will limit the intensity of development and encourage complementary retail service areas; and (6) implementing a land use plan which provides for "core" and "non-core" (lower FAR) office/industrial areas and rezonings to residential uses.
- Huntington Station Given the convenient location of the LIRR station adjacent to the Route 110 corridor, equidistant between Routes 25 and 25A, demand for commuter train service at Huntington Station has been, and will continue to be, among the highest on any of the branches of the LIRR. In order to improve the flow of traffic going to and from this facility and to bolster the area's overall ability to serve as the town's central transportation hub, the following actions are recommended: (1) investigate the potential for increasing roadway capacity on Route 110 between Jericho Tumpike and Broadway by having, for example, existing parking lanes used for travel lanes during peak-hour commuter periods, with parking permitted only during off-peak hours, and (2) promote the availability of reduced bus fares in conjunction with LIRR passenger service as an additional incentive for commuters to use bus service. Due consideration should be given to formulating other strategies for improving traffic conditions in this area, and for implementing the parking recommendations contained in the "Huntington Station Revitalization Plan" (prepared by Conklin Rossant, et.al., November 1989).

- Huntington Village Convenient access and parking are two of the hallmarks of a successful shopping area. Such features have accounted for the ability of Huntington Village to stave off a number of past challenges to its primacy as a retail center, including competition from the Walt Whitman Mall. However, present traffic levels and a shortage of centrally-located parking facilities could cause Huntington Village to become a victim of its own success. The recommendations contained in the "Huntington Village Parking Study" (prepared by Jacquemart Associates, April 1986) are the result of research done on this issue and consideration of the various alternative solutions. In any event, construction of a parking garage should not be further considered until ample time has been given to assess the effectiveness of all the other recommendations contained in the Jacquemart study (as well as any other feasible recommendations should they arise). If a parking garage is needed, the additional parking spaces should not be used to justify further commercial expansion where no on-site parking is provided. Moreover, the design of the garage should be in harmony with existing architecture and should address public concerns regarding image and appearance. On November 11, 1992 the Town Code was amended establishing a fee requirement for future commercial uses which receive waivers from providing off-street parking spaces (based on proximity to existing municipal parking facilities, as per the Town Zoning Ordinance §198-44C).
- Cold Spring Harbor The intersection of Route 25A and NYS Route 108 is one of the most poorly designed intersections in the town. Late afternoon traffic congestion at this intersection can result in sizable backups into the village area. Presently the NYSDOT is designing necessary intersection modifications as a capacity improvement project for this location. The considerable traffic generated by the Cold Spring Harbor LIRR station requires that an additional westbound lane be constructed along Woodbury Road (West Pulaski Road) near the intersection of Route 108.

## 2.4.2 Transportation Systems Management

The greater and more efficient use of public transportation alternatives is one of the purposes behind Transportation Systems Management (TSM). Increased attention is being given to TSM techniques for easing traffic congestion and promoting overall improved circulation. This is particularly true for mature, highly developed areas, such as the Town of Huntington, which are fairly constrained in their ability to undertake large-scale physical improvements and alterations to the road network. TSM techniques include methods for increasing the existing capacity of roadways to reduce delays, separating traffic flows to reduce conflicts, using existing roadway capacity more effectively, and offsetting commuter travel periods to reduce traffic volumes. TSM techniques also include methods for encouraging commuters to use mass transit or carpools, and for improving the quality of service on mass transit alternatives.

In this regard, several actions for improving the townwide public transportation system can be undertaken. Among these recommendations are the following:

• Increase the use of personalized transport (demand-responsive service) and carpool systems while maintaining the existing bus system. In particular, greater use should be made of

- vehicles with capacities for 20 to 25 persons, in addition to the 30 to 40 passenger buses currently used in the HART system.
- Provide amenities, such as bus shelters and sidewalks, to promote the HART system, particularly in Melville and along Route 110 and Jericho Turnpike.
- Increase the number of available commuter park-and-ride facilities. In this regard, evaluate using the outer reaches of local shopping center parking lots as commuter park-and-ride areas. This could be beneficial to retailers as well as to resident commuters.
- Increase awareness of the availability of reduced bus fares in conjunction with LIRR commuter service (e.g., LIRR's monthly "UniTicket". This would provide commuters with a further incentive to make fuller use of the mass transit options available to them within the town.

In sum, increased efforts are needed to encourage town residents to consider mass transit as a practical alternative to individual automobile usage. Given the severe constraints currently being placed on many town roads and the dim prospects for significantly increasing capacities, even incremental reductions to traffic volumes, realized through the use of TSM techniques, can be of tremendous aid in improving transportation conditions within the Town of Huntington.

## **FOOTNOTES SECTION 2**

<sup>&</sup>lt;sup>1</sup> Based on data contained in <u>The Journey to Work to Major Employment Centers</u>, Long Island Regional Planning Board.

<sup>&</sup>lt;sup>2</sup>As per the American Association of State Highway Transportation Officials (AASHTO), 1984

<sup>&</sup>lt;sup>3</sup> Long Island Tomorrow - Transportation 2000, New York State Department of Transportation, et. al., 1987

<sup>4&</sup>quot;Centerport/Little Neck Peninsula Generic Environmental Impact Statement," Quepco, Inc., P.IV.32.

<sup>&</sup>lt;sup>5</sup> Centerport GEIS, pp. V.20 and V.21

<sup>6&</sup>quot;Melville/Route 110 Draft GEIS," April 1988, Prepared by Lockwood, Kessler & Bartlett, Inc. and RPPW, Inc.; Final GEIS and Findings Statement adopted by Huntington Town Board in 1989.

<sup>&</sup>lt;sup>7</sup>As recommended in the "Project Initiation Request for Widening and Reconstruction of Walt Whitman Rd. from NYS Route 110 to Old Country Rd.," prepared for Huntington and Suffolk County by Baldwin & Comelius, Consulting Engineers, April, 1987.

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## Town of Huntington Planning Board

# Comprehensive Plan Update

**Environmental Conditions Section Three** 

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## 3. ENVIRONMENTAL CONDITIONS

## 3.1 Introduction

This chapter of the Comprehensive Plan Update provides an overview of existing environmental conditions within the Town of Huntington, and an analysis of the environmental constraints placed upon development as a result of these conditions. This overview will provide a basis for assessing present development patterns and densities as well as for formulating and guiding future development plans. Notably, many of the issues discussed in this chapter were not addressed at the time the 1965 Comprehensive Plan was prepared. The emerging importance of these issues in the years since the 1965 Plan was written reflects the nearly built-out condition of the town. More importantly, ever-increasing concern over a variety of environmentally-related matters requires that future development (and redevelopment) be carefully monitored and when necessary require that impacts be reduced or eliminated before plans move ahead.

The analysis contained within this chapter outlines the major environmental constraints to future development in the Town of Huntington. As defined in this study, environmental constraints are factors that place limits on potential development due to limitations in the inherent carrying capacity of the natural environment and/or in the availability/capacity of essential capital facilities (e.g., sewer and water). The environmental and infrastructure-related conditions included in this analysis are: (1) steep slopes; (2) freshwater wetlands; (3) flood plains; (4) tidal wetlands; (5) coastal erosion hazard areas; (6) lands designated for public acquisition; (7) critical environmental areas; (8) protected fish and wildlife habitats; (9) special groundwater protection areas; (10) landfills and inactive hazardous waste disposal sites; (11) public water supplies and well fields; and (12) sewer districts and wastewater treatment plants. These environmental factors were analyzed in terms of their geographic distribution within the Town of Huntington and their potential for constraining future development.

Section 3.2 provides a review of existing conditions, including the various statutes and regulations that have been established to safeguard against potential adverse impacts to the town's natural resources. This section also describes a number of on-going efforts intended to regulate future development and to enhance and protect the overall quality of the environment. Section 3.3 contains a summary assessment of the environmental constraints to future development in the town. Section 3.4 discusses the implications that these constraints hold in terms of future land use planning and development policies for the Town of Huntington, and presents a number of possible measures for improving and coordinating environmental review procedures. Section 3.5 concludes with a summary of State, County and town regulations and standards for controlling development and for preserving and protecting the natural environment.

## 3.2 Existing Conditions

Environmental conditions provide an indication of the ability of the natural environment to sustain land use and development activities without generating adverse impacts such as significant erosion hazards, water pollution, and the loss of valuable natural habitats. Provided below are brief descriptions of existing conditions and mechanisms designed to regulate and guide development.

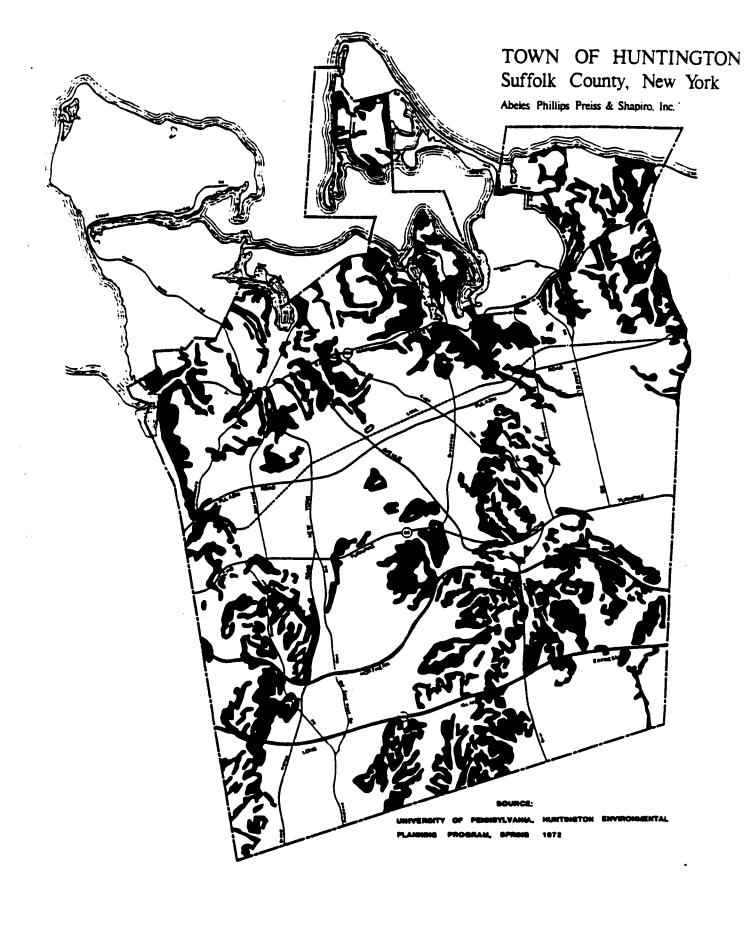
## 3.2.1 Steep Slope Areas

The topography of the town is typical of most of Long Island's north shore coastal communities which tend to be relatively hilly, with numerous areas of steep slopes and flat outwash plans to the south. Shorelines exhibit a full range of relief from sandy steep bluffs at headlands to gently sloping tidal flats at the heads of the harbors. Inland portions of the town contain both the Harbor Hill and Ronkonkoma Glacial Moraines which are characterized by extensive steep slope areas. Between the hills of the two moraines are low-lying plains, historically used for agriculture. The highest elevations occur in the southern portion of the town, specifically in Dix Hills and West Hills where elevations exceed 300 and 360 feet above mean sea level, respectively. Much of the morainal and intervening lands serve as important groundwater recharge areas for Long Island's prime aquifers.

As shown in Figure 3-1, approximately 10 percent of the land surface in the Town of Huntington is comprised of steep slopes (area containing natural slope greater than 10% as recognized in Article X of the Town Zoning Code). The soils that occupy these ridges and hillsides are primarily sandy to silty loam in texture. Due to their non-cohesive nature, these soils have a high propensity for eroding from steep-sloped areas when their protective vegetative or mulch covering is removed. The presence of steep-sloped areas creates several constraints to development. These include the need for more elaborate stormwater and sediment control measures, and landscaping requirements. The disturbance of steep-sloped areas also creates potential adverse environmental impacts due to soil erosion and siltation.

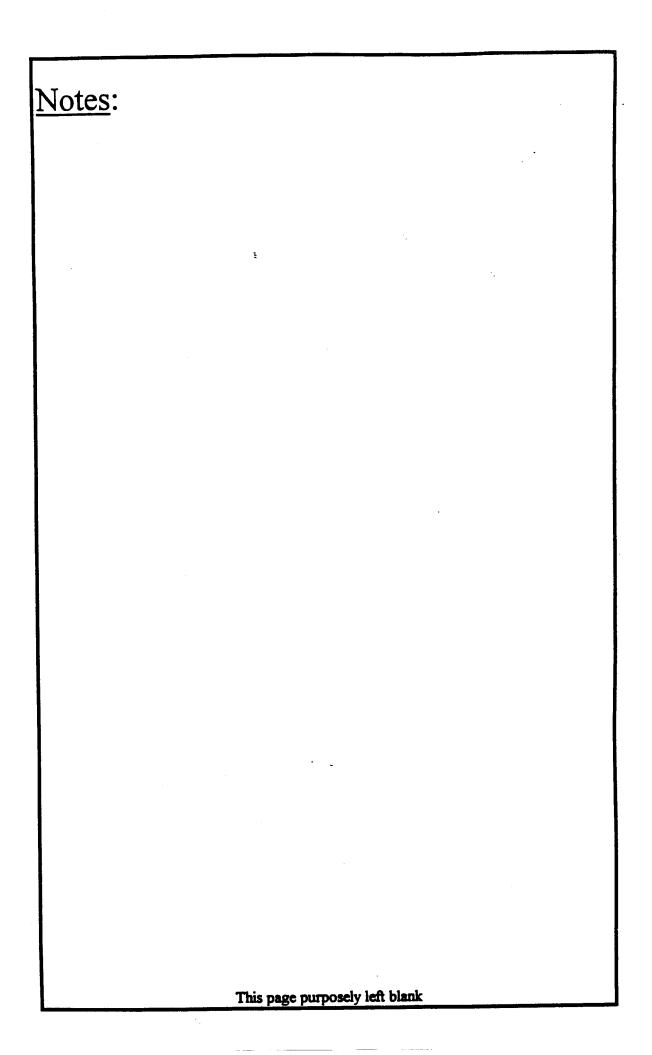
Recognizing these constraints, the Huntington Town Board adopted a Steep Slope Ordinance as part of the Town zoning code (Chapter 198, Article 10). The Steep Slope Ordinance mandates that all applicable soil erosion and sediment control measures contained in both the town's subdivision regulations and the Erosion and Sediment Control Handbook be incorporated onto subdivision plats. The handbook represents a compilation of the United States Department of Agriculture (USDA) Soil Conservation Service standards for stormwater control and slope stabilization. Included in these standards are measures for protecting steep slope areas such as: diversion berms which intercept runoff from the top of steeply sloped areas; paved chutes or flumes to convey runoff safely down the face of a cut bank; and seed mixtures or mulches which are used to stabilize soils on steep slopes. In addition, the town zoning regulations require that an adjustment factor be applied when determining the lot yield for residential hillside developments at a density of one-half acre (R-20 zoning) or greater. These regulations affect areas with slopes of 10 percent grade or greater, as shown in Figure 3-1. The steep slope ordinance, however, does not regulate the placement of proposed structures on the site.

The USDA Soil Conservation Service is willing to assist preparation of a Critical Erosion Hazard Areas Map in conjunction with the Town of Huntington. This map will identify those areas in Huntington which possess the potential for severe erosion. It will show site conditions when all protective vegetation is removed as a result of construction activities, and will highlight areas containing steep slopes and highly erosive soils. This map will provide the necessary guidance to enable the town to set restrictions on the maximum amount of vegetation to be removed from developing parcels.



Steep Slope Areas with Gradient ≥10 Percent

Figure 3-1



## 3.2.2 Freshwater Wetlands

All land use activities in freshwater ecosystems are subject to regulation by the New York State Department of Environmental Conservation (NYSDEC) under Article 24 of the State Environmental Conservation Law (ECL). Prior to 1984, NYSDEC regulated only significant freshwater wetlands larger than 12.4 acres. With the passage of "Interim Permit" procedures in February of 1984, NYSDEC assumed regulatory authority over smaller-sized wetlands of unusual local importance. As shown in Figure 3-2, the Town of Huntington has a number of regulated freshwater wetlands, including six freshwater pond systems greater than 12.4 acres in size and 66 ponds which are less than 12.4 acres in size.

Freshwater pond systems are typically associated with depression areas that receive overland runoff from the surrounding hillsides (e.g., as in the West Hills and Dix Hills areas), and/or spring flow. In the Town of Huntington, the larger ponds are found in low-lying areas at the head of harbors serviced by seasonal streams (e.g., as in areas adjoining Centerport and Cold Spring Harbors). Smaller-sized ponds can be found in the Harbor Hill and Ronkonkoma Moraines, where glaciation has left highly compacted soils in irregular depressions. These compacted soils have a slow permeability rate and tend to retain water during most of the year.

## 3.2.3 Flood Plains

The Federal Emergency Management Agency (FEMA), through the National Flood Insurance Program, has developed Flood Insurance Rate Maps which delineate the 500-year and 100-year flood boundaries. There is a one percent chance in any single year that storm tides will reach the 100-year flood boundary. As shown in Figure 3-2, lands which fall within the 100-year flood plain are generally limited to the town's coastal and harbor areas. The Town of Huntington building and zoning codes require that the lowest floor of any new structure constructed in these areas be set at or above the designated elevation of the 100-year flood.

## 3.2.4 Tidal Wetlands

All State-designated salt and brackish water marshes and adjacent areas are protected from incompatible land uses by the NYSDEC permitting process as required under ECL Article 25, Tidal Wetlands Regulations. Regulated tidal wetlands located within the town, as shown in Figure 3-3, include estuarine areas associated with the town's four major coastal harbors (Cold Spring, Huntington, Centerport and Northport), as well as the Crab Meadow wetlands located in the Fort Salonga area.

## 3.2.5 Coastal Erosion Hazard Areas

One of the most significant environmental features of the town is its extensive coastal area, which extends along an irregular shoreline totaling approximately 65 linear miles in length, including the incorporated village areas. Coastal shorelines are subject to the erosive powers of wind and water and, as such, represent a harsh transitional zone between the uplands and the Long Island Sound.

Much of the coastal area within the town consists of tidal wetlands, flood plains and erosion hazard areas, which are subject to various regulatory constraints. The coastal erosion hazard areas, as designated by NYSDEC (Figure 3-3), correspond with the inland boundaries of the 100-year flood boundaries in certain instances as depicted in Figure 3-2.

The Coastal Erosion Management Regulations, ECL Article 34, includes procedural guidelines for use by local governments to implement their own coastal erosion management programs. The NYSDEC's Coastal Erosion Management Regulations Map encompasses only the shoreline that is adjacent to the Long Island Sound. Most of that area is within the jurisdiction of the Village of Lloyd Harbor and Asharoken. It does not apply within the Huntington/Northport Bay Complex east and south of Sand City spit, nor west and south of East Beach which is located at Lloyd's Neck. As of January 25, 1992, the Town of Huntington received approval and certification of the NYSDEC to implement the policies and purposes of the Coastal Erosion Management Regulations.

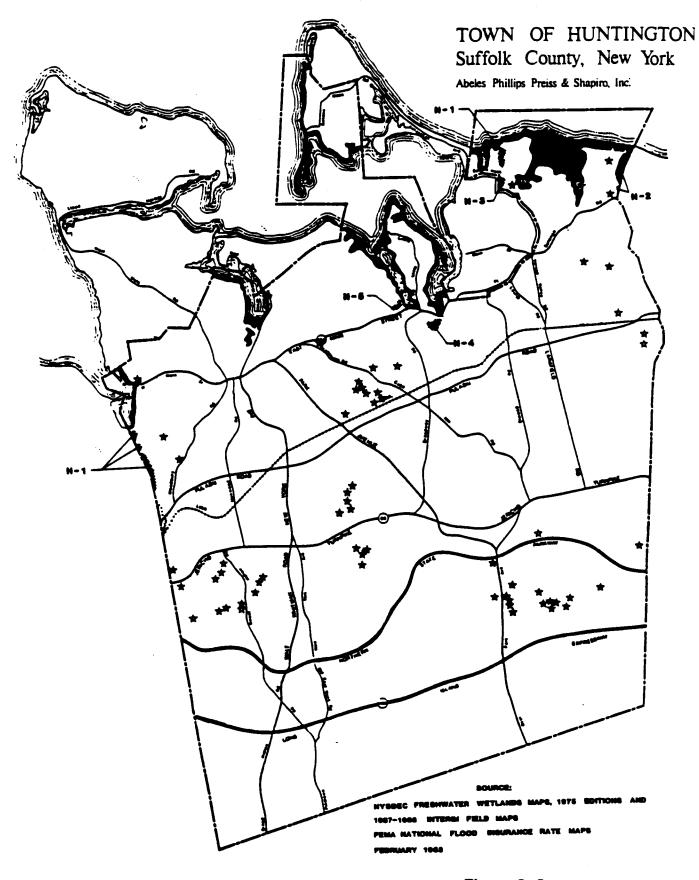
Coastal development in the town is currently regulated by Chapter 137 of the Town Code, the Marine Conservation Law (ECL Article 34 and the Marine Conservation Law are described in Section 3.5). In addition, the town is currently developing a Local Waterfront Revitalization Program (LWRP) in accordance with the New York State Coastal Management Program. This program will set forth guidelines in a plan for the management of waterfront resources within the town. The plan will encompass land areas beyond those which are presently regulated under ECL Article 34. The LWRP will provide a means for coordinating planning and policy between different levels of government (Federal, State & Local) such that enforcement and decision making is consistent between the various agencies in order to effectively manage and protect the town's coastal resources. When complete and adopted by the Town Board, the LWRP shall become a part of this document and in effect become the comprehensive (master) plan for the waterfront areas of the town.

## 3.2.6 Lands Designated for Public Acquisition

Nine sites located within the Town of Huntington have been nominated by the town for public acquisition under ECL Article 52, the Environmental Quality Bond Act (EQBA) of 1986. Suffolk County is presently seeking protection for four additional properties under the Suffolk County Open Space Program (SCOSP). Two of these areas, the Crab Meadow Watershed and the Fresh Pond Greenbelt, have been duly designated as County "critical environmental areas" (as further described below). These lands were chosen based on their unique character and their potential for preserving the integrity of the town's natural resources. Areas proposed for acquisition under the EQBA and SCOSP, as shown in Figure 3-4, include farmland, natural open space, wetlands, deciduous forests and pine barrens (the Environmental Quality Bond Act and the County Open Space Program are further discussed in Section 3.5).

## 3.2.7 Critical Environmental Areas/Designated Open Space

Under the New York State Environmental Quality Review Act (SEQRA), local governments have the ability to designate specific geographic areas within their boundaries as Critical Environmental



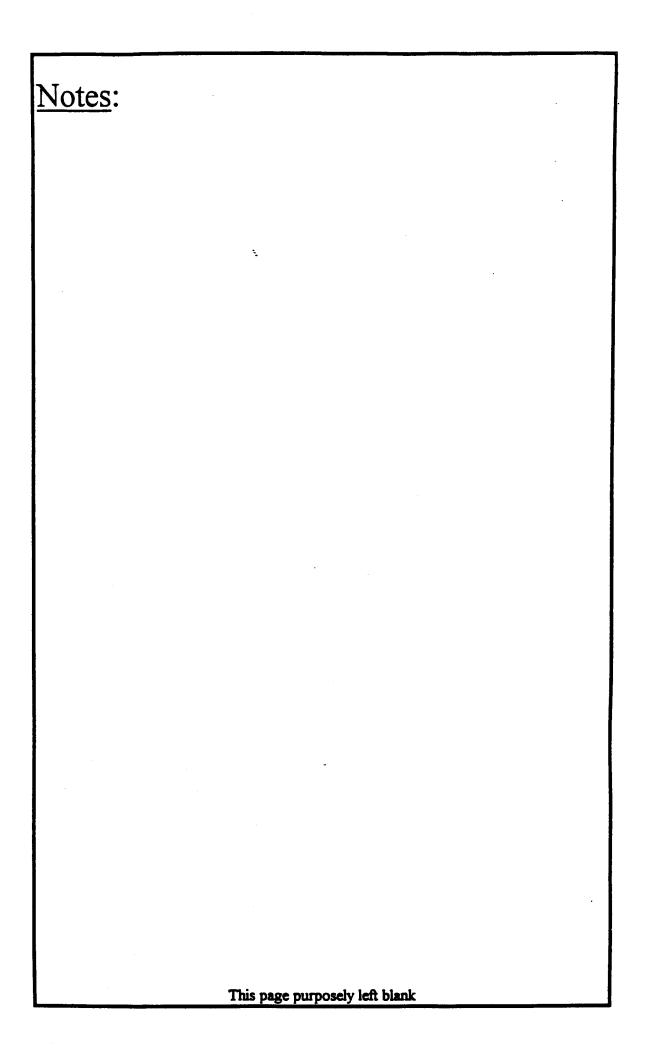
100 Year Flood Boundary

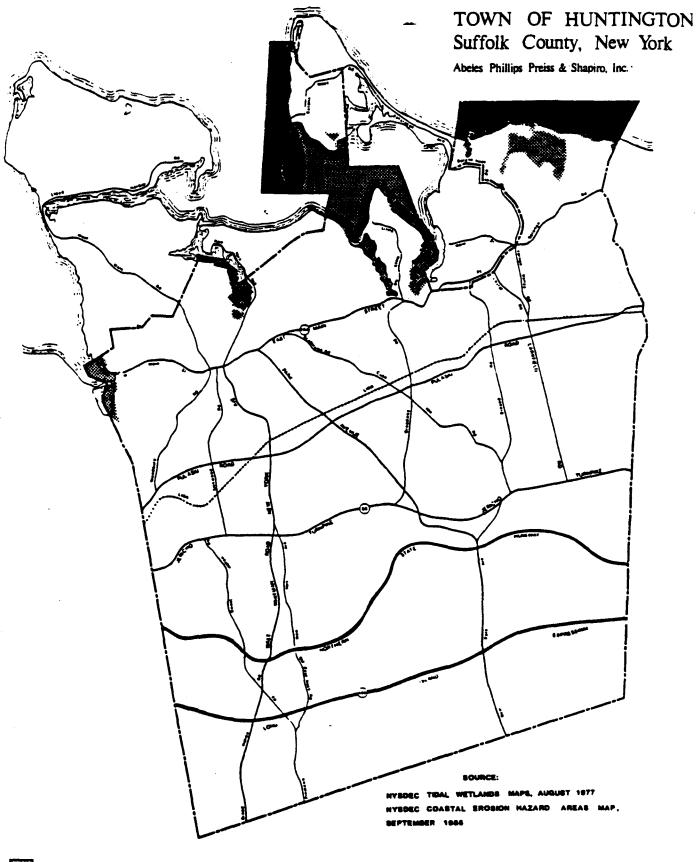
★ Freshwater Wetlands < 12.4 Ac.
Freshwater Wetlands ≥ 12.4 Ac.
Andicated by NYSDEC Numbers)

CASHIN ASSOCIATES, P.C.

Figure 3-2

Freshwater Wetlands & Flood Plains





Tidal Wetlands

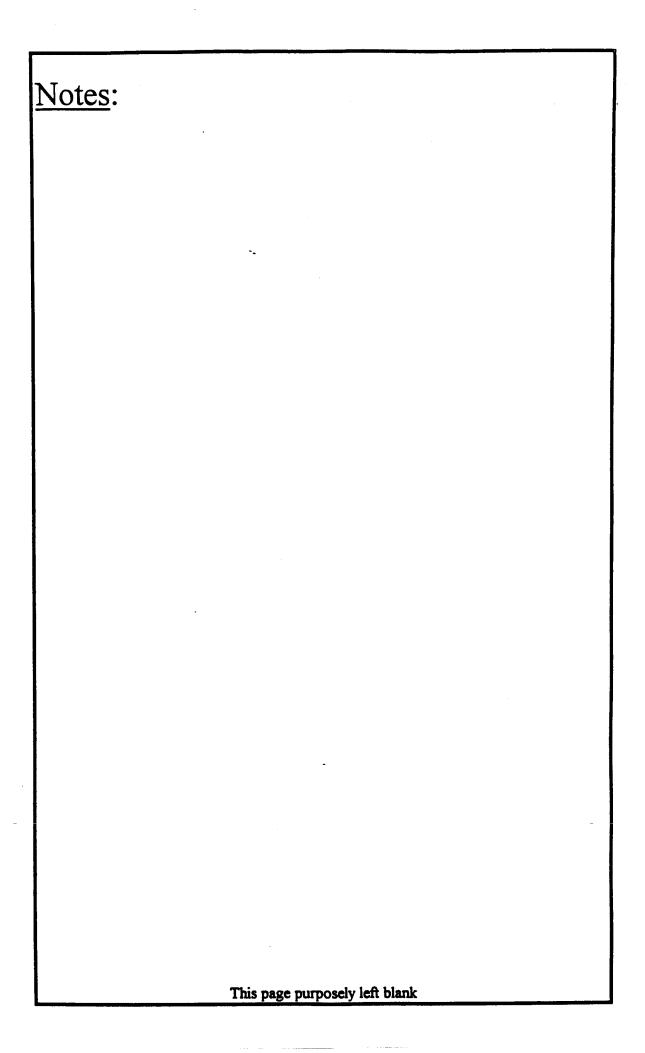
Coastal Erosion Hazard Area

Tidal Wetland/Coastal Erosion Hazard Area

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Figure 3-3

Tidal Wetlands & Coastal Erosion Hazard Areas



Areas (CEA). This affords an opportunity to selectively review and more carefully consider the consequences of proposed development activities for certain environmentally-sensitive areas. Specifically, any action occurring within or contiguous to a CEA, that is not a Type II, exempt or excluded action (see SEQRA regulations Part 617 ECL Art. 8), would be considered a "Type I" action under SEQRA, which mandates a coordinated public review, and is more likely to require the preparation of an Environmental Impact Statement (EIS). Among the key provisions of an EIS are the full disclosure of the probable environmental impacts attributable to a proposed activity, as well as possible mitigation measures and alternatives to the proposed action. Local agencies may designate as CEA's those areas that are of exceptional or unique character. Among the criteria for the designation of a CEA are: (1) a benefit (e.g., water supply reservoir) or threat (e.g. abandoned landfill, flood hazard area) to the public health or public safety, (2) a natural setting (e.g., fish and wildlife habitat, forested area, aesthetic open space), (3) a location having social, cultural, historic, archaeological, recreational, or educational importance (e.g., historic building, landmark, waterfront access), and (4) an inherent ecological, geological, or hydrological sensitivity which could be adversely affected by any change (e.g., groundwater aquifer, endangered species habitat).

The Town of Huntington, Suffolk County, and Long Island Regional Planning Board have designated a number of specific areas within the town as Critical Environmental Areas. The CEA's shown in Figure 3-4 include watershed protection areas for both surface water bodies and groundwater aquifers, and unique wildlife habitats which are generally not afforded protection by other existing regulatory programs.

The Huntington Conservation Board (pursuant to New York State Town Law Article 12, Section 239-T of the General Municipal Law) prepared an Open Space Index in 1974. The Open Space Index (which is currently being updated) is an inventory of the major open tracts of land in the town, including areas of woods, ponds, wetlands, farms, open fields, steep slopes with erodible soils, and other areas which possess significant environmental qualities. The purpose of the Index is to identify parcels, both publicly- and privately-held, which could be future targets for open space programs. Similar to the provisions for CEA's, Unlisted actions occurring partially or wholly within, or substantially contiguous to the parcels identified in the town's Open Space Index (designated open space) which surpass certain thresholds are subject to more extensive review as Type I actions under SEQRA.

#### 3.2.8 Protected Wildlife Habitats

The official NYSDOS habitat designations became effective as of April 15, 1987 and are depicted in Figure 3-4. These coastal habitats serve as nurseries for finfish and shellfish which supply the recreational fishing demands of the area, and provide breeding and feeding areas for various wading birds and waterfowl. NYSDEC has also recorded one significant inland wildlife habitat, a small wetland supporting tiger salamanders. Collectively, these habitats support a number of wildlife species classified as endangered, threatened, or of special concern to NYSDEC and the U.S. Department of the Interior. These areas also support certain species of plants which are protected within New York State.

Through the coordinated effort of NYSDEC and the New York State Department of State

(NYSDOS), the following eight significant coastal fish and wildlife habitats have been identified in the Town of Huntington:

Table 3-1

Northport Bay	2,200 acres	
Huntington Bay	1,500 acres	
Cold Spring Harbor	2,500 acres	
Sand City, Eaton's Neck	50 acres	
(Tern Colony)		
Lloyd Point	275 acres	
Lloyd Harbor	800 acres	
Eaton's Neck Point	100 acres	
Crab Meadow (wetlands)	300 acres	

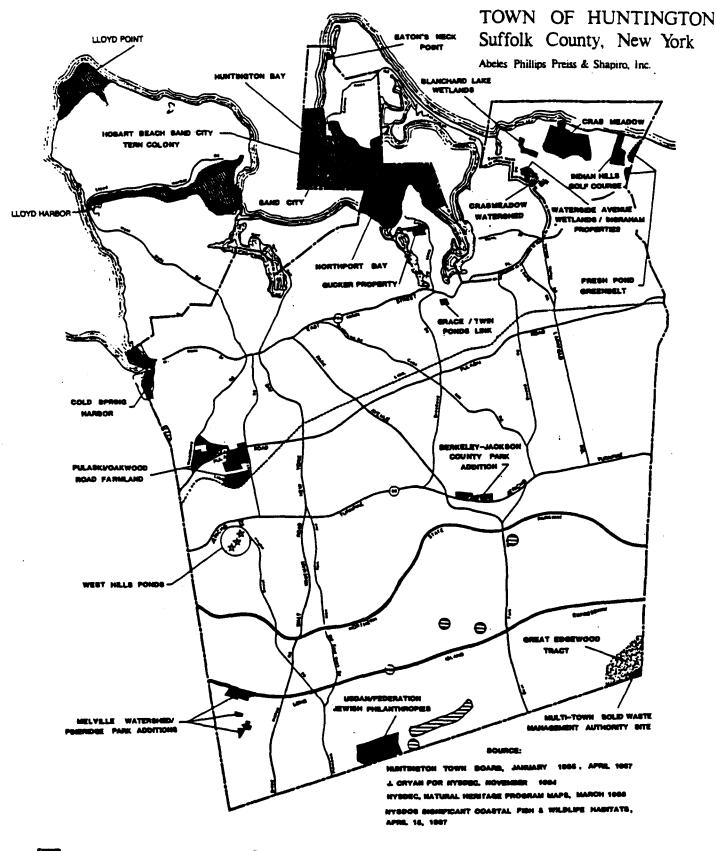
In 1984, the New York Natural Heritage Program (NYNHP) was established as a result of the cooperative efforts of NYSDEC and The Nature Conservancy, a not-for-profit land preservation organization. The goal was to establish and maintain an up-to-date inventory of New York's rarest animal and plant species and natural communities. NYNHP maps presently identify 16 environmentally-sensitive areas in the Town of Huntington, many of which coincide with NYSDOS significant wildlife habitats, critical environmental areas or lands nominated for EQBA acquisition. Only six NYNHP sites, shown in Figure 3-4, stand apart from these other designated areas.

Most of the species identified on the NYNHP list for the Town of Huntington are rare plants (13 species out of a total of 17), which generally receive little or no protection under existing New York State laws. The habitats of the four wildlife species listed, however, are protected under existing NYSDEC permitting programs, such as the Tidal and Freshwater Wetlands Acts.

## 3.2.9 Special Groundwater Protection Areas

The subsurface geology below the Town of Huntington consists primarily of three major groundwater aquifers (or reservoirs) separated by layers of dense silt and clay, all resting on a bedrock foundation. The Upper Glacial Aquifer (the uppermost, water-bearing geologic unit) provides water for irrigation and a large percentage of potable drinking water supplies. Below this is the Magothy Aquifer, which is tapped by many public water supply wells as it is capable of supplying larger quantities of relatively cleaner drinking water than the Upper Glacial Aquifer. The most pristine groundwater reserves are contained in the Lloyd Aquifer, which is the deepest geologic unit, lying directly above the bedrock.

There are numerous potential sources of groundwater contamination associated with various land uses. These include nitrates from sewage effluent, lawn and agricultural fertilizers (both pesticides and herbicides), animal wastes, roadway de-icing salts, petroleum products, and various chemical pollutants associated with industrial activity. Groundwater contaminants are of particular concern



Significant Fish & Wildlife Habitat \* Endangered Species Habitat

Town CEA

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County CEA

Oak Brush Plains SGPAs in Figure 3-5 are LIRPB-designated CEAs

Figure 3-4

## Critical Environmental Areas & Protected Wildlife Habitats

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in areas of deep flow groundwater recharge, which are the future sources of pristine drinking water for the town.

In 1978, the Long Island Regional Planning Board (LIRPB) developed the Long Island Comprehensive Waste Treatment Management Plan, more commonly known as the "208 Study." This study introduced the concept of hydrogeologic (groundwater recharge) zones. Two general types of recharge zones were distinguished: deep flow zones (I, II, and III), which primarily recharge the Magothy Aquifer, and shallow flow zones (IV through VIII) which both recharge the Upper Glacial Aquifer and discharge to surface waters. These individual zones were segregated based upon a number of factors, including their existing groundwater quality, the primary aquifers they recharge, and their receiving waters.

The Town of Huntington is comprised of Hydrogeologic Zones I, II and VIII. As shown in Figure 3-5, the majority of the town is located within Zone I. Zone II, also a deep flow recharge area, is limited to the southwest (Melville) area of the town. It has been severely contaminated by industrial discharges stemming from the considerable development activity in this area. Zone VIII is a shallow flow recharge area which primarily discharges to the north shore harbors and Long Island Sound.

The 208 Study identified Zone I as a primary source of public water supply, and on this basis recommended a variety of groundwater protection measures including the control of development densities and sewering. Such measures were geared toward comprehensive, preventive management aimed at avoiding the errors of facility siting which had already occurred in most of the developed portions of the deep flow recharge areas.

Under the authority of New York State ECL Article 55 (Sole Source Aquifer Protection), proposed boundaries for Special Groundwater Protection Areas (SGPA) were delineated by the LIRPB and NYSDEC within deep flow recharge Zones I and II in Nassau and Suffolk Counties. Special Groundwater Protection Areas are significant undeveloped or sparsely developed geographic areas that recharge portions of the deep flow aquifer systems. To date, the Long Island Regional Planning Board, in conjunction with the town, has designated two SGPA's which fall within the Town of Huntington boundaries. These include the West Hills-Melville SGPA and the Oak Brush Plains SGPA (Figure 3-5). The Special Groundwater Protection Project Draft, a management proposal for the SGPA's prepared by the LIRPB, has not been approved by the Commissioner of the NYSDEC yet, although it has been widely distributed for consideration. Upon finalization of the regional plan, it is anticipated that local regulations will ensue, consistent with those of other municipalities containing SGPAs.

The Watershed Protection Project initiated by the Suffolk County Water Authority (SCWA) in 1987, sought to develop a strategy to guide future public land acquisitions and reduce the incidence of chemical point source pollution in areas of prime aquifer recharge. In this regard, the SCWA has identified a Core Watershed Corridor (CWC) which is said to account for some 90 percent of the deep groundwater recharge on Long Island. The CWC represents an area of land approximately four miles wide, in Hydrogeologic Zone I and runs east to west, roughly centered around the Northern State Parkway in the Town of Huntington. To date, neither Suffolk County

nor any State agency has adopted the CWC, nor have regulations or standards been promulgated to protect this corridor.

## 3.2.10 Landfills and Inactive Hazardous Waste Disposal Sites

In June of 1983, on the recommendation of the New York State Commission on the Water Resource Needs of Long Island, strict requirements were enacted under ECL Article 27 regulating landfill operations on Long Island, particularly in areas of deep flow recharge. This law restricted the construction of new landfills and the expansion of existing landfills after June of 1983. It further mandated that by June of 1990 all existing landfills in Nassau and Suffolk Counties be closed. This law was based on the fact that the continued deposit of solid wastes on Long Island endangered the primary drinking water supply drawn from the Magothy Aquifer. This problem is heightened by the fact that hazardous wastes have been placed in landfills which eventually leach into the groundwater.

The Town of Huntington landfill in East Northport ceased operations on September 22, 1989 and is presently in the process of being closed and capped. In a cooperative agreement with the Town of Smithtown, Huntington's solid waste was disposed of in Smithtown's Kings Park landfill, until the Huntington Resource Recovery Plant opened in September 1991, where solid waste from both towns is now accepted. The town is in the process of preparing a local Solid Waste Management Plan which will be considering the issue of future transfer station need and permanent facility siting. An active, temporary transfer station is operating at the former East Northport landfill site which may not be allowed to continue once the site capping is completed. Presently materials are distributed from the site to Cell 6 in Smithtown or to the Resource Recovery Facility as appropriate.

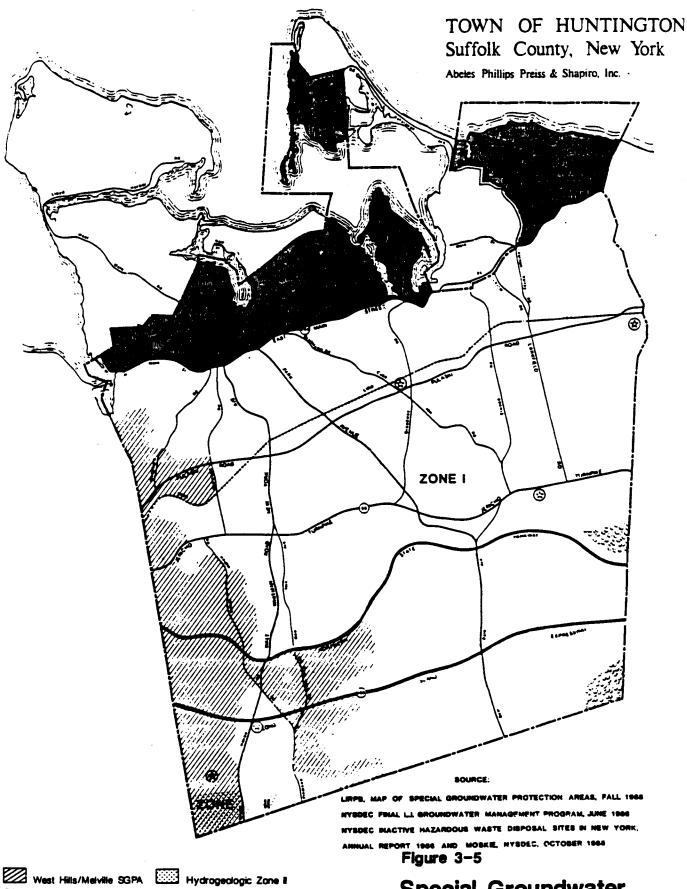
There are five New York State "superfund" sites located in the Town of Huntington (Figure 3-5). The following five sites appeared on the state listing as of March 1993:

#### Table 3-2

1			
•	Huntington Landfill	(152040)	East Northport
•	Hazeltine Corporation	(152005)	Greenlawn
•	Deutsch Relays, Inc.	(152033)	East Northport
•	I.W. Industries, Inc.	(152102)	Melville
•	110 Sand Company	(152100)	Farmingdale
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Until such sites have undergone an extended process of remedial activities and long-term monitoring, they will remain on the NYSDEC superfund list. This imposes a severe constraint on any new development or redevelopment in the affected areas.

In addition, the Suffolk County Department of Health Services (SCDHS) has begun identifying a number of historic dump sites across Suffolk County through aerial photography interpretation techniques. However, since no field investigation has been conducted at these sites, it is uncertain



Oak Brush Plains SGPA

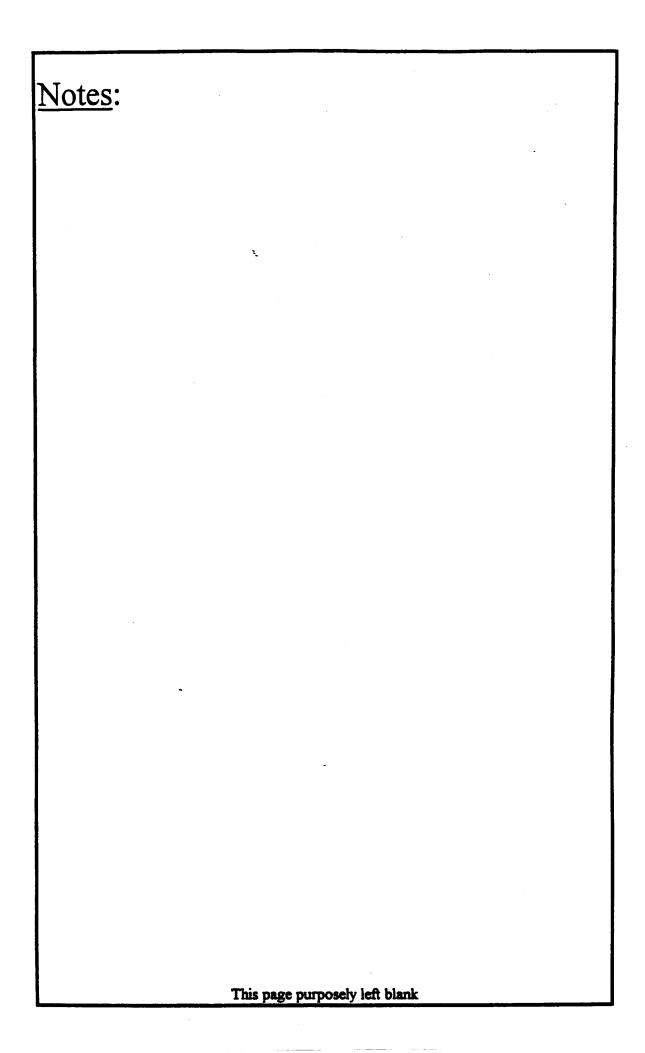
Hydrogeologic Zone !



Hydrogeologic Zone VIII Inactive Hazardous Waste Disposal Site

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**Special Groundwater Protection Areas** & Hazardous Waste Sites



whether the dumped material consists of clean fill or potentially hazardous materials. It is also expected that many disposal sites have not been detected to date. Confirmation of such data may result in additional entries to the NYSDEC superfund list for Huntington.

## 3.2.11 Public Water Suppliers and Well Fields

The Town of Huntington is serviced by public water supply. As shown in Figure 3-6, there are presently four water districts, including the Suffolk County Water Authority (SCWA), the South Huntington Water District, the Greenlawn Water District, and the Dix Hills Water District. There are also independent well fields supplying the state Long Island Developmental Center and the federal Northport V.A. Hospital.

In addition to these public sources, there are numerous active private wells in the Town of Huntington. The SCDHS has very little data available on these private wells, as records are maintained only on private wells which have been tested for water quality problems in recent years.

## 3.2.12 Sewer Districts and Wastewater Treatment Plants

The town does not have a comprehensive municipal sewage collection, treatment and disposal system. There are presently two sewer districts in the town: one coinciding with the greater Huntington Village area, and the other encompassing the Mill Pond area of Centerport and part of the Northport Village area. Wastewater disposal is generally accomplished through on-site subsurface disposal (septic tank/leaching pool) systems throughout the remaining residential portions of the town. Article 6 of the Suffolk County Sanitary Code sets restrictions on the method of wastewater treatment and disposal based on the minimum lot size, the type of development proposed, and the designated hydrogeologic zones. These regulations may constrain development in areas where the primary means of sewage treatment and disposal is accomplished through conventional septic tank/leaching pool systems.

In 1984, the Town of Huntington recommended the creation of the Melville Industrial Sewer District (MISD). This proposed district would collect industrial and commercial discharges from over 2,000 acres in the southwestern portion of the town, as indicated in Figure 3-7. This area is presently treating and discharging wastewater through individual on-site systems including package-type plants with varying degrees of reliability. In order to protect groundwater quality, the proposed MISD includes plans to connect with the Southwest Sewer District for treatment at the Bergen Point Sewage Treatment Plant in Babylon. The Southwest Sewer District has allocated a capacity of 2.6 million gallons per day (MGD) to the MISD. It has been estimated that the MISD would generate approximately 1.3 MGD, which allows an additional 1.3 MGD for future district expansion.

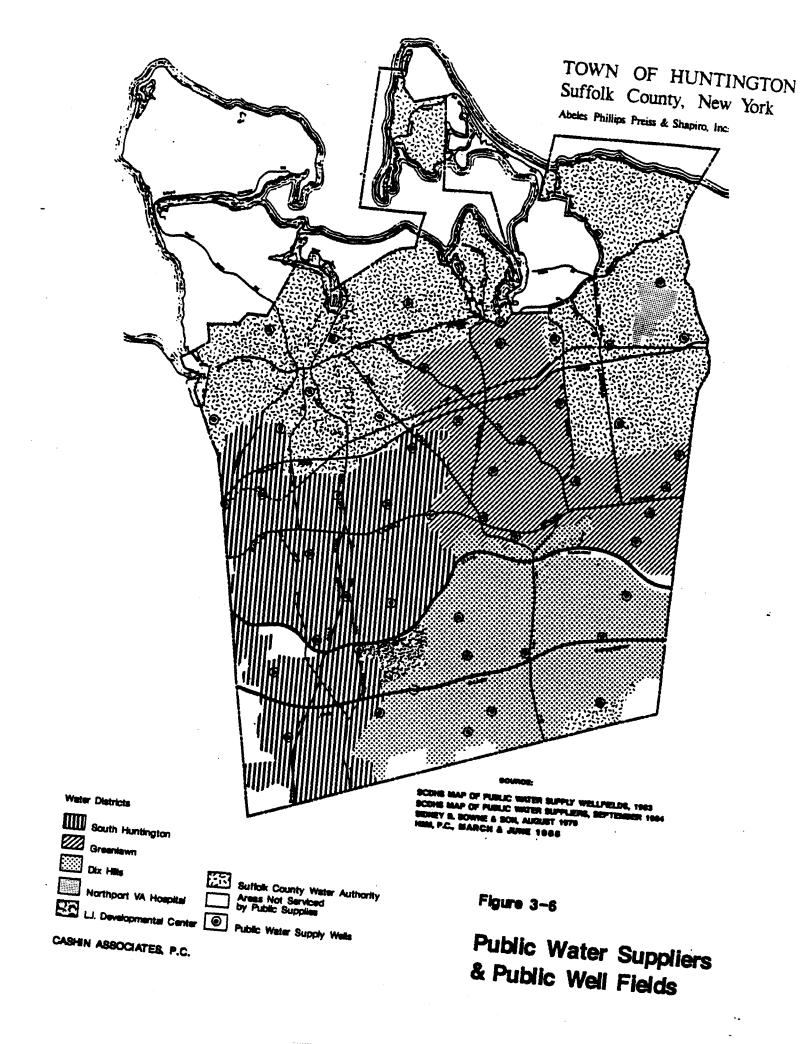
There are presently eleven sewage treatment plants (STP) and one industrial wastewater treatment plant (WTP) operating in the Town of Huntington. The locations of these plants are indicated in Figure 3-7. The following is a listing of these wastewater treatment facilities and their corresponding maximum allowable flow rates, which are set by the State Pollution Discharge and Elimination System (SPDES) permit issued for each facility by the NYSDEC.

Table 3-3

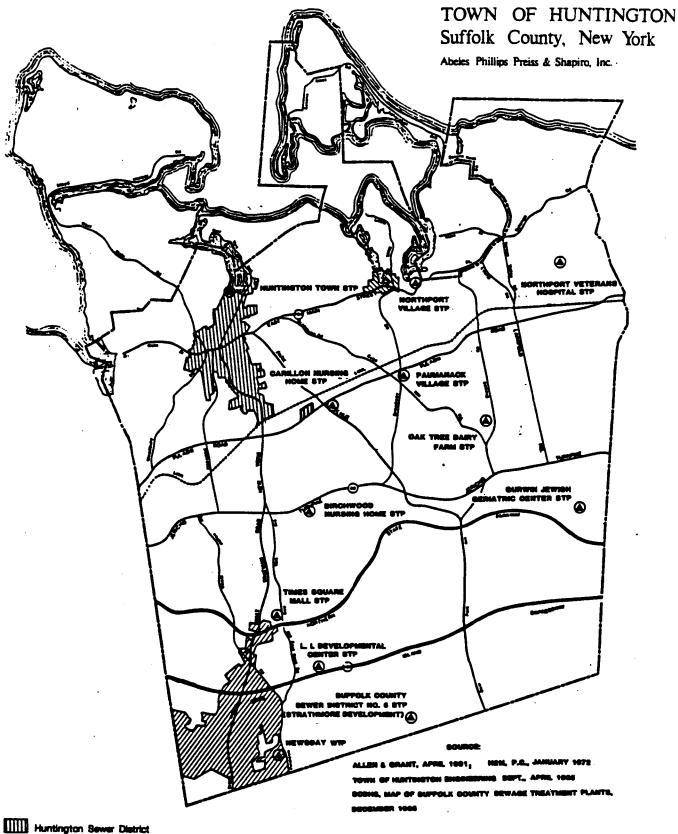
Facility SPD	ES-Permitted Flow (MGD)	Existing Average Flow (MGD)
Huntington Town STP	2.500	2.000
Northport Village STP	0.340	0.300
Northport Veterans Hospital ST	ΓP 0.350	0.247
Carillon Nursing Home STP	0.030	0.015
Paumanack Village STP	0.026	0.026
<b>Birchwood Nursing Home STP</b>	0.020	0.016
Gurwin Jewish Geriatric Center	STP 0.045	0.020
Times Square Mall STP	0.085	0.040
Long Island Developmental Cer	nter STP 0.300	0.180
Suffolk County Sewer District	No. 5 STP 0.236	0.230
Oak Tree Dairy Farm STP	0.080	0.045
Newsday WTP	0.045	0.035
updated 3/93		
MGD=Millions of Gallons per l	Day	

The majority of these plants treat wastewater generated by private, institutional, and commercial facilities. The Huntington Town STP (which services the Huntington Sewer District) and the Northport Village STP (which services the Centerport Sewer District and a portion of the Incorporated Village of Northport) represent the only municipal treatment systems which collect sewage from residents located outside of private developments. The Centerport Sewer District (CSD) consists of a collection system and two pump stations located within the Town of Huntington. All sewage from the CSD enters the Village of Northport collection system and is pumped to the Village of Northport STP. In addition to servicing the CSD, the Village of Northport STP provides treatment for a portion of the Incorporated Village of Northport. The Suffolk County Sewer District No. 5 STP services the Strathmore Development (a 700+ unit condominium development), and is not available for connection to other residential areas. According to 1988 SCDHS records, the monthly average flow rates for five of the wastewater treatment facilities exceeded the SPDES limitations at least one month out of the year. This does not necessarily imply that these facilities cannot handle larger flows. These five plants, as well as the other facilities which did not exceed the SPDES flow limits, may or may not be capable of expansion. A detailed engineering investigation of the design capacity, operation efficiency, and the influent and effluent characteristics of each facility would be required to formulate any conclusions about the ability of these existing systems to handle present or future demands. A March 1993 comparison of permitted and existing average flows indicated that all plants were operating at or below SPDES-permitted allowances.

The lack of municipal sewage treatment districts and the increase in capacity restrictions at the existing sewage treatment facilities will have an increased impact on groundwater quality within the town. Unless the town and county pursue upgrading and/or expansion of existing and possibly



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**⊗** Wastewater Treatment Plant

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Figure 3-7

**Sewer Districts & Wastewater Treatment Plants** 

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new sewage treatment facilities there may be limits to the extent and location of future development. For example, according to the SCDHS, the nitrate concentration in those areas predominantly served by upper glacial wells in the northern half of the town is steadily approaching the upper limit of 10 parts per million for drinking water, as established by the New York State Department of Health. Specific site improvements, including alternative means of wastewater treatment and disposal, are needed to protect the integrity of the town's groundwater resources.

## 3.3 Summary of Environmental Constraints

A summary of the major environmental constraints within the town, as illustrated in Figures 3-1 through 3-7, is as follows:

- Approximately 10 percent of the land area in the town is comprised of <u>steep slopes</u>. Disturbance of these areas can create adverse environmental impacts.
- The town has approximately 65 miles of coastline (including incorporated village areas) subject to tidal influence, six <u>freshwater pond systems</u>, and 66 smaller freshwater ponds that are subject to state regulation.
- Four major coastal harbors, associated estuarine areas and a <u>significant tidal wetland</u> in Fort Salonga, that are protected from incompatible land use by the State, are located in the town.
- The coastline of the town contains State-designated coastal erosion hazard areas and low-lying areas within the 100-year flood plain.
- Nine environmentally-sensitive areas that have been nominated by the town for public
  acquisition under the <u>Environmental Quality Bond Act</u> (EQBA). Additionally, there are four
  properties nominated under the <u>Suffolk County Open Space Program</u> (SCOSP) for protection
  two of these four parcels have also been designated by the County as critical environmental
  areas.
- The Town, County, and LIRPB have established a number of <u>critical environmental areas</u> (CEA) which include watershed areas for both surface water bodies and significant groundwater recharge areas as well as unique wildlife habitats.
- The Town of Huntington Open Space Index identifies major open tracts of land that possess significant environmental conditions or qualities, and/or are earmarked for preservation.
- There are eight significant coastal fish and wildlife habitats located within the town that have been designated for protection by the State. These coastal areas support a number of species listed by NYSDEC and the federal government as endangered, threatened, or of special concern
- NYSDEC has recorded one significant <u>inland wildlife habitat</u> within the town which supports a protected State-listed endangered species.

- Two special groundwater protection areas (SGPA) are located within the town which were designated by the LIRPB pursuant to Article 55 of NYS ECL, coinciding with certain deep flow hydrogeologic zones defined by the 208 Study. Development activities within these zones are subject to control measures to protect these resources.
- There are five New York State designated "superfund" sites located in the town.
- The town is serviced by four <u>public water supply systems</u> and a number of independent public supply wells.
- There is no comprehensive <u>municipal sewage collection</u>, treatment and disposal system in the
  town. There are two established <u>sewer districts</u>, eleven <u>sewage treatment plants</u>, and <u>one
  industrial wastewater treatment plant</u> operating in the town. However, the primary means of
  wastewater disposal is conventional subsurface systems (septic tanks/leaching pools). All
  wastewater disposal practices are regulated by the SCDHS and NYSDEC.

The environmental constraints mapped in Figures 3-1 through 3-7 have been compiled into a composite map (Figure 3-8). Each natural resource and environmental condition discussed in Section 3.2 has been assigned a relative rating of "minor," "moderate" or "severe" with regard to the degree of limitation that this factor places on potential development.

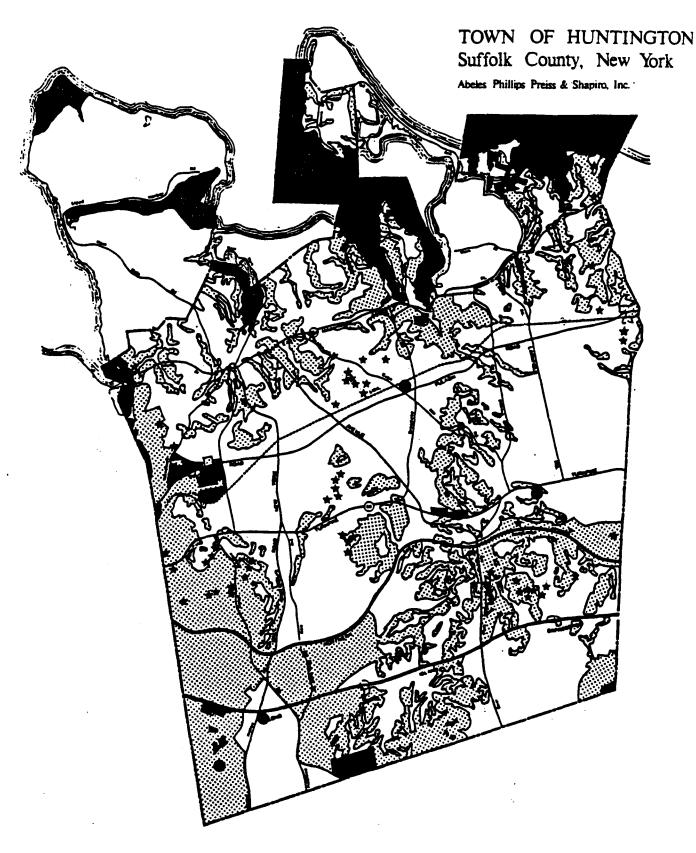
A rating of "severe" is assigned to areas that are fully or largely protected from development by existing regulations, and areas that possess conditions that render development virtually impossible, impracticable, or not feasible. Development of these areas would create unavoidable adverse impacts. The areas rated "severe" include:

- Tidal and freshwater wetlands
- 100-year flood plains
- Coastal erosion hazard areas
- Protected fish and wildlife habitats
- Inactive hazardous waste disposal sites.

In the event that EQBA and SCOSP nominated lands are publicly acquired and dedicated for land preservation/park purposes, as well as parcels similarly designated on the Town of Huntington's Open Space Index, these areas would also pose severe constraints to future development as alienation of park use requires an express act of the state legislature.

A "moderate" rating was assigned to areas where environmental regulations prohibit certain land uses, but do not entirely preclude development. Development in these areas would require moderate mitigation to overcome developmental constraints. These areas include:

- steep sloped areas in excess of 10 percent grade
- critical environmental areas
- special groundwater protection areas



\_\_\_\_ Minor

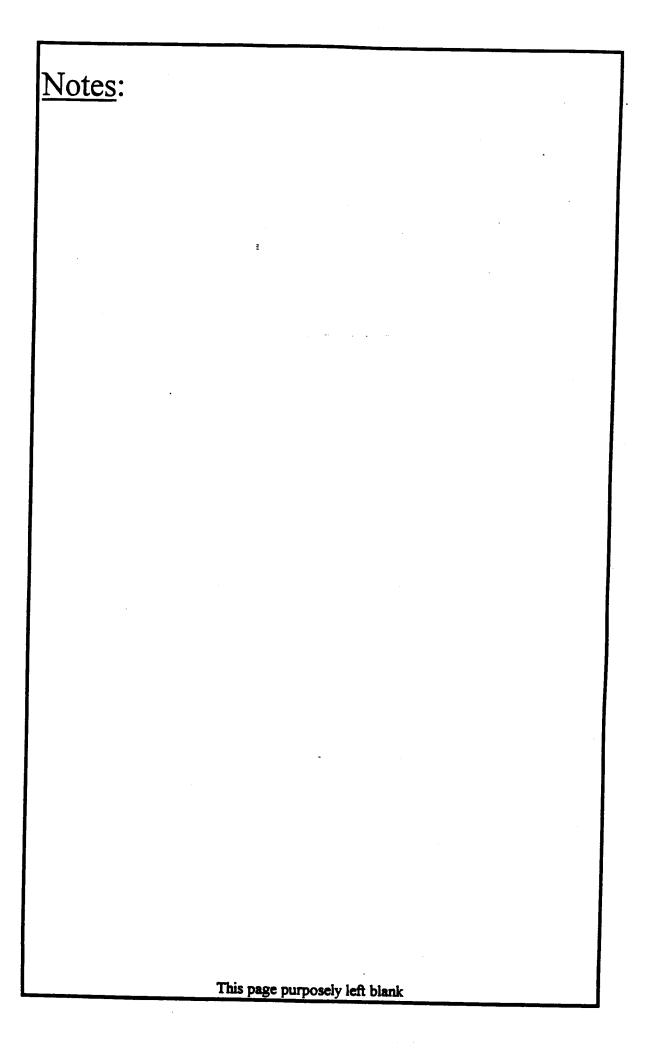
Moderate

Severe - Includes Freshwater
Wetlands (\*) & Superfund Sites (\*)

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Figure 3-8

Composite Map of Environmental Constraints



In the future, if the town institutes regulations to minimize the disturbance of lands identified as environmentally sensitive by NYNHP through the designation of CEA's, these areas would also pose moderate constraints to development.

All the remaining areas of the town not indicated as "severe" or "moderate" in Figure 3-8 have been assigned a "minor" constraint rating. Areas having minor environmental constraints could be developed with correspondingly minor mitigation of the environmental conditions. The implications that these various ratings could have in terms of future development and land use policies are speculated upon in the next section.

# 3.4 <u>Issues and Recommendations</u>

A municipality has, at any given time, a capacity to accommodate a certain level of new growth and redevelopment within limits defined by both its existing infrastructure and its natural resource constraints. As presented in this chapter, there are a number of conditions that constrain development in the Town of Huntington: the constraints imposed by natural resources, which are relatively fixed; and those imposed by infrastructure, which are more easily modified.

There are a number of general land use policies that can be implemented to manage development in areas susceptible to impact. These policies would operate concurrently with and, in some cases, in addition to existing regulations. For instance, in areas where development is feasible but where open space or wildlife habitats exist that are easily impacted by standard development practices, alternative methods such as mandatory clustering should be instituted. In areas where it is important to protect the quality of groundwater, or areas sensitive to intensive land use activities, low-density residential land uses may be more favorable compared to commercial or industrial uses.

In addition to formulating a well-defined set of land use policies which reflect the preferred approach for guiding future development (and redevelopment), several measures can be instituted to clarify and improve environmental review practices and procedures. The overall purpose of these recommendations is to make existing (and future) environmental regulations more self-policing and less subject to individual interpretation.

Presented below is a summary of the key issues that pertain to the environmental conditions outlined in this chapter. The recommendations which stem from a discussion of these issues selectively point out where additional research is required before alternative land use policies and development standards can be formulated.

#### 3.4.1 Steep Slopes

While the town has had the foresight to incorporate regulations pertaining to hillside development in its zoning code, there has been considerable debate concerning the effectiveness of the present steep slope ordinance. In particular, it has been found that the existing ordinance does not regulate the placement of proposed development lots in relation to slope conditions, whether natural or

manipulated. This is a prime example of a land use regulation whose intended purpose can be undermined to the extent that it is subject to individual interpretation. The steep slope ordinance is essentially used to determine the number of lots for subdivisions in hillside development areas (i.e., areas with a natural slope of 10% or greater). Minimum lot sizes are governed by the underlying zoning district. Aside from a lack of control on lot placement within the designated hillside development area, the ordinance does not provide protection to slopes within the R-40 and R-80 zoning districts, nor does it apply to commercial, industrial or other non-residential uses.

The Centerport/Little Neck Peninsula is considerably impacted by slopes of 10% or more. Development pressures in and around this area prompted the need to impose a moratorium<sup>1</sup> on building in order to permit certain studies to be undertaken. Several recommendations were made in the ensuing generic environmental impact statement (GEIS)<sup>2</sup> for improving the steep slope ordinance. In addition to proposing a more refined method for calculating slope conditions, the GEIS recommended that: (1) development on slopes in excess of 30% be prohibited, (2) lot sizes be adjusted in direct relationship to particular slope conditions, and (3) lot sizes smaller than that permitted by the underlying zone be allowed to encourage clustering onto flatter areas of a development parcel.

These recommendations provide a reasonable basis for reviewing and instituting changes to the steep slope ordinance. At a minimum, the steep slope ordinance should be amended to include more technical design parameters to preclude its subjective application. Consideration should be given to developing a method for regulating hillside development in the R-40 and R-80 districts, and for regulating the placement of commercial, industrial and other non-residential uses in sensitive hillside areas. There is also a need to relate the steep slope ordinance to specific soil types in order to maximize the effectiveness of proposed erosion and sediment control measures. In this regard, a Critical Erosion Hazard Area Map (prepared jointly by the USDA Soil Conservation Service and the town), can serve as the link between the steep slope ordinance and the identification of hillsides requiring specific protection measures.

# 3.4.2 Wetlands and Coastal Erosion Areas

As noted in Section 3.2 of this chapter, the majority of the freshwater wetlands within the Town of Huntington are regulated by the New York State Department of Environmental Conservation (NYSDEC). However, a relatively small number of wetlands that are less than 12.4 acres in size that will not receive similar protection by NYSDEC. Although these areas have been identified and submitted to NYSDEC by the Town of Huntington for inclusion on the Regulated Freshwater Wetlands Maps, a few wetlands were rejected because they did not meet NYSDEC's criteria.

The town, however, considers these areas important for the protection of drainage channels, stormwater collection and groundwater recharge. While there are provisions within Chapter 171 of the Town Code (Freshwater Wetlands) for regulating development which would impact streams and drainage channels, there is no comprehensive set of regulations which clarify the interrelationship between freshwater wetlands and various interconnecting surface and underground waterways. Consideration should be given to amending Chapter 171 to protect any body of surface water regardless of NYSDEC regulation. This ordinance should not only govern

the more significant year-round freshwater wetlands, but seasonal (vernal) ones as well.

As recommended in the Centerport GEIS,<sup>3</sup> the freshwater wetlands ordinance should be rewritten to provide protection to all wetland areas. Protection should not be dependent upon the previous inclusion of an area on a map, which may be subject to error, but rather upon the presence of physical characteristics which define an area as wetland. Of these characteristics, the most reliable indicator is vegetation. A revised ordinance should provide a partial list of different wetland plant associations to act as a guide in delineating a wetland. Known wetland soils may also be listed as indicators. The protection afforded these areas and associated buffers should be at least equal to that for State-protected wetlands.

The Local Waterfront Revitalization Program (LWRP)<sup>4</sup> is intended to serve as the master plan for all development affecting the town's harbors and coastal areas. Guidance should be sought from the LWRP regarding the most effective means for controlling development that would impact coastal habitats, and assisting in the protection and enhancement of water quality. Listed below are several of the more noteworthy policies and strategies that will be incorporated into the LWRP.

- Preserving and protecting tidal and freshwater wetlands and preserving the benefits derived from these areas.
- Siting buildings and other structures in the coastal area so as to minimize damage to property and the potential for endangering human lives caused by flooding and erosion.
- Guiding development in the coastal area so as to minimize damage to natural resources and property from flooding and erosion by enhancing or preserving natural protective features including beaches, dunes, barrier islands, bluffs, wetlands and tidal flats.
- Utilizing, whenever possible, non-structural measures to minimize damage to natural resources and property from flooding and erosion, including: (1) the setback of buildings and structures; (2) the installation of sand fencing on dunes and the planting of vegetation; (3) the reshaping of bluffs and the installation of drainage systems to prevent runoff and internal seepage; and (4) the flood-proofing of buildings or their elevations above the base-flood level.

### 3.4.3 Critical Environmental Areas

As outlined in Section 3.2, the State Environmental Quality Review Act (SEQRA) authorizes both state and local agencies to designate specific geographic areas as critical environmental areas (CEA). These areas have exceptional or unique characteristics that make them environmentally significant. The extent to which CEA's are regulated and protected depends in large part on whether or not certain proposed activities are defined as "Type I" actions and thus subject to an extensive review process of public hearings and documentation.

Special attention should therefore be given to mapping and designating as CEA's the more sensitive and unique wildlife habitats and plant communities located within the town, as well as areas of unique and significant historic and/or archaeological importance. Any action that is not designate as Type II, exempt or excluded in the SEQRA regulations, which would encroach upon or adversely affect such areas should be classified on the town's list as a Type I action.

# 3.4.4 Groundwater Protection

The conditions that have been described in Section 3.2 for special groundwater protection areas and for landfills and inactive hazardous waste disposal sites will be considered together in discussing the larger issue of groundwater protection. At present, a plan has been drafted by the Long Island Regional Planning Board (LIRPB) presenting standards for future use and development in or near Special Groundwater Protection Areas (SGPA). However, the NYSDEC Commissioner has not approved a plan; therefore, no definitive regulations have been promulgated.

One of the chief obstacles to planning for more effective groundwater protection is the expense involved in both documenting the necessary information regarding landfills and industrial waste sites, and in undertaking appropriate remediation measures, including land acquisition and the cleanup of hazardous waste sites. Funds have been earmarked from the Suffolk County Clean Drinking Water Protection Program for the County's ten towns to develop groundwater protection programs. As requirements concerning the use of these funds are still tentative, increased efforts should be exerted to reach an agreement with Suffolk County that would enable the town to use these funds in order to address its more pressing needs. Furthermore, there is less than adequate information available concerning the extent and location within (and immediately outside) the Town of Huntington of hazardous waste sites (other than State-designated "superfund" sites), abandoned or demolished storage tanks (either above or below ground), and abandoned sanitary landfills and industrial sites.

An ordinance establishing overlay districts for SGPA's may prove a viable tool to integrate groundwater protection techniques into local planning review. The concept is to have the SGPA's superimposed over a town's zoning map, and to prepare regulations and standards in addition to those mandated by the underlying zoning for governing development and land use activities in areas so-designated. Additional controls could be imposed on any number of practices and activities, including the use of turf controls, fertilizers, and irrigation. Standards for such aquifer overlay districts could be developed in accordance with the LIRPB SGPA Plan recommendations upon its adoption, SCDHS projections for future potable water supplies and other appropriate guidelines. At a minimum, these standards should properly relate land development to the quality and quantity of groundwater, including such factors as depth to the groundwater table and the recharge characteristics of the hydrogeologic zone, the capacity of public well fields to meet the future drinking water demands and the existing (background) levels of water quality. Consideration should be given to having residential or recreational uses as the principal permitted uses in the underlying zoning districts for all designated SGPA's.

Additional recommendations pertaining to groundwater protection include revising the Town

Code (to make it compatible with the County Sanitary Code) to mandate the removal of underground storage tanks and piping so as to eliminate the potential for in-place abandonment. Furthermore, the Town Code should be revised to require site certification (as non-hazardous) for all inactive hazardous waste sites or landfills (present or previously listed) as a condition for any rezoning or development application involving such sites.

# 3.4.5 Public Water and Sewer

In general, future development (and redevelopment) in any area identified as having a limited or insufficient capacity to provide water and sewer service should be tied into a well-coordinated program for constructing new and upgrading existing capital facilities. In particular, the provision of an adequate supply of potable water should be viewed as the most critical factor to future community expansion. Effective conservation measures are needed to avoid the imposition of severe curbs on water usage, as was required in the Dix Hills water district in the summer of 1988.

According to the Suffolk County Comprehensive Water Resources Management Plan (SCDHS, January 1987), the critical situation facing the Town of Huntington regarding future public water supplies is not the problem of extending public water mains to un-serviced areas, but the problem of maintaining high quality groundwater reserves. While sufficient groundwater reserves are available, groundwater quality is degrading to such an extent that it may not meet the required standards for future intended uses. The SCDHS study indicates that an average nitrate concentration of 7.4 parts per million (ppm) was detected in the town's test wells, which was the highest concentration detected for any town in Suffolk County. (A maximum concentration of 10 ppm of nitrate-nitrogen is the Federal and State Drinking Water standard.) The SCDHS report suggests that this elevated concentration may primarily be the result of high applications of turf fertilizers for lawn maintenance in affluent residential communities and on institutional properties. The townwide average chloride concentrations were found to be the lowest in Suffolk County. This implies that past applications of salt/sand mixtures for roadway de-icing (a potential source of high chloride loads to the groundwater) were not excessive. In addition, trace amounts of volatile organic compounds were found in test wells, but none exceeded the State and Federal Drinking Water Standards. The SCDHS report concluded that moderate-density residential areas contribute only moderate amounts of chloride and nitrogen from residential sewage.

Measures for improving and maintaining water quality should be given priority, including amending subdivision and site improvement regulations to require that certain major users of irrigation and lawn watering systems (e.g., sod farms, gold courses) use waters drawn from the upper most portions of the aquifer. These waters typically contain pollutants from pesticides and herbicides which render them unsuitable for drinking purposes, but not for commercial applications. Also, measures for limiting the extent of lawn and fertilizer-dependent vegetative areas on new developments should be incorporated into the town zoning and subdivision regulations.

The town should conduct an inventory of background water quality and update, where appropriate, prior 201 studies for the Huntington Village area and Centerport Sewer District. According to town officials, the earlier wastewater management studies were conducted in the late

1970's when public sentiment rose in opposition to large- scale sewering in the Southwest Sewer District. A comprehensive study of the sewage and industrial wastewater treatment facilities presently operating in the town should be undertaken to determine whether the existing systems can accommodate the demand associated with new development, or whether facility improvements are necessary to meet this increased demand. (This study may be similar in scope to the North-Central Brookhaven Wastewater Management Study)

The implementation of land use policies intended to correct a number of existing problems and improve the overall quality of life within the town will be successful only to the extent that reasonable regulatory standards can be met, or alternatives are developed where such standards are unnecessarily restrictive. A case in point involves the concept of having high-density, multifamily residential development, in lieu of commercial development, along some of the town's major arterials, such as Jericho Turnpike (NYS Route 25) and NYS Route 110. In theory, there is much merit to such an approach, including the potential it holds for: (1) the containment of retail sprawl; (2) the provision of greater housing opportunities in close proximity to shopping, services and public transportation, and (3) the reduction in potential traffic associated with retail and office development.

Article 6 of the Suffolk County Sanitary Code regulates the method of sewage treatment and disposal in realty subdivisions based on their location within hydrogeologic zones and whether the subdivision will be serviced within an existing sewer district. Residential projects located in Hydrogeologic Zones I, II and VIII (the entire town) which result in a density of more than two units per acre, and which lie outside the two existing sewer district boundaries, are required to develop their own community wastewater treatment plant. If the projects are located within a sewer district, they are generally required to tie into the existing municipal system. Large-lot subdivisions are still permitted to use conventional septic tank/leaching pool systems.

Thus, the implementation of an innovative planning concept involving higher density, multi-family housing on some of the town's commercial corridors will require either adherence to current SCDHS practices and standards for sewage treatment and disposal, or formulation of acceptable alternatives, including interim measures for sewage treatment and disposal. As previously indicated in Section 3.2, there are presently only two municipal sewer districts servicing the Town of Huntington. To support higher-density zoning along commercial corridors, the capacity of the existing sewage treatment facilities may require upgrading to accept the increased flows. The development of new community sewerage systems or wastewater treatment plants may also be required to process discharges. Ultimately, the time frame for developing the necessary infrastructure will depend on the financial resources available, and the cautious review of large projects with independent treatment systems.

### 3.5 Summary of Environmental Regulations and Standards

Development within the Town of Huntington is controlled by a number of State, County and town regulations and standards predicated on the protection and enhancement of existing environmental conditions and natural resources. Many of the regulations have been specifically implemented to protect those resources that are highly susceptible to the impacts of development, and to control

development in areas where excessive adverse impacts would be unavoidable. The major regulations that affect development within the Town of Huntington are summarized as follows.

# 3.5.1 New York State

New York State has enacted a substantial number of environmental regulations concerning groundwater resource management, wetlands and watershed protection, and environmental review. The New York State Department of Environmental Conservation (NYSDEC) is responsible for administering the majority of these programs under State law. A summary of pertinent sections of the State Environmental Conservation Law (ECL) follows:

### ECL Article 8 - State Environmental Quality Review Act

The intent of the 1975 State Environmental Quality Review Act (SEQRA) legislation is to ensure that protection and enhancement of the environment is given appropriate weight with social and economic considerations in public policy decisions. Article 8 includes the following provisions (SCDHS, January 1987):

- Mandates that an environmental impact statement be prepared for any action that may have a significant effect on the environment before an agency approves, funds, or undertakes that action.
- Provides a brief summary of information that should be included in an environmental impact statement.
- Stipulates that environmental review be initiated as early as possible in the formulation of a proposed action.
- Defines "lead agency" and calls for coordination of review among agencies.
- Enables the lead agency to impose conditions to a proposed action to mitigate environment impacts to the greatest extent practicable.
- Directs NYSDEC to develop rules and regulations for carrying out SEQRA provisions, including criteria for determining whether or not a proposed action may have a significant effect on the environment.

### ECL Article 13 - Marine and Coastal Resources

• Regulates the permitting, harvesting, and shipping of shellfish.

### ECL Article 17 - Water Pollution Control Regulations

• Title 3 "Jurisdiction of the Department," directs NYSDEC to develop

- a classification system for state waters in accordance with considerations for best usage, and requires the preparation of standards of quality and purity for each classification. It also gives NYSDEC administrative jurisdiction to abate and prevent water pollution, and the authority to issue and revoke permits. NYSDEC is directed to conduct comprehensive studies of water pollution control, and is given the authority to issue standards for testing waste discharges, and to enforce regulations.
- Title 5 "Prohibitions," provides a general prohibition on water pollution in the contravention of standards adopted by NYSDEC as authorized by Article 17. It includes restrictions on the discharge of sewage, industrial effluent, and other wastes.
- Title 7 "Permits," empowers NYSDEC to issue permits for new discharges of wastes.
- Title 8 "State Pollutant Discharge Elimination System" (SPDES), institutes a permit system which is designed to cover all liquid discharges greater than 1,000 gallons per day. In Suffolk County, the Suffolk County Department of Health Services (SCDHS) oversees this permitting process where projected wastewater flows exceed 1,000gallons per day.
- Title 15 "Realty Subdivisions: Sewage Service," defines subdivisions as a division of a tract of land into five or more parcels. It empowers any city or county health department to adopt regulations for the control of sewage facilities, and requires subdivision developers to submit plans indicating adequate facilities for the collection, treatment, and disposal of sewage. It also calls for coordination between NYSDEC and the New York State Department of Health (Public Health Law Article 11, Title II) for realty subdivisions.
- Title 17 "Discharge of Sewage into Waters," outlines NYSDEC's
  powers to prohibit or order the discontinuance of discharges. It also
  provides some details on permit requirements, and empowers local
  health departments to make inspections.

# ECL Article 24 - Freshwater Wetlands Regulations

Article 24 was enacted on September 1, 1975 to preserve, protect and conserve freshwater wetlands and the benefits derived from them. This article includes the following provisions (Rawinski, Malecki and Mudrak, February 1979):

• Empowers NYSDEC to regulate the development and use of wetlands

which are 12.4 acres or greater in size, and wetlands smaller than 12.4 acres which are deemed by NYSDEC to be of unusual local importance. The regulated area extends to 100 feet beyond the designated wetland boundary.

- Regulated activities include dredging, draining, filling, and potential polluting activities.
- Directs NYSDEC to inventory freshwater wetlands.
- Mandates NYSDEC to issue permits for any use or alteration of regulated freshwater wetlands.
- Defines those activities which are exempt from permit requirements, such as all agricultural activities which do not involve the filling of wetlands.

# ECL Article 25 - Tidal Wetlands Regulations

The Tidal Wetlands regulations went into effect in August of 1977. The intent of this article is to ensure that the uses of tidal wetlands and adjacent areas are compatible with the preservation, protection and enhancement of these lands. Article 25 includes the following provisions:

- Defines a spectrum of land use activities from compatible to incompatible with the intent of this article.
- Details set-back requirements and minimum lot sizes for buildings and appurtenances.
- Mandates NYSDEC to issue permits for any use or alteration of tidal wetlands.
- Directs NYSDEC to establish a public hearing forum.
- Directs NYSDEC to inventory tidal wetlands.
- Empowers NYSDEC with enforcement capability.

# ECL Article 27 - Collection, Treatment and Disposal of Refuse and Other Solid Waste

The intent of Article 27 is to protect the primary drinking water source on Long Island, namely the sole source aquifer. Article 27 contains the following provisions:

• No new landfill may be constructed, and no existing landfill may be

expanded which is located in a deep flow recharge area. Approval may be granted for limited expansion to provide capacity for ash disposal prior to the implementation of a resource recovery system. This approval is predicated on the fact that the resource recovery system will be operational no later than June of 1990.

- After June of 1983, in areas located in Nassau or Suffolk Counties that are
  outside deep flow recharge areas, no new landfill may be constructed and
  no existing landfill may be expanded; and by June of 1990, no existing
  landfill may continue to operate unless:
  - 1) a determination has been made that the landfill will not pose a threat to groundwater;
  - 2) the landfill is underlain by two or more natural and/or synthetic liners, each with provisions for leachate collection, treatment and disposal;
  - 3) the landfill is designed and operated to minimize the migration of methane gas;
  - 4) the landfill is prohibited from accepting industrial, commercial or institutional solid or liquid waste that is hazardous;
  - 5) the landfill is not located in a freshwater wetland, tidal wetland or floodplain:
  - 6) the landfill accepts only material generated by resource recovery, incineration or composting; and
  - 7) the owner or operator of the landfill will post a performance bond or other form of financial security to guarantee that in the event of groundwater or surface water pollution, sufficient funds will be available for clean up.

# ECL Article 34 - Coastal Erosion Management Regulations

The intent of Article 34 is to minimize the destruction of natural shoreline features and manmade structures due to coastal erosion. Article 34 contains the following provisions:

- Mandates NYSDEC to establish designated coastal erosion hazard areas in conjunction with local shorefront communities.
- Empowers NYSDEC to regulate land use, development and other activities in these coastal erosion hazard areas, unless an agreement is made to transfer this responsibility to the local government.

- Restricts public investment in services, facilities, or activities which are likely to encourage new permanent development in erosion hazard areas.
- Restricts the construction and placement of coastal protection structures to situations where they are necessary to protect human life, where they enhance natural protective features, and where public benefits clearly outweigh public expenditures.

# ECL Article 52 - Title 7 - Environmental Quality Bond Act

The Environmental Quality Bond Act of 1986 (EQBA) appropriated \$250 million for public land acquisitions to ensure the long-term preservation, enhancement, restoration and improvement of environmentally sensitive lands within New York State. These areas may include:

- groundwater aquifer recharge areas
- areas of exceptional scenic beauty or forested character
- open space
- pine barrens
- public access areas
- trailways
- areas of unique character
- wetlands and wildlife habitats

These public lands may be preserved in their natural state or managed for passive recreational use.

## ECL Article 55 - Sole Source Aquifer Protection

On February 25, 1987, the New York State Legislature amended the Environmental Conservation Law in relation to groundwater watershed protection plans by establishing Article 55. The purpose of ECL Article 55 is to:

- establish procedures for the designation of special groundwater protection areas within designated sole source aquifer areas contained within counties having a population of one million or more;
- acknowledge the variations in hydrogeology, water quality, and land uses within designated areas, and the existence of certain areas that are important in maintaining water quality in designated sole source aquifer area;
- assure that such vital areas within designated sole source aquifer areas are
  protected and managed in such a way as to maintain or improve existing
  water quality;

- establish procedures for the development and implementation of a sitespecific comprehensive management plan for each designated special groundwater protection area;
- initiate the implementation of a portion of the state groundwater management program using the Long Island sole source aquifer region as a model for future state-wide application; and
- establish guidelines for federal-state cooperation in the planning, funding and implementation of special groundwater protection area plans.

Under ECL Article 55, nine special groundwater protection areas (SGPA) were identified on Long Island, including the West Hills/Melville SGPA and the Oak Brush Plains SGPA (Figure 3-5). Furthermore, Article 55 designated the Long Island Regional Planning Board as the planning entity for the nine SPGA's and authorized this agency to carry out the planning work for these areas as specified in the Article.

# ECL Article 71 - Enforcement (pursuant to Article 13)

• Defines penalties and fines relating to Article 13 (shellfish).

# Environmental Conservation Law Section 11-0535 Endangered and Threatened Species

Various species of animals that have been classified as endangered or threatened with extinction in New York State are protected under ECL Section 11-0535. The State has compiled a list of these species, and has identified local habitats critical for their existence. The State regulation is based on Federal law established to protect species threatened with extinction (Endangered Species Act of 1973, Public Law 92-205). Documented habitats for State and Federal listed endangered and threatened species are protected under the laws and represent constraints to potential development.

#### 3.5.2 Suffolk County

The following is a summary of study findings set forth by the Long Island Regional Planning Board, and the codes and regulations enforced by various Suffolk County agencies:

### The 208 Study

The U.S. Environmental Protection Agency (USEPA) provided Federal grants to states and regional agencies to develop long-range water quality plans under Section 208 of the Clean Water Act. With these funds, the Long Island Regional Planning Board (LIRPB) developed the Long Island Comprehensive Waste Treatment Management Plan. This document, also known as the 208 Study, was completed in July of 1978. A significant aspect of this study was the introduction of the

concept of hydrogeologic (groundwater recharge) zones.

Two general types of zones were distinguished: the deep flow recharge zones (I, II, III) and the shallow flow/discharge zones (IV through VII). The individual zones were segregated based upon their existing groundwater quality, the primary aquifers they recharged, and their receiving waters. The 208 Study translated the hydrogeologic zone concept into groundwater management practices through recommended structural and non-structural controls. These recommendations covered the following (NYSDEC, June 1986):

- sewering
- municipal water treatment/recharge
- land use control/development densities
- landfill location and upgrading
- fertilizer use
- stormwater runoff control
- prohibition of chemical cleaners in septic tank/leaching pool systems
- regulation of industrial waste disposal, product storage and transportation of residuals
- management of groundwater pumpage

### The NURP Study

Based upon the findings of various 208 studies, the USEPA concluded that additional studies were required to define the effects of non-point sources of pollution. By December of 1982, the LIRPB completed The Long Island Segment of the Nationwide Urban Runoff Program, otherwise known as the NURP Study. This study identified the major pollutants in stormwater runoff and quantified the effectiveness of conventional stormwater disposal systems on reducing the pollutant loads to receiving waters. The recommendations of this study include:

- continued use of groundwater recharge basins
- prevention of illegal discharges to drainage systems or recharge basins
- prohibition of direct discharges of stormwater to open water bodies
- enactment of legislation to protect stream corridors of both running and dry streambeds

control of waterfowl feeding and encouragement of local pet waste clean-up programs

# Suffolk County Open Space Program

In 1986, the Suffolk County Legislative appropriated \$60 million for the acquisition of open lands with the intention of preserving Suffolk County's drinking water supply, wetlands and woodlands. These public lands will be placed in the County Nature Preserve trust to remain forever wild. These areas will be preserved in an unaltered natural state or maintained for passive recreational use.

# Suffolk County Sanitary Code

The Suffolk County Department of Health Services (SCDHS) regulates water pollution, waste disposal and water supply management through various Suffolk County Sanitary Codes and Standards. The four most relevant articles are summarized as follows:

### Article 4: Water Supply

This article protects potable water supplies from actual or potential sources of contamination. Any new installation or modification to an existing water supply system requires a permit from the SCDHS. The plans must meet the design standards of the SCDHS, and approvals must be received both prior to the construction, and prior to the operation of the water supply system.

# Article 6: Realty Subdivisions, Developments and Other Construction Projects

This article sets forth the requirements for sewage collection and treatment facilities, and water supply facilities for subdivisions and other developments. The requirements vary based upon the type of development proposed, the hydrogeologic zone in which the project is located, and proposed lot size.

Article 6 stipulates that conventional septic tank/leaching pool systems may be approved for construction in residential developments not presently serviced by municipal sewerage systems, and where lot sizes are no smaller than 40,000 square feet in hydrogeologic zones III, V, and VI, or no smaller than 20,000 square feet in other hydrogeologic zones. Any other combination of land use, type of discharge, and location will require a more complex and integrated method of sewage collection, treatment and disposal.

### Article 7: Water Pollution Control

This article provides additional protection to deep recharge areas and water supply sensitive areas by minimizing the potential for spills and regulating discharges of certain toxic and hazardous materials (SCDHS, January 1987). Discharges of sewage, industrial wastes, and

toxic or hazardous materials are prohibited except in strict accordance with the State Pollution Discharge Elimination System (SPDES) Permit issued for the facility and approved by SCDHS. Article 7 also prohibits co-mingling of wastes and stormwater discharges and stipulates the requirements for monitoring and reporting, connection to public sewer systems, and abandonment of sanitary disposal systems.

# Article 12: Toxic and Hazardous Materials Storage and Handling Controls

This article specifies the storage and handling requirements for toxic and hazardous materials. Standards are provided for the design of underground storage facilities, and for the development of time schedules for testing tanks to insure facility compliance.

# 3.5.3 Town of Huntington

Land development patterns within the Town of Huntington have been primarily controlled by two documents – the Town Zoning Ordinance and the Comprehensive Plan. The Zoning Ordinance (Chapter 198 of the Town Code) controls lot size, the percentage of lot occupancy, the size of buildings, and other land use activities through the use of height, area and bulk regulations and other design standards. The Zoning Ordinance, in conjunction with the Town Planning Board Subdivision and Site Plan regulations, sets forth provisions for controlling development in areas with specific environmental constraints. The zoning ordinance also outlines general regulations for the management of floodplains, the conservation, protection and perpetuation of historic and cultural resources, and for controlling development in steep sloped areas.

Furthermore, the town has developed an Erosion and Sediment Control Handbook which contains specific stabilization measures that developers may be required to implement as a stipulation of SEQRA approval. Development activities are further regulated through the town's enforcement of the building codes.

The Huntington Town Codes contain a number of laws which promote environmental protection. These include the following:

Chapter 137 – Marine Conservation Law – This ordinance provides regulation of construction, reconstruction, depositing, or dredging to ensure the protection and proper maintenance of the Town's watercourses, tidal wetlands, watersheds and coastal shorelines. With the exception of emergency maintenance work, any activity which may potentially impact these areas requires a town permit and liability bond.

- Chapter 166 Shellfish Ordinance the town regulates the type of shellfish harvested, the size, the daily intake, and the sale of shellfish from town underwater property through a permit and fee schedule system. Shellfish harvesting is allowable only in NYSDEC designated certified and conditionally certified waters.
- Chapter 171 Streams, Watercourses and Wetlands Code the Town Board

controls all activities within, and adjacent to freshwater wetlands and watercourses through a town permit system. Any alteration of these areas through such activities as dredging, filling or realignment, without prior town approval, is an offense subject to a fine or imprisonment.

 Chapter 186 – Tree Ordinance – this ordinance stipulates that no more than 10 percent of the trees on any parcel of real property may be removed, destroyed or altered without an approved landscape plan and permit issued by the Town of Huntington Department of Environmental Protection. There is consensus among the Departments of Environmental Control, Planning, and Engineering, Building and Housing that the Tree Ordinance should be amended for enhanced interpretation and enforcement.

# Town of Huntington Open Space Index

Recognizing the value of giving open space preservation greater visibility and weight in land use decisions, New York State created enabling legislation for the appointment of Conservation Advisory Councils composed on interested citizens. In the legislation, these councils were provided with an opportunity to assist their town officials in decisions affecting the development of open space. The elements of such actions are as follows:

- The Conservation Advisory Council makes a list and a map of open areas to be earmarked for preservation or other special conservation treatment.
- The Council submits for Town Board approval the list and map along with a descriptive report which indicates its priorities, stating which areas most urgently require attention.
- Approval by the Town Board qualifies the list and map together as "the Open Space Index" for the town. Authorization by the Town Board gives the Conservation Advisory Council the official role of an open space review board, called the Conservation Board.
- All applications to agencies of the town which affect properties on the Open Space Index are subject to review by the Conservation Board for recommendations.

The enabling legislation is broad in its definition of potential areas which may appear on the index:

"...any area characterized by natural scenic beauty or whose existing openness, natural condition or present state of use, if preserved, would enhance the present or potential value of abutting or surrounding development or would establish a desirable pattern of development or would offer substantial conformance with the planning objectives of the municipality or would maintain or enhance the conservation of natural (historical) or scenic resources."

The properties on the list may be public property or private property and may be, but are not limited to, open areas to be set aside out of subdivision plats, publicly owned lands, and areas owned by non-public organizations.

The areas recommended for Huntington's Open Space Index are characterized by ponds, woods, wetlands, farms, open fields, steep slopes with erodible soils, and other significant qualities. Huntington's Index is composed of privately held lands because these lands are the predominant targets of future open space action. When the community is fully developed, a feeling of openness will exist only to the extent that today's parks and privately held undeveloped lands are wisely preserved, enhanced, or developed.

The index is a "living" document, as new properties can be added and as properties already on the list change. Thus, an open space index is a continuing reference tool which officially identifies open areas acknowledged as worthy of special review when decisions are being made which affect them.

#### FOOTNOTES SECTION 3

1"Huntington Comprehinsive Planning Law of 1987" (Local Law #2-1987)

2

"Centerport/Little Neck Peninsula Generic Environmental Impact Statement" (Quepco In., Dec. 1987

3

Centerport GEIS p.VI-7

4

LWRP presently under review by Town of Huntington.

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# Town of Huntington Planning Board

# Comprehensive Plan Update

Housing Section Four

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#### 4. HOUSING

### 4.1 Introduction

The character of the Town of Huntington has long been that of a residential community, primarily shaped by large-scale development of single-family detached housing to accommodate the influx of relatively large households during the two decades following the Second World War. The density gradient that resulted from such development was dictated by (and, even now, fairly well reflects) a variety of factors, including (1) land use conditions, (2) environmental constraints, (3) availability of infrastructure, and, especially, (4) regional and local accessibility. Thus, the 1965 Comprehensive Plan quite reasonably based its recommendations concerning future residential land use on the established pattern of development that had emerged by that time.

For the past twenty-five years, although population growth has been relatively stable, subtle demographic changes have occurred which have fostered incremental changes in residential land use and today require that there be some departure from this overwhelmingly single-family development pattern. A maturing population, coupled with a trend toward smaller households, has given rise to a demand for smaller units and rental housing. Reflective of regional trends, significant increases in the number of local employment opportunities without concomitant increases in the supply of local housing have contributed to a "tight" housing market and a lack of affordable housing. Moreover, a paucity of vacant land has prompted development on sites that pose environmental and/or infrastructure problems.

All of these factors are requiring that greater attention be given to the range of housing opportunities (as reflected by unit designs, site arrangements, tenure options and greater affordability) presently available to the town's residents and workers, including cluster, townhouse and multi-family development, with provision for affordability options among all housing types. Given the prevailing context of single-family residential development in well-established neighborhoods, it is important that new residential development be encouraged within a policy framework that will also conserve residential investment in the existing housing stock.

The analyses contained within this chapter include a review of the existing pattern of residential development (Section 4.2); a comparison of this pattern with the 1965 Comprehensive Plan (Section 4.3); a description of the current supply and demand for housing within the town and its changing character (Section 4.4); and a discussion of the issues associated with future housing development, along with a number of recommendations to promote the development of housing which will be responsive to the town's present and future housing needs (Section 4.5).

#### 4.2 Existing Pattern of Development

Most of the land area in Huntington is committed to residential development, with nearly 90 percent of the town zoned for residential uses. As residential densities and land uses closely correspond to zoning, a generalized pattern of residential land use was derived from the current zoning map (see Figure 4-1). The principal residential zoning districts permit densities ranging from a low of 0.5 units per acre (R-80 zone, two acre minimum lot area) to a high of 6 units per

#### Housing

acre (R-5 zone, 5,000 square foot minimum lot area). In addition, there are two multi-family residential zoning districts (the R-3M Garden Apartment District and the R-RM Retirement Community District) which permit densities approaching 14.5 units per acre.

The lower-density zones (i.e., R-80, R-40, R-20 and R-15) are located in and around the town's coastal areas, as well as the town's southern and east central regions. More specifically, the lowest density development is found in the R-80 zones, which require a minimum lot area of two acres, permitting densities of no more than 0.5 units per acre. Land in the R-80 zone accounts for slightly over 10% of the town's 45,000+ acres of residentially-zoned land. The major concentrations of R-80 zoned land are located in the communities of West Hills, Cold Spring Harbor, Eaton's Neck, and Centerport and the area in and around the Northport Veterans Administration Hospital (see Figure 4-2, and Figure 4-2a for Census Designated Place [community] locations as defined by the 1980 and 1990 U.S. Census).

The R-40 zone dominates the residential development pattern, accounting for over 50% of all residentially-zoned land. The minimum lot area requirement permits densities of no more than one unit per acre. The major concentrations of R-40 zoned land are found in the communities of Melville, Dix Hills, Elwood, Greenlawn, Centerport, Fort Salonga, and Huntington.

The R-20 and R-15 zones account for 13% and 1% of the town's residentially-zoned land, respectively. These zones have minimum lot area requirements of 20,000 and 15,000 square feet, respectively, permitting intermediate-level densities ranging from two to three units per acre. Major concentrations of land in the R-20 and R-15 zones can be found in and around the communities of East Northport, Commack, Elwood, Huntington Village and Huntington Station.

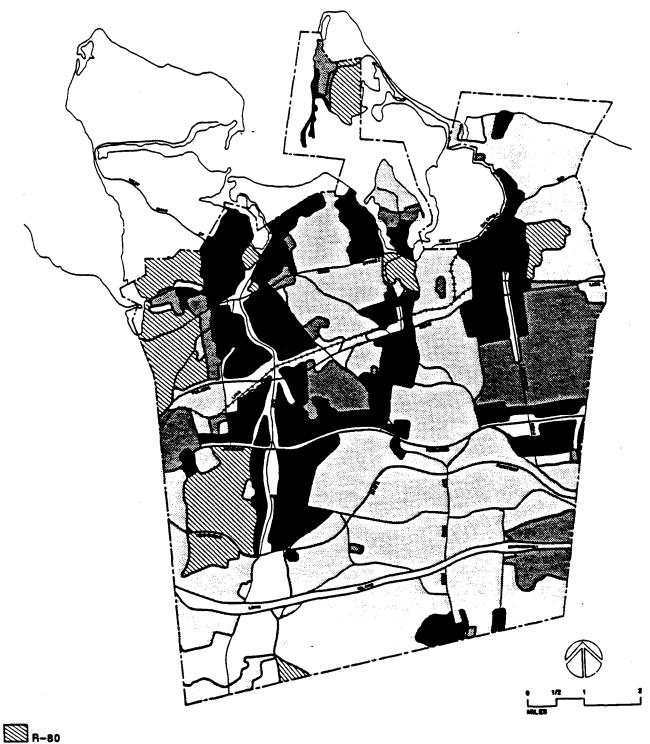
There are three higher-density zones, R-10, R-7 and R-5, which respectively account for 6%, 9% and 10% of the town's residentially zoned land (permitting development densities ranging from four to six units per acre). The R-10 zone has a minimum lot area requirement of 10,000 square feet; the R-7 zone has a minimum lot area requirement of 7,500 square feet; and the R-5 zone has a minimum lot area requirement of 5,000 square feet.

These higher-density zones are generally located in and around the older population centers that originally formed near the harbors and railroads, such as Huntington Village, Huntington Station, Greenlawn, and East Northport. Several additional bands of high-density development can be identified, including along Route 110 from the Northern State Parkway to Huntington Harbor, Larkfield Road from Jericho Turnpike to the East Northport area, the Greenlawn-Broadway corridor between Jericho Turnpike and Greenlawn, and the East Neck area adjoining Centerport Harbor.

The R-3M zone and the R-RM zone are multiple-family zones which generally apply to specialized types of housing and, as such, are located in only a few areas in the town. The R-3M Garden Apartment District is presently in several locations in and near the Huntington Station area, East Northport and Melville. (For more detail on the history of the R-3M zoning ordinance see the Final Generic Environmental Impact Statement prepared for the Update of the Comprehensive Plan, adopted March 10, 1993 by the Huntington Town Planning Board as well as

# TOWN OF HUNTINGTON Suffolk County, New York

Abeles Phillips Preiss & Shapiro, Inc.



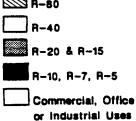
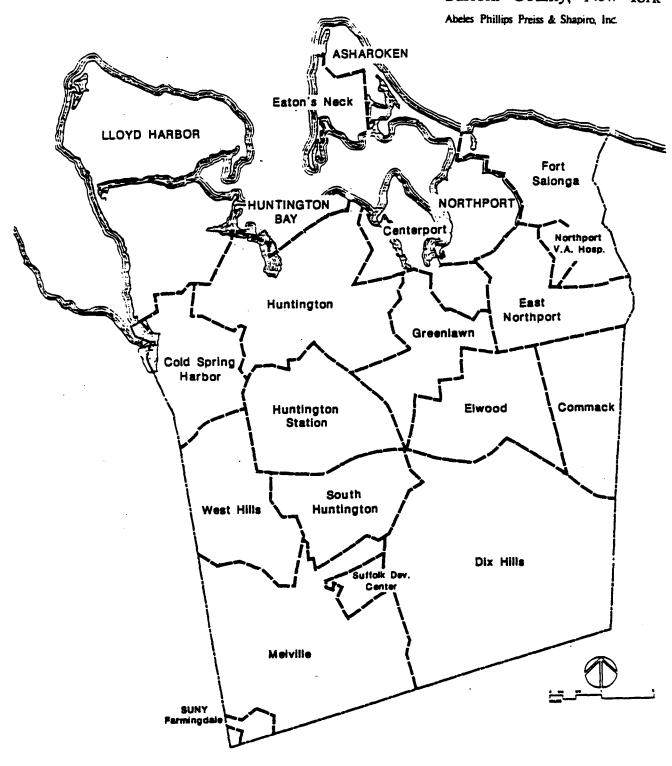


Figure 4-1

Generalized Pattern of Residential Land Use

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# TOWN OF HUNTINGTON Suffolk County, New York

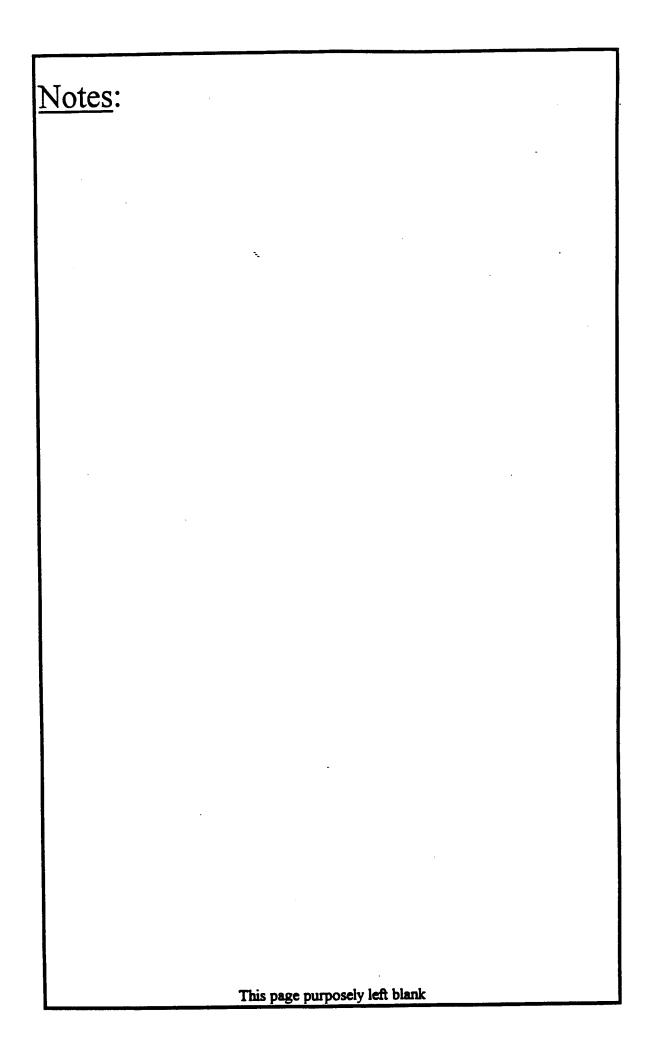


NORTHPORT Incorporated Village

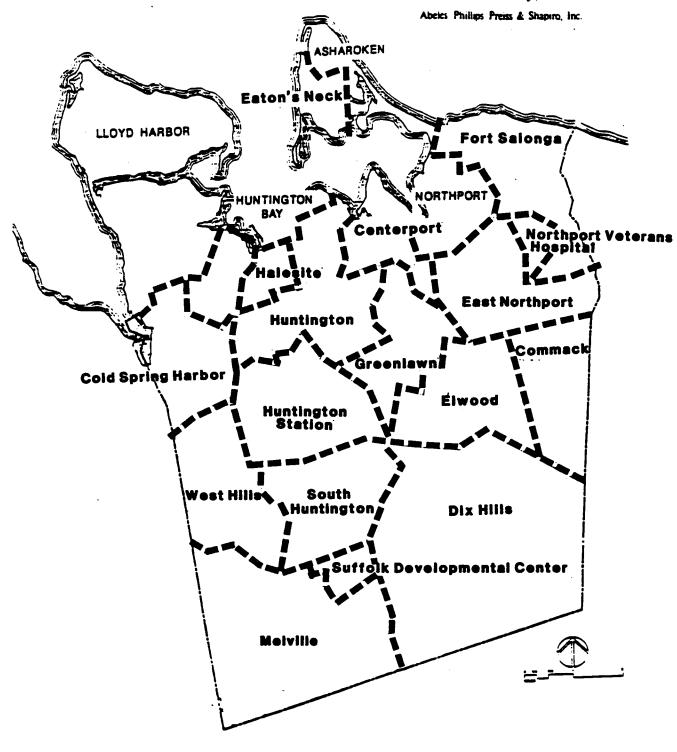
Dix Hills Census Designated Place

Figure 4-2

Community Locations



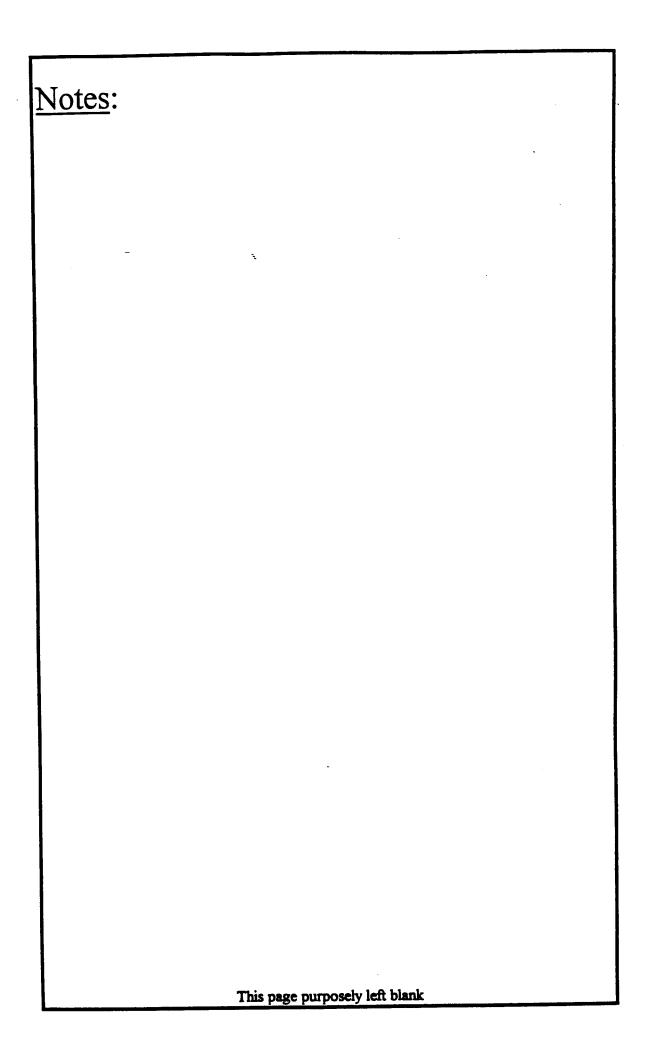
TOWN OF HUNTINGTON Suffolk County, New York



NORTHPORT incorporated Village

Dix Hills Census Designated Place

Figure 4-2a



#### Housing

the decision of the Federal Court in the Huntington v. Huntington Branch NAACP, 844 F.2nd 926, rev. denied, 109 S.Ct.276.)

The Comprehensive Plan Update addresses the fact that this multi-family zone is available for use throughout the unincorporated town. As written in the Zoning Ordinance of the town of Huntington, there are no restrictions in the R-3M zoning district concerning the affordability of dwellings in that class. This point is emphasized in the FGEIS for the Comprehensive Plan Update and the desirability of the R-3M multi-family zoning district to provide a public benefit if espoused. The R-RM Retirement Community District has been applied to two development projects, Paumanack Village in Greenlawn and the former Larkfield Elementary School in East Northport.

# 4.3 Comparison With 1965 Comprehensive Plan

The town experienced its most rapid population growth between 1950 and 1970. By the time the 1965 Comprehensive Plan was prepared, the pattern of residential development was already largely established.

The 1965 Plan classified residential development as falling within one of four categories: open density, low density, medium density and high density. The specific densities (as measured by dwelling units per acre) for these classifications were: open density 0.50, low density 1.00, medium density 2.18, and high density 5.45.<sup>2</sup> The open density category established a minimum lot area requirement of two acres of land, which may actually be developed or developable, but would remain "open" relative to other residential districts, and this corresponds to the present R-80 zoning district. Low-density development corresponds to R-40 zoning; medium-density development corresponds to R-10, R-7, and R-5 zoning.

In the last twenty-five years, housing development has generally been in accordance with the guidelines set down by the 1965 Plan. Lower-density subdivisions continued to be developed in the southern parts of the town, with much growth taking place in the Dix Hills and Melville areas. Higher-density development has generally occurred in and around the established population centers (e.g., Huntington, Huntington Station, East Northport) and along transportation corridors in the form of infill units and small subdivisions.

The background report to the 1965 Plan on land use and zoning<sup>3</sup> estimated that 29,100 additional housing units would be built within the town by 1980, resulting in over 65,400 dwellings. As reported by the 1980 Census, the actual number of units was 61,585.<sup>4</sup> It was further estimated that a maximum of 10% (2,910) of the units built from 1965 to 1980 would be in multi-family structures (assumed to be buildings with 3 or more units), resulting in over 4,100 units, or 6% of the projected total. Though the actual number of units in 3+ family structures within the unincorporated town in 1980 (3,403) was less than had been estimated, multi-family dwelling units still accounted for 6% of the total number of housing units in the unincorporated town<sup>5</sup>(Table 4-1)

TABLE 4-1

			Units Pe	Units Per Structure Type								
Community(2)	1	%	2	%	3-9	%	10+	%	Total			
Centerport	2,130	94%	90	4%	37	2%	•	-	2,257			
Cold Spring Harbor		89%	125	7%	37	3%	23	1%	1,727			
Commack	3,516	94%	58	3%	28	1%	333	2%	3,625			
Dix Hills	6,812	97%	140	1%	54	1%	24	1%	7,030			
East Northport	5,477	89%	373	6%	223	4%	75	1%	6,148			
Eaton's Neck	682	95%	37	5%	-		-	-	719			
Elwood	3,111	95%	96	3%	43	1%	36	1%	3,286			
Fort Salonga	1,685	95%	54	3%	14	1%	23	1%	1,776			
Greenlawn	3,711	89%	211	5%	133	3%	118	3%	4,173			
Huntington	6,245	80%	586	8%	703	9%	213	3%	7,747			
Huntington Station	7,425	77%	1,213	13%	692	7%	322	3%	9,652			
Melville	2,037	89%	88	4%	89	4%	74	3%	2,288			
South Huntington	4,043	88%	476	10%	<i>77</i>	2%	-	•	4,596			
West Hills	1.794	94%	70	4%	32	2%	_ <u>-</u>		1.896			
TOTAL	50,210	88%	3,617	6%	2,162	4%	1,241	2%	56,930			

The rationale for providing multi-family housing within the town was set forth in the "Land Use and Zoning" report to the 1965 Plan. This report indicated that a greater amount of higher-density housing would serve the following purposes: (1) development under increased densities would make the provision of municipal services more efficient, (2) increased densities in areas of population concentrations would limit the impact of development on open space areas, and (3) the provision of adequate high-density housing would serve to minimize any attempts to create illegal rental units in single-family homes. The concept of higher-density, multi-family housing initially discussed twenty-five years ago has relevance in terms of a number of issues presently of concern to the town. These issues are discussed in greater detail in the final section of this chapter.

# 4.4 Market Analysis

#### **4.4.1** Supply

According to the 1980 Census, the total number of housing units in the unincorporated town in 1980 amounted to 56,9306, of which 50,210 (88%) were in single-family structures (both detached and attached), 3,617 (6%) were in two-family structures, and 3,403 (6%) were in multifamily structures comprised of three (3) or more units (see Table 4-1). The 1980 Census also indicated that of the 55,709 occupied housing units within the unincorporated area of the town at that time, 47,732 units (86%) were owner-occupied and the remaining 7,977 (14%) were renteroccupied (see Table 4-2).

**TABLE 4-2** 

Community(2)	Total H.U.	% Town Total	Occupied Units	Owner Occupied As % of Community Total	NMUNITY, 198 Renter Occupied as % of Community Total	Renter Occupied as % of Town Total
Centerport	2,288	4%	2,199	86%	14%	4%
Cold Spring Harbor	1.744	3%	1,708	86%	14%	3%
Commack	3,649	6%	3,611	96%	4%	2%
Dix Hills	7,045	12%	6,985	96%	4%	4%
East Northport	6,153	11%	6,040	85%	15%	10%
Eaton's Neck	535	1%	474	89%	11%	1%
Elwood	3,292	6%	3,248	93%	7%	3%
Fort Salonga	1,838	3%	1,742	88%	12%	3%
Greenlawn	4,181	7%	4,096	85%	15%	8%
Huntington	7,739	14%	7,532	78%	22%	20%
Huntington Station	9,663	17%	9,403	74%	26%	30%
Melville	2,295	4%	2,264	89%	11%	3%
South Huntington	4,607	8%	4,535	89%	11%	7%
West Hills	1,901	4%	1.872	93%	7%	2%
TOTAL	56,930	100%	55,709	86%	14%	100%

<sup>(1)</sup> Excludes incorporated villages and institutions.

The 1990 Census indicates that Huntington is a town whose housing inventory has not shifted measurably since 1980. Table 4-1A displays the number of units by structure type by community in 1990. Overall, 88% of the housing stock is comprised of single-family detached dwellings, 2% are single-family attached dwellings, another 6% consists of two family dwellings and 5% of housing units are in multiple dwellings containing three (3) or more units. In this latter category there are 2,796 units in the unincorporated town. Wide disparities exist between the various communities in the supply of multiple-family units, with the greatest concentrations occurring in Greenlawn, Huntington, and Huntington Station which is reflective of the development of such housing typically around older business districts. Although two-family structures are more widely dispersed throughout the town than other types of multi-family housing, the older communities adjacent to business districts supply the majority of such dwellings.

Although renter occupancy data provides a measure of available rental units in a community, it is not an absolutely precise measuring stick, especially in a neighborhood where there is predominantly single-family housing. Table 4-2A indicates the proportion of owner- and renter-occupied units in each community. In general, there is a consistency between the communities with greater supplies of multiple-family housing, including two-family units, and those with higher proportions of renter-occupied units.

(See Tables 4-1A and 4-2A below)

<sup>(2)</sup> Census Designated Place.

SOURCE: 1980 Census

TARLE 4-1A

	IUIAL	HOUSING			per Struc			COMM	IUNAL	1, 1770	
Community**	11	%	12_	%	2	%	3-9	%	10+	%	Total
Centerport	1,899	94	22	1	66	3	38	2	0	•	2025
Cold Spring											
Harbor	1,575	91	23	1	107	6	29	2	2	•	1,736
Commack	3,601	97	12	•	76	2	16	1	10	•	3,715
Dix Hills	7,494	98	38		122	2	15	-	0	•	7,669
East Northport	6,135	89	60	1	470	7	199	3	41	•	6,905
Eaton's Neck	550	98	4	1	8	1	0	•	1	-	563
Elwood	3,205	95	18	1	109	3	26	1	1	•	3,359
Fort Salonga	1,844	94	33	2	51	3	23	1	0	•	1,951
Greenlawn	3,654	83	24	1	371	8	164	4	160	4	4,373
Huntington***	6,403	81	220	3	527	7	641	8	149	2	7,940
Huntington											
Station	7,174	<i>7</i> 3	294	3	1,239	13	929	9	206	2	9,842
Melville	3,650	92	181	5	95	2	32	1	27	•	3,985
South Huntington	2,961	90	28	1	227	7	58	2	1	-	3,275
West Hills	1,920	97	10_	1	26	1	25	1	3		1,984
TOTAL	52,065	88%	967	2%	3,494	6%	2,195	4%	601	1%	59,322

Excludes incorporated villages and institutions

SOURCE: 1990 U.S. Census

TABLE 4-2A

TOTAL HOUSING UNITS BY TENURE BY COMMUNITY, 19901

Community <sup>2</sup>	Total Housing Units	% Total Unincorporated Town	Occupied Units	Owner Occupied as % of Community Total	Renter Occupied as % of Community Total	Renter Occupied as % of Town Renter Occupied Total
Centerport	2.042	3%	1.954	86%	14%	3%
Cold Spring Hbr.	1,747	3%	1.676	87%	13%	2%
Commack	3,731	6%	3,672	94%	6%	2%
Dix Hills	7,698	13%	7,573	95%	5%	4%
E. Northport	6,970	12%	6,793	82%	18%	13%
Eaton's Neck	460	1%	513	90%	10%	1%
Elwood	3,387	6%	3.317	92%	8%	3%
Fort Salonga	1,957	3%	1,849	88%	12%	2%
Greenlawn	4,421	7%	4,332	78%	22%	10%
Huntington <sup>3</sup>	8,017	13%	7.731	80%	20%	17%
Huntington St.	9,968	17%	9,591	69%	31%	32%
Melville	4,014	7%	3,923	91%	9%	4%
South Huntington	3,297	6%	3.215	86%	14%	5%
West Hills	1,993	3%	1,956	93%	7%	2%
TOTAL	59,702	100%	58,095	84%	16%	100%
(1) I	xcludes inco			Census Designated Place, Census, Summary Tape Fi	(3) Includes the communi	ty of Halesite

Based on the 1980 Census, the Town of Huntington had a slightly higher proportion of single-family and owner-occupied units than Suffolk County as a whole (see Table 4-3), and both Huntington and Suffolk County had higher proportions of single-family and owner-occupied housing than Nassau County. By contrast, the number of single-family and owner-occupied homes in Huntington was comparable to the two adjoining towns of Smithtown (in Suffolk County) and Oyster Bay (in Nassau County). The similar development histories of these three towns has resulted in comparable population densities, ranging from 2,200 to 3,000 people per square mile.<sup>7</sup>

<sup>\*\*</sup> Census Designated Place

<sup>\*\*\*</sup> Includes the community of Halesite

<sup>1</sup> Single family detached

<sup>2</sup> Single family attached

TABLE 4-3

		CON	MPARA'	TIVE HO	)USIN(	STATI	STICS	5, 1980			
	Occupied 1 #of Units	Units 1	<b>%</b> _	2	%	3+	Owner- % Occupied		Renter- % Occupied		%
Town of Huntington <sup>(1)</sup>	56,930	50,212	88%	3,617	6%	3,101	6%	47,732	86%	7,977	14%
Town of Smithtown	32,781	29,317	90%	937	3%	2,376	7%	27,903	87%	4,083	3%
Suffolk County	431,722	351,444	81%	32,418	8%	47,860	1 1%	308,006	80%	77,913	20%
Town of Oyster Bay	93,622	<b>8</b> 2,035	88%	5,696	6%	5,898	6%	80,945	88%	16,500	12%
Nassau County	434,045	331,904	76%	42,497	10 %	59,594	1 4%	334,208	79%	89,163	21%

(1) Unincorporated area only.

SOURCE: 1980 U.S. Census

Although the town's housing stock is aging, it remains in sound condition. At the time of the 1980 Census, 56% of the unincorporated area's housing stock was 20 years old or older (see Table 4-4). Yet, none of Huntington's communities had a significant number of substandard units in 1980, defined in terms of exclusive household access to plumbing facilities and/or overcrowding (units housing more than 1.01 persons per room are considered overcrowded.) In absolute terms, the older communities of East Northport, Greenlawn, Huntington and Huntington Station<sup>8</sup> had the greatest numbers of substandard units. It should be noted that a considerable portion of the substandard dwellings are in close proximity to the LIRR station in Huntington Station. Conditions in this area are likely to improve as it is presently the subject of a comprehensive community improvement study which has as its main component new housing. But, overall, less than 2% (1,036 units) of the housing units located within the unincorporated area of the town were considered to be substandard in 1980.

Table 4-4A describes housing age and the number of substandard units by community in 1990. In general, the communities surrounding the town's business districts exhibit the oldest housing. Overall 30% of the housing stock is at least 20 years old and another 52% is more than 30 years old. Although no community contains a significant proportion of substandard housing, Greenlawn and Huntington Station show larger proportions, 3% and 5% respectively, as well as actual numbers, than any other community, where concentrations of such housing are between 1% and 2%. The number of substandard units for the unincorporated town, according to the 1990 census was less than for 1980 although the proportion of such units remained the same. The substandard condition data for 1980 and 1990 are consistent with previous surveys conducted by the town; and it is the communities of Greenlawn and Huntington Station where the bulk of the town's Community Development Block Grant program has been targeted.

Table 4-4

HOUSING AGE AND CONDITION, BY COMMUNITY, 1980<sup>(1)</sup>

Community <sup>(2)</sup>	Pre-1939	%	1940-59	%	1960-69	%	1970-80	%	Sub- standard Units <sup>(3)</sup>	units as % of Community Total
Centerport	627	27%	968	43%	436	20%	226	10 %	27	1%
Cold Spring	439	26%	679	39%	451	26%	158	9%	14	1%
Harbor	į			ŀ		ļ		1	1 1	- 1
Commack	70	1%	1,337	37%	2,166	60%	60	2%	59	2%
Dix Hills	152	2%	1,145	16%	3,813	54%	1,920	28%	59	1%
East Northport	718	11%	3,179	52%	1,642	27%	609	10%	124	2%
Eaton's Neck	134	19%	178	25%	315	44%	92	13%	4	1%
Elwood	166	5%	1,186	36%	1,506	46%	425	13%	41	1%
Fort Salonga	270	15%	564	32%	529	30%	413	23%	12	1%
Greenlawn	462	11%	1,651	40%	1,447	35%	613	15%	90	2%
Huntington	2,530	33%	3,500	45%	1,173	15%	544	7%	116	2%
Huntington	2,051	21%	4,605	47%	2,150	22%	948	10%	375	4%
Station		İ					1	ł		1
Melville	171	8%	556	24%	838	37%	725	31%	19	1%
South Huntington	303	7%	2,653	58%	1,375	30%	265	5%	76	2%
West Hills	145	8%	1,068	56%	461	24%	220	12%	20	1%
TOTAL	8,238	15 %	23,269	41%	18,302	32%	7,218	13%	1,036	2%

- (1) Excludes incorporated villages and institutions.
- (2) Census Designated Place.
- (3) Includes units housing 1.01 or more persons per room and or lacking complete plumbing for the household's exclusive use.

SOURCE: 1980 Census

TABLE 4-4A

					HOU	SING AC	SE BY COM	MUNTT	/, 1990°					
				N	iumber of Ho	assing Uni								
Community <sup>2</sup>	Pre-1939	*	1940 - 1949	*	1950 - 1959	*	1960 - 1969	%	1970- 1979	*	1900 - 1909	*	Sub- standard Units	Substandard units as % of Community Total
Conterport	565	28	250	12	545	27	451	22	130	16	101	5	12	1%
Cold Spring Harbor	466	28	112	•	523	30	419	24	164	,	6	3	10	1%
Commeck	71	1.2	40	Ti	1,314	35	2,119	57	141	4	46	1	46	1%
Dex Hills	128	2	190	13	1,006	13	1,631	47	1952	25	791	10	22	1%
East Northport	1,047	15	635	,	2,679	38	1,604	23	753	111	255	4	112	2%
Eaton's Neck	34	6	×	7	121	21	234	41	94	16	49	9	0 .	0
Elwood	175	5	155	5	969	28	1,509	45	462	14	117	3	60	2%
Fort Salonga	289	15	149	1.8	425	722	518	26	409	22	137	7	8	1%
Greenlewn	409	9	261	16	1,363	31	1,457	33	646	15	265	6	141	3%
Huntington	2,378	30	676	I	2,747	34	1,251	16	493	6	452	6	u	1%
Huntington Station	2,042	20	1088	!1	3,280	73	2,060	21	1013	10	<b>42</b> 5	5	456	5%
Melville	69	2	228	6	1,323	33	1,235	31	715	18	444	111	30	1%
South Huntington	263	8	288	,	1,577	4	906	- 24	231	7	132	4	12	1%
West Hills	136	7	155	1	922	46	404	22	218	11	128	6	20	1%
TOTAL	8,092	14	4,262	7	18,814	31	17,728	30	7,451	12	1,445	16	993	2%

(i) Excludes incorporated villages and institutions

(2) Consus Dougnated Place

(3) includes units housing 1.01 or more persons per room and/or incling complete phaseling for the household's exchance—use.

As indicated in Table 4-5, by 1980 there was one public housing project ("Gateway Gardens") within the unincorporated area of the town and three publicly-assisted projects ("Lincoln Manor," "Whitman Village," and "Paumanack Village"). Gateway Gardens was built under the auspices of the Huntington Housing Authority, which maintains and operates this facility. The 40

contained in this development are intended to house the town's neediest families and individuals. The three (3) publicly-assisted projects were developed either by public or private sector entities, including not-for-profit organizations. The various Federal assistance programs associated with these projects - Section 8, Section 236, Section 202 - make housing affordable to lower-income households through "front-end" subsidies to project sponsors in the form of low-interest loans which reduce construction or renovation costs, and/or through rent supplement payments which keep tenant housing expenditures within a prescribed percentage of total income.

	PUBLIC AND PUBLICLY ASSISTED HOUSING												
	<u>- 0</u>		Year	Comily	Senior Citizen	Total							
Name	Program	Community	Completed	Units		Units							
PUBLIC HOUSING	******												
Gateway Gardens	Low-Rent Public Housing	Huntington Station	1964	30	10	40							
<b>PUBLICLY-ASSISTE</b>	ED HOUSING	-											
Lincoln Manor	Section 8 Substantial Rehab.	Huntington Station	1980	30	0	30							
Whitman Village	Federal Section 236 Co-ops/Sec. 8 <sup>(1)</sup>	Huntington Station	1970	216	46	262							
Paumanack Village	Sec. 8 New/Sec. 202 Sec. 8 Existing Townwide <sup>(2)</sup>	Greenlawn	1979	0 <b>28</b> 3	300 66	300 349							
TOTAL				559	422	981							

Table 4-5A describes the town's existing (December, 1992) supply of housing units and programs which are designed to provide subsidized rental housing units to low-income tenants. The table also shows, in each category, the percentage of units allocated to large families. An increase is shown, since the preparation of the <u>Draft Generic Environmental Impact Statement prepared for</u> the Comprehensive Plan Update, in the number of households assisted by Federal programs which provide a rent subsidy to the tenant rather than the housing unit. This is consistent with the Federal government's emphasis on such programs, over the past decade, to supply housing to low-income tenants.

Table 4-5B categorizes the number of households both occupying these units and on the waiting list for such housing by bedroom size preference. Approximately 70% of the low-income households who have Section 8 Certificates or Housing Vouchers, or who are on the waiting list for such programs, occupy units which contain two (2) or less bedrooms. Also increased, in the rent-subsidized inventory, are the number of senior citizen housing units at Paumanack Village. This senior citizen project will further increase over the next year or two in that another expansion is in the review stage at this time.

TABLE 4-5A

Name	Program	Location	Year	Family	Senior	Total Units	Percent
1 value			Completed	Units	Citizen Units		large family
PUBLIC HOUSING							
Gateway Gardens	Low-Rent Public Housing	Huntington Station	1964	30	10	40	55%
PUBLICLY- ASSISTED HOUSING							
Lincoln Manor	Section 8 Rehab.	Huntington Station	1980	30	-	30	10%
Whitman Village	Section 236 Co-Ops/Sec. 8	Huntington Station	1970	216	46	262	21%
Paumanack Village	Sec. 8 New/Sec. 202	Greenlawn	1979 1992 Under Construction	-	300 75 62	300 75 62	-
	Sec.8 Moderate Rehab.	Various locations		31	3	34	9%
TENANT SUBSIDY PROGRAMS							
	Section 8 Existing	Townwide	-	306	51	357	22%
	Housing Vouchers	Townwide	_	97	2	99	13%
TOTAL				710	549	1,259	-

TABLE 4-5B

# NUMBER AND PERCENT OF TOWN OF HUNTINGTON RENT-ASSISTED HOUSEHOLDS BY BEDROOM SIZE

Bedroom Size	Section 8 Households	Housing Voucher Households	Households on Waiting List	Total Rent-Assisted Households	%
0	1	0	0	1	0.1
1	71	20	111	202	20.4
2	115	83	305	503	50.8
3	126	30	90	246	24.8
4	31	2	1	34	3.4
5	3	1	0	4	0.4
6	0	1	0	1	0.1

Source: Huntington Housing Authority June 1992

Table 4-6 provides some indication of the level of housing development activity within the unincorporated area of the town since the 1980 Census. The number of additional housing units built between 1980 and 1989 is based on the number of building permits that have been issued by the town Engineering Department during that period. As indicated, as many as 3,092 units may have been built, resulting in an annual average of 309 units for the decade. Based on these data, the total number of housing units in 1990 within the unincorporated area of the town was 60,022,9 of which about 94% are single and two family units, and 6% are multi-family dwellings.

TABLE 4-6

Year	1	%	2	%	3+	%	TOTAL
1980	229	96	10	4	•	•	239
1981	225	94	14	6	•	•	239
1982	301	97	8	3	-	-	309
1983	339	98	6	2	•	•	345
1984	315	100	-	•	•	•	315
1985	242	95	14	5	-	•	256
1986	441	99	2	1	•	<b>-</b> ,	443
1987	407	99	2	1	-	-	409
1988	295	99	1	1	•	•	296
1989	240	99	1	1	•	-	241
1990	126	97	4	3	•	•	130
1991	155	100	•	•	•	-	155
1992	262	100	-	-			262
TOTAL	3,577	98	62	2	-	-	3639

The 60,022 figure exceeds the 1990 Census figure of 59,322 housing units in the unincorporated portion of the town and it also represents an underestimate if current assessments regarding illegal housing units are accurate. Field surveys by Town Personnel in 1990 corroborated many uncounted dwelling units. As described in greater detail in the final section of this chapter, it has been estimated that the number of illegal housing units is roughly equivalent to 10% of the total housing stock. 10 Based on the number of dwelling units counted in 1980 and the current building permit data there could be as many as 6,000 illegal housing units added to the existing legal housing stock. Moreover, these additional illegal units would have caused a change in the proportion of owner-occupied and renter-occupied units noted in the 1980 Census. Specifically, owner-occupied units would presently represent only 78% of the total occupied units (compared to 86% reported by the 1980 Census), whereas renter-occupied units would account for as much as 22% of the total (compared to 14% in 1980). This is based on the assumptions that: (1) 1986 Task Force estimate of illegal units is reasonably accurate, (2) all or most of the illegal units were created since 1980, (3) all of the illegal units are renter-occupied, and (4) all (2.499) of the singlefamily units and one-half (28) of the two-family units created since 1980 (based on the building permit data) are owner-occupied, and the remaining (28) units in two-family structures are renteroccupied.

#### 4.4.2 Demand

Demand for housing within the unincorporated area of the town, as reflected by development activity within the past five years, has resulted in an increasing diversity in both unit types and site arrangements. Of the twenty-six planned developments (comprised of ten or more units) approved between 1984 and 1988, 11 nine (9) have involved attached townhouse-type units in clustered site arrangements (see Table 4-7).

TARLE 4-7

	CTED RESIDENTIAL D	ensity			
Name	General Location	Zone	Units A	cres	Units/Acre
DETACHED UNIT DEVE	LOPMENTS	-			
Half Hollow Acres	Melville	R-40	18	21	0.86
Falcon Crest	Dix Hills	R-40	19	23	0.83
Showcase	Dix Hills	R-40	13	15	0.87
Vim Estates	Melville	R-40	51	59	1.16
Stony Hill	Dix Hills	R-40	16	19	0.84
Oakridge Park	Dix Hills	R-40	12	14	0.86
Susan Woods	East Northport	R-40	19	25	0.76
Windward Estates	Dix Hills	R-20	12	9	1.33
Hill and Tree	West Hills	R-40	17	20	0.85
Kroft Acres	Huntington	R-40	11 "	12	1.09
Tamar Estates	Dix Hills	R-40	30	35	0.86
Kings Meadow	Dix Hills	R-40	21	24	0.88
Twin Ponds	Cold Spr. Hrbr.	R-80	14	31	0.45
Wichard @ Dix Hills	Dix Hills	R-40	36	43	0.84
Phaetons Lair	Melville	R-80	31	<b>7</b> 0	0.44
Dumplin' Hill Meadows	Greenlawn	R-40	13	20	0.65
Farmedge Estates South	E. Northport	R-20	12	7	1.71
SUBTOTAL			314	447	
ATTACHED UNIT DEVE					0.04
Lakeridge Estates	Greenlawn	R-40	21	25	0.84
Spring Chives	Huntington	R-7/R-10	20	7	2.70
Leaves of Grass	Melville	R-5/R-40	121	26	4.65
Villas at West Hills	Melville	R-5	68	17	4.00
Springwood Manor	Huntington	R-5	16	3	6.40
Wodaembarc	Fort Salonga	R-40/C-6	38	66	0.58
Southdown Common	Huntington	R-7	22	7	3.14
Briarwood Manor	Huntington	R-5	18	4	4.50
Northwood @ Huntington	Huntington	R-10	20	8	2.50
Hidden Ridge	Dix Hills	R-40	16	18	0.89
SUBTOTAL			360	181	
TOTAL	ed developments of 10 or mor		674	628	

The increase in townhouse (attached) development techniques is the result of several factors. One of which is derived from the overall scarcity of land in the town, which has directed new development toward environmentally-sensitive sites. Clustering, which involves concentrating development (both attached and detached) on selected portions of a site while leaving other portions open, allows the developer to "work around" sensitive areas while remaining within the overall density limitations prescribed by zoning and other applicable land use regulations (e.g., steep slope ordinance). In addition, clustering provides for reduced construction and site development costs, as well as environmental protection, without increasing overall densities.

But the other key factor is the need and demand for townhouse development. While the detached single-family unit remains popular, the 1980's have seen changes in the types of dwellings which many home buyers are seeking. Whereas the single working-person couple with one to three

children characterized the local housing market during the decades following World War II, two working-person households, empty nesters, senior citizens, first-time home buyers and single parents are currently all growing segments of the town's population, and are increasingly demanding a greater variety of housing alternatives. (see Table 4-7A)

	HOUSEHOLDS
Typical Suburbanites—Two Paren	ts with Child <del>ren</del>
20,442	32.5%
Others-Singles Empty Nesters, C	hildless couples, Divorced with children
42,419	67.5%
	<u>DWELLINGS</u>
Typical Suburban Housing-Single	e Family detached dwellings
56,282	86.8%
All other dwellings 8,560	13.2%

PERSONS PER HOUSEHOLD

63.9%

Four or More 22,664 36.1%

BEDROOMS PER DWELLING

Three or More 52,908 81.6%

Two or Less 11,916 18.4%

40,186

(1) Includes incorporated villages

SOURCE: 1990 U.S.Census

TABLE 4-7A

Three or Less

Overall, new housing development has been on a modest scale compared to the vast regional and local demand for housing. The vacancy rate for single-family homes is 0.5% rate as reported by the 1980 Census and 1.1% according to the 1990 Census, indicative of a "tight" housing market over the past decade (a 7% vacancy rate is generally considered to be reflective of a balanced market). The result has been a sharp rise in housing values. The median housing value of a home in Huntington rose from \$66,700 in 1980 to \$230,300 in 1990, an increase of over 100% in actual dollars after adjustment for inflation. Notwithstanding a leveling-off of prices in the town and region, Huntington remains one of the most desirable of the North Shore communities, with its central location and convenient access, ease of commute to New York city, historic downtown, waterfront amenities and cultural vitality.

As indicated on Table 4-8, the communities with the highest average home sales prices in 1988 are Cold Spring Harbor, Eaton's Neck, Dix Hills and Fort Salonga, where buyers seek spacious homes on large (often wooded) lots, and/or waterfront views. Homes in the intermediate price range can be found in Melville and Greenlawn, where there are many high quality subdivisions offering spacious homes on ample, well-landscaped lots with convenient access to transportation and shopping. Home prices in Centerport and Huntington Village also fall into this middle range. Huntington Village has an attractive "in-town" lifestyle, with the added bonus of proximity to the waterfront. Centerport offers a distinct neighborhood character with direct waterfront access. The most affordable homes can be found in Huntington Station and Commack, where middle-income buyers are offered the choice between Huntington Station's convenience to shopping and public transportation and Commack's more suburban style (see Table 4-8).

TABLE 4-8

	E VALUES BY COMMUNITY, 1988	<b>.</b> (3)
Community <sup>(1)</sup>	Average Sales Price <sup>(2)</sup>	Transactions <sup>(3)</sup>
Centerport	\$ 289,000	52
Cold Spring Harbor	\$ 508,000	14
Commack	\$ 194,000	94
Dix Hills	\$ 361,000	133
East Northport	\$ 202,000	189
Eatons Neck	\$ 448,000	8
Fort Salonga	\$ 378,000	19
Greenlawn	\$ 232,000	65
Huntington	\$ 271,000	320
Huntington Station	\$ 176,000	118
Melville	\$ 292,000	99
South Huntington	\$ 220,000	55
TOWN	\$ 275,000	2,442
(1)Census Designated Plac	€.	
(2) Values rounded to the n	earest \$1,000.	
(3)First three quarters of 19	988; includes new homes and resales.	
COMPANY NAMED TO SE		
SOURCE: Multiple Listin	g Service, courtesy Sammis Realty.	

The rental market also appears to be strong, with rents appreciating approximately 35% after inflation between 1980 and 1990. The 1980 median contract rent was \$307 escalating to \$706 in 1990. Rents for a one-bedroom apartment range between \$600 and \$800 per month, as compared to about \$300 per month in 1980. Houses generally rent for \$1,000 to \$1,500 per month and can go for as much as \$3,000. The 1990 Census rental vacancy rate is estimated to be 4.5%, higher than the 2.7% rate reported by the 1980 Census. While still indicating a shortage of rental opportunities, the increase in the vacancy rate may be due to the creation of additional illegal accessory apartments since the 1980 Census. However, the generally low rental vacancy rate over the past decade is due in part to a number of conversions of large apartment complexes to cooperative ownership and the small number of rental units as a proportion of the overall housing supply. Nearly 300 conversions have taken place since 1980, consistent with a regional trend prompted by an overall shortage of housing units.

One aspect of the high demand for a limited housing supply, and concomitant escalating values and low vacancies, has been the paucity of affordable units. Even townhouse developments are planned for the "luxury market," in which the new homes have more amenities and are often more expensive than the older homes surrounding them. Such dwellings are typically marketed to "empty nesters" and other existing home owners rather than to the first-time buyer. Realtors indicate that first-time buyers seeking affordable housing are more likely to have their needs met by the types of units found in the village centers and in higher-density subdivisions.

The median value of owner-occupied housing and the median contract rent in 1990 in each community is presented in Table 4-8A. Although there is a range of values as depicted in the

table, high rents and high housing values in all communities attest to a need to increase the supply of both rental housing and owner-occupied housing which is affordable to low-and moderate-income households.

T	A	R	T	T	4.	Ω	

nmunity**	Median Housing Value	Median Contract Ren
terport	\$244,600	\$840
d Spring Harbor	<b>\$</b> 346, <b>80</b> 0	\$809
nmack	\$198,800	<b>\$</b> 815
Hills	\$326,800	<b>\$8</b> 59
t Northport	\$191,800	<b>\$7</b> 09
on's Neck	\$292,500	<b>\$96</b> 6
rood	\$219,900	\$809
Salonga	\$261,500	<b>\$82</b> 6
eniawn	\$193,100	<b>\$</b> 559
esite***	\$246,400	<b>\$78</b> 6
ntington	\$268,300	<b>\$</b> 717
tington Station	\$174,600	<b>\$</b> 658
ville	\$272,300	\$820
th Huntington	\$194,300	<b>\$</b> 714
st Hills	\$272,000	\$832
Excludes incorpo	orated villages and institution	15
Census Designat		
lalesite housing	data was combined with the	<b>Huntington Housing data</b> :

The 1990 census of population provides certain data which can serve as a measure of housing needs and assist in targeting the population which needs to be served, and suggest the most effective methods for doing so. There are several indicators of housing need with respect to the town's population shown in Table 4-9. These data can suggest areas of housing need, but they cannot precisely target the numbers of households whose housing needs are not being met. The data show that the mean (average) income for both Black and Hispanic households overall is lower than it is for all households in the Town of Huntington. Although the data does not provide the mean income for senior citizen households, typically such households have incomes whose source is a retirement pension or social security or both. Where the household is dependent on such resources, incomes are dramatically lower than that for all households. The poverty level data, which is given for all persons, the elderly, Black and Hispanic persons bear this out. 18% of the approximately 6,000 persons living below the poverty level are elderly (60+) in the Town of Huntington, in contrast to 14% and 13% who are Black and Hispanic respectively.

Table 4-10 indicates the mean income by race and Hispanic origin for all communities in the unincorporated town. These data clearly show widely divergent incomes for all races which demonstrates that such divergence may depend on factors other than race. Table 4-11 indicates the composition of the population by race and Hispanic origin, by community. Taken together, the communities show that approximately 4% of the population is Black and 4% is Hispanic. While

the Black population has remained stable since 1980, the Hispanic population has nearly doubled. The communities of Greenlawn and Huntington Station both show proportions of the Black and Hispanic population which are higher than the town as a whole. The proportion of Hispanic population in Elwood also exceeds the townwide proportion. Table H-12 compares the average household and family sizes for White, Black, Asian, and Hispanic households and families with the town as a whole. The largest households and families are Asian, although both Black and Hispanic households and families are larger than for the Town overall.

Table 4-9

able 4-y		
SUMMARY	OF SELECTED HOUSING	NEEDS INDICATORS
	Number	Percent
Total Persons Below Poverty Level	6,034	Percent of Total Persons -3.2%
Elderly (60+) Below Poverty Level	1,095	Percent of Total Elderly Persons—3.8% Percent of Total Persons Below Poverty Level—18.2%
Black/ Hispanic Below Poverty Level	894/804	Percent of Total Black/Hispanic Persons—11.5%/11.4% Percent of Total Persons Below Poverty Level—14,8%/13.3%
Mean Income All Households	<b>\$</b> 75,090	-
Mean Income Black/Hispanic Households	\$50,706/\$53,228	Percent of Mean Income of All Households-67.5%/70.8%
Mean Income of Households with Social Security Income/Retirement Income	\$14,664/\$12,127	Percent of Mean Income of All Households—19.5%/16.2%
Total Renter Households Paying More than 30% of Income For Rent	4,165	Percent of All Renter-Occupied Households- 41.5%
Renter Households with Incomes <335,000 Paying More than 30% of Income for Rent	3399	Percent of All Renter-Occupied Households with Incomes <35,000-
Occupied Housing Units Lacking Plumbing Facilities	152	Percent of all occupied units-0.2%
Overcrowded Housing units (w/1.01+ Persons per room)	868	Percent of all occupied units-1.4%
Overcrowded Housing units lacking complete plumbing facilities	19	Percent of all occupied units-0.03%

#### Definitions

- (1) Lacking complete plumbing-lacking one or more of the following: piped hot and cold water, bath or shower toilet.
- (2) Overcrowded-containing 1.01 or more persons per room.
- (3) Poverty level is a threshold determined by both the size of the household and whether there are household members under age 18; for one and two person households the age of the householder, under 65 or 65 and older is a further factor. The average poverty threshold for a family of four (4) in 1989 was \$12,674 in 1989.
- (4) Includes incorporated villages

Source: 1990 U.S. Census: income data is derived from 1989 income information.

**TABLE 4-10** 

	Mean Income in Dollars (\$)									
Community	White	Black	American Indian, Eskimo, Aleut	Asian, Pacific Islander	Hispanic	Other				
Centerport	66,892	109,292	_	44,501	159,222	_				
Cold Spring Harbor	112,097	<b>-</b>	-	<i>7</i> 3,547	205,833	_				
Commack	70,389	88,509		53,189	84,122	_				
Dix Hills	93,921	107,514	115,000	119,475	91,672	66,850				
East Northport	57,658	58,570	-	45,816	48,519	52,304				
Eaton's Neck	88,380	_ `	_	_	43,364	_				
Elwood	73,971	53,071	142,000	75,568	50,536	61,647				
Fort Salonga	75,895	19,724	_	118,963	71,987	-				
Greenlawn	59,666	54,622	82,650	94,318	41,734	35,734				
Halesite	76,907		67,508		72,000	-				
Huntington	77,026	32,734	11,200	84,350	49.061	22,900				
Huntington Station	54,964	38,906	36,994	47,901	36,615	32,197				
Melville	96,786	106,540	_	99,502	41,660	_				
South Huntington	66,414	151,500	_	62,980	52,321	285,000				
West Hills	84,380	16.436	-	78,696	75,961					
Total	76.047	50,706	58,024	85,704	53,228	41,584				

**TABLE 4-11** 

Origin By Race<sup>1</sup>

Community <sup>2</sup>	Whi	te	Bla	ck	1	tive rican	Asian Isla		Ot	ber	Tot	al	Hispe	nic <sup>3</sup>
	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Centerport	5,261	99	16	<1	4	<1	49	1	3	<1	5,333	100	72	1
Cold Spring Harbor	4,718	99	111	<1	4	<1	55	1	1	<1	4,789	100	61	1
Commack	11,743	96	64	1	3	<1	364	3	36	<1	12,210	100	324	3
Dix Hills	23,812	92	602	2	28	<1	1,336	5	71	<1	25,849	100	744	3
East Northport	19,754	97	153	1	20	<1	356	2	128	l	20,411	100	598	3
Eaton's Neck	1,481	99	2	<1	1	<1	11	1	4	<1	1,499	100	20	1
Elwood	10,014	92	424	4	15	<1	404	4	59	1	10,916	100	383	4
Fort Salonga	5,505	98	11	<1	0	0	80	1	6	<1	5,602	100	82	1
Greenlawn	10,621	80	2,166	16	22	<1	281	2	118	1	13,208	100	596	5
Huntington <sup>4</sup>	19,950	95	545	3	29	<1	322	2	84	<1	20,930	100	511	2
Huntington Station	23,091	82	3,596	13	67	<1	527	2	966	3	28,247	100	3,377	12
Melville	11,814	94	201	2	9	<1	520	4	42	<1	12,586	100	383	3
South Huntington	9,372	97	51	1	1	<1	166	2	34	<1	9,624	100	233	2
West Hills	5,627	96	20	<1	2	<1	198	3	2	<1	5,849	100	98	2
Totals	16,2763	92	7,862	4	205	<1	4,669	3	1,554	1	17,7053	100	7,482	4

<sup>(1)</sup> Excludes incorporated villages and institutions
(2) Census Designated Place
(3) The Hispanic figures include all racial categories listed in the above table
(4) Includes the community of Halesite
(Source: 1990 U.S Census, Summary Tape File 1)

TABLE 4-12

Race	Household	Family
White	2.96	3.28
Black	3.50	3.78
Asian	3.81	3.94
Hispanic	3.75	3.84
Town of Huntington	3.00	3.32

Housing need can also be measured by employment demand. Table 4-13 shows the breakdown of occupation of workers in major employment centers in and nearby the Town of Huntington. These data are from the 1980 census and are not available for 1990 thus far. The data indicates that a substantial proportion of workers in these employment centers are in traditionally moderate and lower income categories. All of these employment centers have enjoyed tremendous growth in the 1980's, especially in the office sector. The amount of floor area contained in office buildings in Melville has increased 96% between 1980 and 1990. Even with the currently high vacancy rate for office space (approximately 25%), it stands to reason the demand for housing coming from this sector has also increased substantially. Recently, (February, 1993) the Town Board rezoned to R-3M Garden Apartment Special District the 11 acre Leonard DeLalio property in Melville, to permit the construction of 154 housing units with a required allocation of 15% of the units for low-income households and 15% for moderate income households. This project is designed to meet a portion of the demand for affordable housing convenient to the Melville Employment Area. Thirty percent (30%) of the units are to be constructed for large households.

TABLE 4-13

NUMBER AND PERCENT OF WORKERS BY OCCUPATION IN MAJOR EMPLOYMENT CENTERS: 1980

OCCUPATION	GARDEN	CITY	HICKSVILLI	E/JERICHO	MELVI	TE .	FARMING	2,763 9.43 689 2.35 2,163 7.39	HUNTINGTON		
	#	%	#	%	#	%	#	%	#	%	
Executive, Administrative	4,074	11.28	3,805	11.34	4,079	13.37	3,019	10.31	2,087	10.37	
Professional Specialty	4,508	12.48	3,177	9.47	3,774	12.37	2,763	9.43	3,209	15.94	
Technicians	896	2.48	734	2.19	822	2.69	689	2.35	571	2.84	
Sales Occupations	6,538	18.11	4,505	13.43	2,704	8.86	2,163	7.39	3,290	16.35	
Administrative Support	11,060	30.62	8,885	26.48	9,373	30.71	6,470	22.09	4,229	21.03	
Service Occupations	4,207	11.64	2,771	8.26	2,355	7.72	1,721	5.87	2,822	14.03	
Farming, Forestry, Fishing	294	0.81	303	0.90	183	0.60	159	0.54	229	1.14	
Precision Products	2,089	5.78	4,339	12.93	2,635	8.64	5,252	17.93	1,760	8.75	
Operators, Laborors	2,426	6.71	5,003	14.91	4,590	15.04	7,032	24.00	1,871	9.30	
Armed Forces, at work	27	0.07	27	0.08	-	-	26	0.09	52	0.26	
All workers	36,119	100	33,549	100	30,515	100	29,294	100	20,120	100	

Sources: U.S. Census, 1980 Long Island Regional Planning Board

Over the next decade the demand for housing is not expected to abate and will, in all likelihood,

increase. Estimates of the number of additional units needed within the unincorporated area of the town by the year 2000 conservatively range between 2,600+ and 3,200+ units. <sup>12</sup> These figures were determined by comparing the modest projected population increase (4%) for the year 2000 (199,200) and the current estimated population (190,900) to the average number of persons residing in each household. These population projections for the year 2000, assumes an overall balanced market with respect to current housing supply. As the number of persons per household could either remain steady or continue to decline over the coming decade, the number of additional units was based on the following assumptions: (1) current household size (estimated to be 3.10 persons, townwide) will hold steady through the year 2000, in which case as few as 2,600 additional units would be needed; <sup>13</sup> or (2) current trends toward declining household size will continue, such that the average number of persons per household may be no more than 2.54 <sup>14</sup> by the year 2000, in which case as many as 3,200 additional units will be needed. <sup>15</sup> This translates into an annual production of 220 to 275 dwelling units each year over the next eleven years, which approximates the 1980-1989 average of 309 units (based on building permit data).

New construction will be one means for meeting the demand for housing throughout the coming decade. However, given the increasing scarcity of choice building sites, other approaches (as discussed in the next section) should be explored, especially those which make fuller use of existing space and take advantage of the decreasing demand for large single-family houses.

The housing program which is outlined in Section 4.5 Issues and Recommendations balances identified housing needs in the Town of Huntington with the physical constraints of future development based on a combination of factors which include: few remaining vacant developable sites, land use and zoning patterns which are largely fixed and upon which numerous investment decisions are based, disparities between the type of housing and the households seeking that housing.

#### 4.5 Issues and Recommendations

As a whole the character of the local housing market in Huntington has changed dramatically since the 1950's and 1960's, when thousands of young families moved into newly built subdivisions. Today, notwithstanding a recent dip in sales prices, the dominant market activity is the resale of existing single-family detached homes which have greatly appreciated in value. The new development which does occur is in small volumes and is aimed at the upper end of the market. However, the need for housing which is affordable to, and designed to meet the needs of, a greater range of persons and families will likely remain strong throughout the coming decade.

As indicated in the Demographics chapter of this document, Huntington's residential population has been evolving to the point where there is an increasing number of smaller households. The occupants of smaller-sized units tend to be (1) young singles and couples without children, (2) divorced persons and single parents, and (3) older (65+ years) persons on fixed incomes (see Table 4-7A) Many of these households have moderate incomes, and therefore prefer rental housing (which, while not necessarily inexpensive, requires expenditures one-half or less of that needed to purchase a home) and/or townhouse and small-lot development (which, is also not low-priced, but can generally be built for less than conventional detached single-family large lot

development, especially after factoring in land costs. However, for the households which seek rental housing, its' limited supply may render it either unavailable or unaffordable. Thus, the issues of "affordability" and "diversity" loom large among the various planning and policy matters facing the Town of Huntington over the next several years.

Even if a "starter" unit (e.g., single-family house, condominium) could be found for \$125,000 (current average market values are nearly double this amount), the average householder would have to spend at least \$1,200 each month on housing costs, compared to a current average rent of \$700 for a one-bedroom apartment. This, in turn, would require that the person have an annual income of at least \$50,000 in order to pay no more than 28% (the current national standard) of his/her income each month on housing. Even with median household income of \$60,000, the median household income reported in the 1990 census, (the highest of any town in Suffolk County), it is clear that many persons within the Town of Huntington would be spending greater than normative amounts for such bargain-priced housing. While there has been some "softening" in the re-sale values of homes, the gap between home ownership costs and incomes is still sizable enough such that many persons are precluded from entering (or re-entering) the home ownership market.

A number of important ancillary issues need to be considered in addressing the greater issues of affordability and diversity. Among these are: (1) innovative site development techniques and other measures for creating less expensive units and greater housing opportunities particularly for low-and moderate-income households; (2) an accessory apartment ordinance designed to legalize and regulate existing illegal housing units as well as produce new rental units; and (3) criteria for new housing development (including accessory apartments), which will complement as well as conserve economic investment in existing residential development. Each of these issues is discussed in greater detail below.

## 4.5.1 Site Development Techniques

The town's nearly built-out condition precludes further construction of a statistically significant number of single-family detached dwellings on conventionally subdivided lots. Therefore, to help meet the need for more housing, it will be necessary to identify sites suitable for townhouse and cluster development. While housing design and layout could be different from that which is currently prevalent, overall density levels should generally be kept comparable to those for single-family detached housing development.

Cluster and townhouse development has several benefits. First, clustering can be used as a tool to preserve environmentally sensitive land and open space. Second, townhouse development is a housing type that residents are showing increased interest in, given the generally smaller size of the units and the lessened responsibilities for maintenance and grounds upkeep. Third, construction costs are often less for both townhouses and cluster development than for large lot single-family housing, which can help to make these units more affordable to residents. However, in "tight" housing markets, such as presently found in the region, lower development costs are not necessarily passed along to the consumer in the form of lower sales or rental prices.

Offsetting the potential savings from lower development costs are the ever-increasing acquisition and carrying costs for developable land. Pointing to a solution to this dilemma, a number of recent affordable housing projects undertaken in Suffolk County have been made possible through the provisions of Article 72-H of the New York State Municipal Law. Under the provisions of "72-H" municipalities are able to acquire lands from other government agencies, in this case the county, when there is a specific public need that will be addressed by the swap. Counties which acquire land due to unpaid property taxes are permitted to transfer such land to other municipalities and the development of affordable housing is one of the criteria for such exchange of land. As a source of relatively inexpensive land for housing development, the 72-H program holds considerable potential. However, New York State is one of only two states in the nation (the other being Minnesota) which does not grant broad housing powers to its counties. As such, Suffolk County does not have the authority to build housing or to be more actively engaged in the development process. Legislation, such as that currently pending before the State Legislature, is needed to enable Suffolk and other county governments to play a larger role in the development of affordable housing, consistent with town plans.

In the meantime, other measures could be pursued to reduce per-unit production costs associated with escalating land values. Current thinking holds that the most direct way to achieve this is by permitting, where feasible, a greater density of dwelling units. Any approach to increasing unit densities, however, should involve a consideration of both the demographic and economic profiles of a project's future residents. In this regard, it is worth noting that a number of towns in Suffolk County, including Brookhaven, Huntington, Islip, Smithtown and Babylon, have implemented "Planned Retirement Districts," in which projects restricted to senior citizens (e.g. aged 62 years and older) are permitted the greatest densities. <sup>16</sup> Such an approach distinguishes between "nominal" densities (as measured by units per acre) and "actual" densities (as measured by persons per acre). By recognizing that household size tends to decline with the age of the householders, similar population yields per unit-area of land (the more critical factor vis-a-vis the number of units per land area) can be produced for projects geared toward different age groups. <sup>17</sup> Huntington's R-RM Retirement Community District, designed to provide multiple residence units for aged persons, currently permits up to 14.5 dwellings per acre.

Higher-density development can only be justified in those instances where a public benefit is realized, particularly in the provision of housing more affordable to a greater variety of individuals and households. Construction and site development techniques and standards which do not undermine the quality and efficiency of the housing unit should be given greater application, including units with smaller floor areas and clustered site arrangements. While such measures do not necessarily guarantee housing which will be affordable to everyone, they can help address certain needs and provide benefits (e.g., open space) which will offset the impact of greater unit densities.

For example, Huntington's R-3M Garden Apartment Special District zone also provides for dwelling densities of up to 14.5 units per acre. By providing a proportion of one and two bedroom as well as three bedroom units, which will respond to the market demand for more affordable dwellings, commensurate with demonstrated housing needs this zone can also play its part in providing housing while fulfilling a need for multiple-family housing. In those instances

where greater housing densities are permitted, developers should be required to contribute toward the construction and maintenance of needed community facilities.

One solution for assuring that some sort of public benefit is realized through higher-density development is to tie the number of extra permitted units in a proposed residential development to the number of units created which are affordable to low-and moderate income households. For example, in New Jersey, developers are sometimes granted higher densities on a discretionary basis for sites suited for such development, on condition that they set aside 10% to 20% of the units for low and moderate income households. The windfall of units realized from a higher-density yield compensates for the expense of internally-subsidizing the affordable units.

Another avenue to enable greater production of multiple-family rental housing where limited land for development is available, is to allow such uses as-of-right in certain commercial zoning districts. Since the C-6 General Business District is found along the town's principal arterials where ample transportation opportunities exist and convenient shopping is afforded, it makes sense that such a district supply housing, which serves as a complementary use both in traffic and in land use terms; the opportunity to provide mapped locations for the development of such housing accessible to employment, and at the same time alternatives to the development of more retail uses, has several economic advantages where land is at a premium.

The success of these approaches greatly depends on having the infrastructure (roads, water and sewer service) in place or being able to supply needed facilities to support higher-density residential development. For example, contrasted to Huntington, the Towns of Babylon and Islip are almost fully sewered. The present sewage treatment public infrastructure is based on historic and suburban settlement patterns which tended to concentrate high density housing in and around business districts. It is recognized that infrastructure to support high density housing developments throughout the town is not currently in place. Nevertheless, there should be a continued effort to explore ways in which the necessary infrastructure can be provided in order to support housing and other programs which respond to the town's changing needs.

Clearly, higher-density development should be permitted (1) only when specific housing needs are addressed, and (2) within the context of zoning districts that provide rational guidelines (as described later on in this chapter) for such development.

## 4.5.2 Accessory Apartments

In 1986, the town's Task Force on Illegal Housing delivered a report on the scope and impact of illegal housing in Huntington. The report estimated that as many as 10% of the town's housing units (almost 6,000 units) were illegal dwellings in violation of local housing, health and fire codes. Moreover, a number of significant negative impacts associated with the growth of illegal housing were identified. First, since most illegal dwellings do not meet local building and fire codes, residents occupying them may live in substandard or unsafe conditions. Second, since the occupants of illegal units are difficult to identify, the town and school districts are denied essential tax revenues needed to pay for basic services. The Task Force report concluded that the primary cause of the problem is the lack of affordable housing in the town, stemming largely from

community resistance to zoning changes that would permit the construction of higher-density, lower-cost housing developments.

In addressing these issues, the Task Force on Illegal Housing recommended that "accessory apartments" be gradually legalized within an appropriate regulatory framework. The Task Force on Illegal Housing also recommended that above-store residential apartments be permitted in the C-6 General Business District, as they had been prior to 1960. Consideration should be given to imposing a minimum assessment on apartments in commercial structures, sufficient to insure quality renovation and maintenance on the part of the owner.

The Accessory Apartment Ordinance, which was added to the Zoning Code in January, 1992 was not meant to address all of the housing needs in the Town of Huntington, but rather to be one of the solutions to the current limited number of housing options. As originally conceived, the ordinance was intended to address economic, social and practical needs, in the Town of Huntington as follows:

- there is a growing disparity between the size of the average Huntington household and the size of the average Huntington single-family house resulting in a supply of excess bedrooms throughout the unincorporated portion of the town (see Table 4-7A).
- more than two-thirds of Huntington's households are composed of so-called non-traditional households which, although not always, tend to be smaller.
- there is a growing affordability gap between the cost of housing, (median \$230,000) and residents income (median \$60,0000).
- an estimated 10,000 illegal apartments units have been created in single-family houses. These represent a drain on public services without compensation to the municipality.

Since the housing supply consists largely, approximately 88%, of oversized single-family dwellings, and more than 95% of Huntington's land which is zoned for residential development is already developed, this supply represents both an opportunity and a constraint. This phenomenon exists because the physical realty of the existing housing stock limits how the land can be used to provide other land uses including multiple-family housing. Since the price of this single-family housing is in many cases greater than home-buyers can afford, and the maintenance of this housing is often greater than the homeowner can afford, the Accessory Apartment Ordinance provides both cost supplementing for the homeowner, and alternative housing options for the growing number of household seeking other than a single-family house. This is especially true as the suburbs in general and Huntington in particular provide more employment opportunities.

The Accessory Apartment Ordinance is a way to address the above identified problems, which because they impact so many, and can be addressed without significant physical disruption to existing well-established development patterns make sense from a land use and housing supply

standpoint. Since this housing is being created within existing single-family neighborhoods, it must be designed to protect the current investment in such neighborhoods, and as a supplement to such existing single-family housing (see Accessory Apartments, using surplus space in Single-family houses, PAS, APA 1981) See also Huntington Zoning Code, Article XX, Section 1, Findings and Determinations; purposes; short title.

Currently (March, 1993) the Accessory Apartment Review Board has approved approximately 1,200 permits (an additional 400 are pending) for accessory apartments covering every census tract in the unincorporated Town of Huntington. Approximately 350 of these permits have been granted under the principal residence exception which allows the apartment to be non-owner occupied on an interim basis. The number of applications received and granted since the start of the program, far greater than other municipalities who have such ordinances after less than two years from date of program approval, attests to both the need for such a housing option and its appropriateness given the existing land use pattern. The Accessory Apartment law provides (Section 5) for the appointment of a Citizens Advisory Committee which is charged with the duty of evaluating and making recommendations and findings of fact as to the implementation of this local law and which Committee must report to the Town Board by May 1, 1994. This Committee was appointed by Town Board resolution on December 15, 1992, and will study the current provisions of the Accessory Apartment Law including the owner-occupancy requirement. However, the geographic distribution of applications to date, and their sheer volume, suggest that such housing is greatly in demand and is meeting housing needs.

The Accessory Apartment Ordinance may result in the loss of illegal apartment units where the structure is a legal single-family house and is not owner-occupied. However, the ordinance itself allows, overall, for such a potentially large inventory of new apartments based on the supply of single family houses, that those losses of illegal apartments should be more than offset by gains in legal apartments. In addition, the Town of Huntington has allowed in the Accessory Apartment Ordinance a three year amnesty period (until January 1, 1994), through the ordinance's principal residence exception provision Section 198-142A and 198-145A, in order to give absentee landlords time to make arrangements for such properties to be owner-occupied and for tenants who might potentially be displaced to find other housing. Presently the Town Board has appointed a citizens advisory committee to study the question of non-owner occupancy with respect to the accessory apartment ordinance.

Included in the Housing Chapter are several programs which will increase the supply of non-owner occupied rental housing. These actions, coupled with the accessory apartment ordinance, have the potential to produce a large-supply of new apartments, a proportion of which are targeted to meet the housing needs of low and moderate income renters and owners; the proposed housing programs will more equitably distribute the supply of available apartments throughout the town, increase the overall supply of apartment units, and specifically increase and deconcentrate the supply of rental housing available to low-income tenants. The supply of rental housing available to low-income tenants is increased further by the town's participation in the Section 8 Existing and Housing Voucher rental subsidy programs in that there will be more rental apartment units available overall, allowing the tenant greater selection opportunities both in the unit itself and in its geographic location.

## 4.5.3 Locational Considerations

With the town nearing full development, greater attention must be given to the proper locations for the bulk of these new units, including affordable and multi-family housing units. This is especially true as choice building sites become increasingly scarce, causing development to be directed toward areas where it was never anticipated and is not easily accommodated. As such, a number of general guidelines should be followed with regard to future residential development. Among these are the desirability to maintain low densities in certain areas for a variety of environmental as well as investment reasons and, conversely, to encourage higher densities in areas which have sufficient, expandable or possibly new infrastructure capacities as well as convenient access to neighborhood commercial services, public facilities, and transportation modes.

Consideration should be given to specifying within the zoning ordinance the thresholds and criteria which must be met as a condition for development approval of higher density and multifamily (e.g., R-3M Garden Apartment and the R-RM Retirement Community) housing.

First, greater consideration should be given to encouraging, where appropriate, compatible mixed-use development involving a variety of residential and non-residential uses. There is an additional benefit to this type of development insofar as housing affordability is concerned, as the commercial component of such mixed-use projects can generate an internal subsidy which allows the residential portion to be available at or below market rates. Whether included within a mixed-use project or separately developed, higher-density residential development (10+ units per acre) and nursing homes, garden apartments and other more intensive housing design types should be located, wherever possible, to serve as a transitional use between nonresidential (commercial and industrial uses) and low-density residential development. In keeping with this concept, land for higher-density residential development should be sought where existing commercial/industrial zoned land interfaces with existing residential lands, and rezoning commercial and industrial parcels rather than re-designating lower-density residential areas for such uses. The logic behind this is that parcels currently zoned for commercial and industrial uses are more allied with and better suited to accommodate the potential image, traffic and environmental impacts associated with higher-density residential land uses than parcels zoned for single-family development.

Second, environmentally sensitive areas should be safeguarded from development of significantly greater numbers of units. As indicated in the Environmental Conditions chapter, large swaths of the town are subject to environmental constraints. In addition, as indicated in the Transportation chapter, significant increases in the number of units can aggravate traffic and safety problems in select locations (e.g., in parcels along roads which have at-grade crossings with the railroad, and along parts of Route 25A which have limited sight distances and narrow road widths). However, to be clear, cluster development which does not increase the total number of units on a site can have considerable environmental benefits with minimal traffic impacts.

Third, multi-family housing units should be located in those areas of the town which are better suited for such development. Desirable locales include sites near mass transit nodes, shopping,

and employment centers. Conversely, locales that may not be suitable include nearly built-out single-family neighborhoods where the high densities and building types sometimes associated with multi-family housing could affect neighborhood character and property values, areas where there is an existing concentration of affordable units and, as explored earlier, sites with environmental and/or traffic and safety problems.

The housing measures itemized in the following Section take into consideration demographic, economic and social needs as well as environmental and land use constraints which are detailed and articulated in the preceding chapter. The following recommendations are deemed responsive to identified housing needs.

# 4.5.4 Summary of Proposed Housing Measures

- Revise R-3M Garden Apartment Special District and R-RM Retirement Community District ordinances to require that a percentage of the units be affordable to low and moderate income households; suggested ratio—15% low and 15% moderate.
- Revise the R-3M Garden Apartment Special District and R-RM Ordinances to allow between 18 and 22 dwellings per acre as an incentive to providing housing for low and moderate income households. The ordinance should be amended to provide for criteria that if met allows a greater density of dwellings.
- Set standard in R-3M ordinance requiring that 25% of the units allocated to low-income households be for large families.
- Set goal in the Comprehensive Plan to establish that, when feasible, a
  percentage of new housing units constructed be affordable to low and
  moderate income households; suggested proportion—20% of all new
  construction.
- Evaluate the many features of the Accessory Apartment ordinance, particularly a provision to allow more flexibility where owneroccupancy requirements are concerned, especially where non-profit owner supplies the unit.
- Permit multiple-family apartments at density of 20 units per acre in revised C-6 zone along town's major arterials, thereby providing mapped zoning districts where high-density housing is located adjacent to employment opportunities, and is accessible to public transportation systems.
- Permit apartments above stores in the commercially zoned village (unincorporated) areas of the town.

- Establish housing trust fund which would be evoked when development which adds to the permanent job base is constructed, or when housing units are constructed and the developer wishes to contribute to the housing trust fund instead of creating 20% affordable units.
- Continue to implement, monitor and expand Accessory Apartment program to further the geographic distribution of rental housing throughout the Town of Huntington.
- Amend the Zoning Code to include a cluster development ordinance and permit the Planning Board to mandate cluster site development.

# FOOTNOTES SECTION 4

<sup>&</sup>lt;sup>1</sup>Figure 4-1 encompasses areas with residential zoning classifications which are used for non-residential purposes, including parks, public and private institutions, farmland, etc. Commercial zoning districts that permit dwellings are not included in Figure 4-1 (i.e., C-1, C-3, and C-8)

<sup>&</sup>lt;sup>2</sup>"Growth of the Community, Preliminary Report Number Two: Land Use and Zoning," Harland and Bartholomew and Associates, April 1962, Table 5 (Following p.92)

<sup>3</sup> Ibid., Footnote 2 (p.70

<sup>&</sup>lt;sup>4</sup>Includes incorporated Villages and institutions, such as the Northport VA Hospital; Some of the units that were counted may have been illegal.

<sup>&</sup>lt;sup>5</sup>The number of multi-family units in 1980 may have been greater than reported, due to the possible under-counting of illegal units by the U.S. Census.

<sup>&</sup>lt;sup>6</sup>Total housing units in the town including incorporated villages in 1980=61,585; in 1990=64,842. SOURCE: U.S. Census

<sup>&</sup>lt;sup>7</sup>Estimated 1987 population densities (persons per square mile) are: Huntington=2,265; Smithtown=2,226; and Oyster Bay=2,985.

<sup>&</sup>lt;sup>8</sup>A considerable number of substandard units are in close proximity to the LIRR station in Huntington Station. Conditions are likely to improve as this are is presently the subject of a comprehensive community improvement study.

<sup>956.930</sup> units (1980 Census) + 3,092 units (building Permits through 1989) = 60,022

<sup>&</sup>lt;sup>10</sup>Based on estimates contained in the "Report of the Task Force on Illegal Housing," July 31, 1986.

<sup>&</sup>lt;sup>11</sup>Based on Planning Board approval.

<sup>&</sup>lt;sup>12</sup>Based on population projections for the year 2000; assumes an overall balanced market with respect to current housing supply.

<sup>13199,200 (</sup>est. pop. 2000) - 190,900 (est. current pop.)/3.10 (est. current household size)=2 667 Units

<sup>&</sup>lt;sup>14</sup>Based on a 12% decline in household size from 1970 to 1980, projected through the year 2000.

<sup>15199,200-190,900/2.54=3,267</sup> 

<sup>16</sup>Brookhaven permits 11 dwellings/acre, Islip permits 17 dwellings/acre, Babylon permits 25 dwellings/acre, Huntington permits 14.5 dwellings/acre. Smithtown permits 10 units per acre however it is restricted to rental units.

<sup>&</sup>lt;sup>17</sup>Development of conventional homes at six units per acre (R-5, zoning Town of Huntington) could generate as many as 21 persons per acre (3.5 persons per household); development of age restricted (50+ years of age) adult community at 10 units per acre would generate only about 25 persons per acre (2.5 people per household); while development of senior citizen (62+ years of age) housing at 15 dwellings per acre may generate only 23 persons per acre (1.5 persons per household).

# Town of Huntington Planning Board

# Comprehensive Plan Update

**Economic Development Section Five** 

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#### 5. ECONOMIC DEVELOPMENT

# 5.1 Introduction

Economic development encompasses many noteworthy purposes, including having a large and diversified employment base providing for a range of job opportunities; an adequate number of conveniently located stores offering a variety of consumer goods and services; and high-value ratables which have the potential to stabilize property tax rates while providing needed revenues for government services. Planning for successful economic development requires a balancing of the benefits—convenient shopping, local jobs, increased tax revenues—to be gained, and the costs—traffic congestion, housing market pressures, open space encroachment—to be incurred.

This chapter is concerned with retail, office and industrial development in general, and with the town's more important commercial development areas in particular. The need to carefully plan for development stems from the realization that patterns of economic activity have emerged which are quite different from those that were anticipated and/or desired. Strip retail development along highways has come close to residential areas and large-scale office development in Melville has taken place at the expense of lower traffic-generating (e.g., industrial) uses. In a town that is as developed as Huntington, the mechanics and aesthetics of existing development have a direct bearing on the location and extent of future economic opportunities and well being. This is especially true as a considerable amount of new retail, office and industrial development will likely result from the expansion, redevelopment or intensification of existing uses.

The update of the 1965 Comprehensive Plan, therefore, does not require a blueprint for future economic development so much as a set of directives for: (1) enhancing the appearance and image of existing commercial and industrial uses, (2) alleviating traffic and parking-related problems, and (3) improving the manner in which such uses interrelate with each other and, especially, with residential land uses. The approach taken to formulating recommendations involved a review of existing patterns and types of development, and a comparison with the most current indicators of desired conditions (e.g., the 1965 Comprehensive Plan and the zoning plan) as well as an analysis of the need for future development based on long-term market conditions.

The three sections that follow describe in greater detail the relevant issues pertaining to retail, office and industrial development. The chapter concludes with a summary of the overall recommended plan for economic development, based in part on the findings of a study undertaken in response to a development moratorium.<sup>0</sup>

#### 5.2 Retail Development

## 5.2.1 Existing Pattern

As shown in Figure 5-1, Huntington's retail strips form a rectangular pattern, with Huntington Village located in the northwest corner. An array of retail land uses is also evident, as follows:

A primary village business district (Huntington Village);

# **Economic Development**

- Two secondary retail centers (Greenlawn, East Northport);
- Two major retail strips (Jericho Turnpike, Route 110);
- Several minor retail strips (Route 25A, Larkfield Road, Commack Road);
- A regional shopping center (Walt Whitman Mall);
- Several community shopping centers (Big H, Melville Mall, "Service Merchandise." Huntington Square Mall);
- A specialty retail center (Cold Spring Harbor); and
- Numerous small neighborhood shopping areas.

Huntington Village is the traditional shopping district within the town. Its 300-plus stores represent the largest central business district (CBD) in Suffolk County. Uses within the Village range from comparison goods (shoes, clothing, jewelry, furniture), to convenience stores (grocery stores, delis, drug stores), to personal and financial services (dry cleaners, hair salons, banks), to professional offices (accountants, lawyers, dentists) to bars taverns and restaurants as well as cultural amenities. The Village's comparison stores have been on the ascendancy with more trendy boutiques and clothing stores are appearing along Main Street, replacing older convenience-type shops.

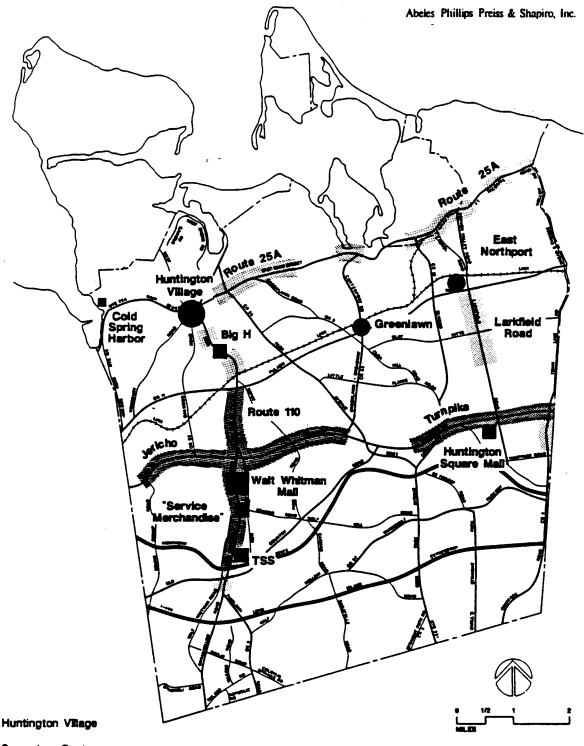
The secondary village centers of Greenlawn and East Northport developed around the LIRR stations and are typically comprised of small convenience stores which serve the needs of local shoppers and commuters. These areas have been the most susceptible to competition from strip retail and highway-oriented neighborhood shopping centers. Parking is generally one of the more critical issues for the older centers such as East Northport.

Major retail strips (Jericho Turnpike, Route 110) are oriented toward automobile traffic and are generally the location for the town's shopping malls, fast-food restaurants and auto-related uses. The minor strips are also oriented toward automobile shopping, but usually for convenience goods, especially food shopping.

Walt Whitman Mall is a regional shopping center. The mall, which opened in 1962, is presently comprised of over 90 stores totaling a little less than one million square feet. Anchored by two department stores the Mall's regional draw exceeds a radius of ten miles. Its prime location (just south of the intersection of Routes 25 and 110) contributes significantly to the overall success of this shopping center. As of this writing there have been a number of inquiries from the principles that operate the mall to the effect that an application for expansion of between 400,000 and 500,000 square feet is imminent. No application has been made as yet.

Community shopping centers (Big H, Melville Mall, "Service Merchandise," Huntington Square Mall) are smaller in scale than the Walt Whitman Mall and typically draw customers within a three to five-mile radius. They are generally anchored by a general merchandise or junior department store, such as a Sears or Caldor. The neighborhood shopping centers are interspersed throughout the town along both major and minor arterials and are typically anchored by supermarkets.

# TOWN OF HUNTINGTON Suffolk County, New York



Secondary Center

Major Strip

Minor Strip

Regional Shopping Center

Community Shopping Center

Specialty Center

Figure 5-1

# Generalized Pattern of Retail Development

Notes:		
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#### **Economic Development**

<u>Cold Spring Harbor</u> is unique among the retail centers within the unincorporated area of the town. Its antique stores, cafés, boutiques and gift shops comprise a specialty center that is primarily oriented toward tourism.

# 5.2.2 Comparison with 1965 Comprehensive Plan and Present Zoning

The existing pattern of retail uses is generally in keeping with the commercial land use plan envisioned in the 1965 Comprehensive Plan (see Figure 5-2). However, existing retail development in a number of areas, including Melville, East Northport and Huntington Station, is not as extensive as was planned for in 1965 and 1966 (see Figure 5-2). Conversely, areas with excellent highway access and visibility which were planned for residential and industrial development became the locations for retail shopping centers, such as the intersection of Jericho Turnpike and Larkfield Road (Huntington Square Mall) and the northeast corner of Route 110 and the Northern State Parkway (Melville Mall).

The 1965 Plan focused on the Huntington Village Business District and the secondary centers of Huntington Station, East Northport and Greenlawn. The Walt Whitman Mall and a few smaller shopping centers had only recently been constructed at the time the Plan was drafted. Given that the amount of retail space created by these shopping centers was nearly double that which existed in the Village, the Plan anticipated that future retail sales growth in the Village would be limited, which has proved to be the case. In 1965, there was approximately 478,000 square feet of ground floor retail space in the Village. Current estimates are within 10 percent of this figure.

The 1965 Plan placed considerable emphasis on the expansion and creation of secondary retail centers which would service persons living within a one-mile radius of each center. Many of these centers actually contracted in terms of retail space. For example, areas planned for retail uses near the railroad in Huntington Station and in East Northport were developed for industrial uses (see Figure 5-2). A proposed retail center near the eastern town line at the Northern State Parkway never developed in Huntington. However, retail uses serving this area presently exist in neighboring Smithtown.

While some planned centers did not emerge, malls and strip retail along Jericho Turnpike and Route 110, catering to both a local as well as an exogenous demand, flourished. In this regard, it is worth noting that each of the adjoining towns in Suffolk County experienced considerable population growth from 1960 to 1980. Smithtown's population increased by 132 percent (from 50,347 to 116,663); Islip's by 73 percent (from 172,959 to 298,897); Babylon's by 43 percent (from 142,309 to 203,483); and Huntington's by more than 60% (from 126,221 to 201,512).

The zoning map generally coincides with the pattern of retail development presently found within the town (see Figure 5-2). The principal and most ubiquitous commercial zone within the town is the C-6 General Business District. This zone permits a wide variety of retail and commercial uses with few restrictions on permitted intensity of development. It had its origins in the first comprehensive Zoning Ordinance of 1934, when the principal commercial areas of the town were the Huntington Village Business District and the secondary retail centers of Huntington Station, Greenlawn and East Northport. The type of development associated with these areas did not

# **Economic Development**

require strict standards. However, the lack of setback and buffer requirements has called into question the appropriateness of the C-6 zone, particularly where strip retail development adjoins residential areas.

# 5.2.3 Market Analysis

In order to effectively plan for future retail development, current and proposed numbers and types of stores (e.g.., the supply) must be measured against local expenditures for retail goods and services (e.g., the demand). With regard to the former, a windshield survey of the major retail centers and strips within the town was undertaken in the fall of 1987. Uses were classified according to six categories. Table 5-1 reveals the variations in the town's principal commercial areas. Huntington Village and the secondary centers and strips are generally oriented toward convenience goods shopping, with the majority (44% or more) of retail uses falling within this category for each of these areas. The major retail strips are predominantly the locations for the town's automotive establishments (48%) and for fast-food restaurants (29%). The Walt Whitman Mall and the smaller community shopping centers provide most of the town's comparison shopping goods (67%).

Table 5-2 contains estimates of the number of stores and total square footage for each of the retail types listed above. This information indicates that retail areas oriented toward meeting the needs of shoppers who reside both inside and outside of the town-regional, community and strip shopping centers-contain over 3.6 million square feet of retail space (see Table 5-2). This contrasts with less than 2 million square feet of retail space in areas intended to meet primarily local shopping needs, including Huntington Village and the other central business districts, as well as neighborhood shopping centers. As previously noted, many of the retail uses in Huntington Village, such as restaurants and comparison goods shops, are also oriented toward a regional market.

Figures for Suffolk County are worth noting in comparison (see Table 5-2). As of 1982, the County had over 27 million square feet of retail space. At that time, the Town of Huntington, which had 15 percent of the County population, accounted for nearly 5.6 million square feet of this retail space, or approximately 20 percent of the County total. Based on 1987 population estimates, there is an additional 7 square feet of retail space for each resident of the Town of Huntington (27 square feet/person) than there is for each resident of Suffolk County as a whole (20 square feet per person).

This difference is partly accounted for by the fact that Huntington has a median household income (\$60,530 in 1989) that is both the highest of any town in the County and significantly higher than the Countywide average (\$49,128 in 1989). Much of the difference is due to Huntington's centralized location, vis-a-vis Nassau County and the rest of Suffolk County, attracting retail development oriented towards a more regionalized market. This was also spurred on by the regional job center that has developed in the Melville area which has provided workers that purchase goods and services locally.

TOWN OF HUNTINGTON Suffolk County, New York

Abeles Phillips Preiss & Shapiro, Inc.

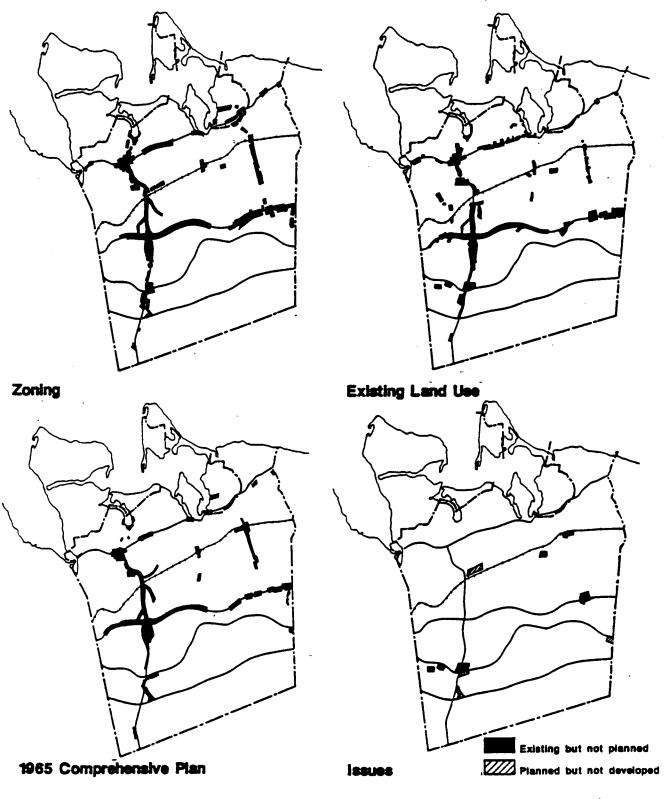


Figure 5-2

**Retail Summary** 

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TABLE 5-1

MAJOR RETAIL USES BY AREA: TOWN OF HUNTINGTON

	Hu	ntington	Village	Route 110		Route 110 Shopping Centers			Jericho Turnpike			
Retail Category	# of Local Uses	% of Local Uses	Local use as % of Tnwide Use	# of Local Uses	% of Local Uses	Local use as % of Tnwide Use	# of Local Uses	% of Local Uses	Local use as % of Tnwide Use	# of Local Uses	% of Local Uses	Local use as % of Tnwide Use
Supermarket	3	1%	19%	3	1%	19%	2	1%	12%	3	*	19%
Convenience	194	44%	19%	167	38%	16%	34	25%	4%	256	37%	25%
Dept./Discount Store	0	0%	0%	0	0%	0%	4	3%	67%	2	•	33%
Comparison	158	36%	21%	156	36%	20%	85	62%	11%	206	30%	26%
Eating/Drinking/ Rec.	65	15%	19%	50	11%	14%	11	8%	3%	99	14%	29%
Auto-Related Total	<u>17</u> 437	4% 100%	6% 18%	<u>60</u> 436	14% 100%	22% 18%	1 137	<u>1%</u> 100%	<u>*</u> 6%_	132 698	19% 100%	48% 29%

	Route 25 A Larkfield Road				Other shopping Strips & Centers			Huntington Total			
	Local	Uses	Local Uses as % of Town use	Local	Uses	Local uses as % of town use	Local	Uses	Local Uses as % of Town Uses	Local Us	æ
Retail Category	#	%	%	#	%		#	%		#	%
Supermarket	3	1%	19%	1	1%	6%	1	•	6%	16	1%
Convenience	151	49%	15%	89	50%	9%	125	53%	12%	1,016	42%
Dept./Discount	0	0%	0%	0	0%	0%	0	0%	0%	6	•
Store											
Comparison	76	24%	10%	26	14%	3%	71	31%	9%	778	32%
Eating/Drinking	54	17%	16%	36	20%	11%	26	11%	8%	341	14%
Rec.											
Auto-Related	<u>28</u>	9%	10%	<u>27</u>	15%	10%	12	5%	4%	<u>277</u>	11%
Total	307	100%	12%	179	100%	7%	235	100%	10%	2,434	100%

<sup>\*</sup> less than one percent

<sup>(1)</sup> Includes 339 stores within the Huntington Village CBD; additional stores are for Route 110 north of Gerard Street.

<sup>2)</sup> Portions are included in the columns for Huntington Village and Route 110 Shopping Centers.

<sup>(3)</sup> Includes: Big H Shopping Center; Walt Whitman Mall and TSS Mall.

<sup>(4)</sup> Includes: Main Street, Northport; Depot Road; Pulaski Road; Broadway, Greenlawn

Source: Abeles Phillips Preiss & Shapiro, Inc. field survey, October 1987

TABLE 5-2 COMPARISON OF RETAIL SPACE: TOWN OF HUNTINGTON AND SUFFOLK COUNTY

	Town of	Suffolk
Retail Type	Huntington	County
Central Business Districts		
Number of Stores	838	4,306
Square Footage (1)	1,005,600	5,167,200
Retail Strips		
Number of Stores	921	3,385
Square Footage (2)	1,289,940	4,739,000
Regional Shopping Centers		
Number of Stores	94	399
Square Footage	1,045,800	4,507,800
Community Shopping Center		525
Number of Stores	108	737
Square Footage	1,318,000	7,125,200
Neighborhood Shopping Ce	nters	
Number of Stores	261	1,635
Square Footage(3)	924,900	5,905,800
Total Number of Stores	2,222	10,462
	•	•
Total Square Footage	5,583,700	27,445,000
Per Capita Retail Space (s.f.	/person) 27 <sup>(4)</sup>	20 (5)

<sup>(1)</sup> Assumed to be 1,200 square feet per store on average

Source: Abeles Phillips Preiss & Shapiro, Inc.; Long Island Regional Planning Board, "Commercial Development Analyses," 1982

<sup>(2)</sup> Assumed to be 1,400 square feet per store on average

<sup>(3)</sup> Preliminary updated figures for the Town of Huntington indicate that square footage in neighborhood shopping centers has increased to 1,218,000; comparable figures for Suffolk County were not available.

<sup>(4)</sup> Based on an estimated 1987 population of 204,273

<sup>(5)</sup> Based on an estimated 1987 population of 1,355,034

#### **Economic Development**

The demand for retail space generated by town residents may also be measured by the amounts that are spent within each retail use category. Persons typically spend their disposable incomes in predictable proportions for each retail use category. Conversely, stores within each category should be capturing a certain percentage of these trade area dollars if they are adequately satisfying the internal demand for retail goods and services. Information on the amounts spent within each retail use category by town residents is listed in Table 5-3. This table also indicates the approximate square footage of existing retail space and the typical sales per square-foot for each of these categories. The resulting capture rates (i.e., the estimated portion of total resident expenditures captured by local merchants) reveal that food and other convenience stores (e.g., drug, hardware, dry cleaning) are capturing slightly less than what would be considered a normal share of the amount spent by town residents for these items. However, sales by stores in other categories, such as comparison goods (e.g., clothing and furniture) and automotive-related (e.g., service stations and auto parts), are excessive when compared to the amount spent by town residents. Once again, this would imply that much of the retail space overage is used to satisfy a demand originating from outside the town.

TABLE 5-3
RETAIL EXPENDITURES: TOWN OF HUNTINGTON

	A	В	С	D	E	F	G
Retail Category	Huntington Resident Expenditures (\$000)(1)	Number of Stores(2)	Estimated Average Size (s.f.)(2)	Sq.Ft. (B x C)(2)	Potential Sales per Sq.Ft.(S)(3)	Sales (\$000) (D x E)	Capture Rate (F A)
Supermarket	\$256,000	16	25,000	400,000	\$280	\$112,000	45%
Convenience	\$211,000	1,016	1,400	1,420,000	\$100	\$142,000	70%
Department Store	\$161,000	6	180,000	1,080,000	\$120	\$130,000	80%
Comparison Eating/Drink and	\$175,000	<i>77</i> 8	2,500	1,950,000	\$120	\$234,000	>100%
Recreation Auto-Related	\$128,000	341	2,000	680,000	\$150	\$102,000	80%
	\$133,000	<u>277</u>	1,500	420,000	\$220	<u>\$ 92,000</u>	70%
Total	\$1,064,000	2,434		5,950,000	)	\$812,000	

Source:(1) Donnelley Marketing Information Services, <u>1987 Annual Shopping Center Report for Town of Huntington</u>;

- (2) Abeles Phillips Preiss & Shapiro, Inc. field survey, 1987;
- (3) Urban Land Institute, Dollars and Cents of Shopping Centers, 1987.

## 5.2.4 Issues and Recommendations

Four key findings underlie the overall goals for retail development in the Town of Huntington. First, upwards of 95% of the existing land zoned for retail is already developed. This is consistent

# **Economic Development**

with the observation that Huntington now approaches build out.

Second, population growth over the next ten to fifteen years is projected to be relatively modest and does not merit excessive development (or redevelopment) of retail uses. There is parity between projected population growth (6 %) and the land which will be available for new business development (5 %).

Third, an opinion survey of one-hundred town residents revealed that a plurality of those questioned favored retail development in a village setting (27 percent) or small-scale development conveniently located (17 percent). A majority indicated that the strip retail areas including Jericho Turnpike, Larkfield Road and Route 110 have poor physical appearances.

And fourth, retail rent levels in the key village and specialty centers—Huntington Village, Cold Spring Harbor—are currently comparable to those along the major strips. This demonstrates that space within these centers is as viable as space along the town's arterials in attracting retail uses, albeit of a different nature than that typically found in strip commercial developments.

The sum total of these findings is that the challenge of the next decades will be to direct retail redevelopment and infill development in such a way as to preserve the best elements of the built environment (the village centers), and to reduce the problems (traffic and sprawl) associated with most retail strip development. Since the town is largely built out, the strategies will inherently be "incremental." But if pursued carefully and diligently, the preponderance of the town's retail areas will offer convenient access, parking and high quality landscaping and design.

Specific issues and recommendations pertaining to retail development vary according to the locational context and market conditions for each of the retail areas and centers. Each retail area and center is therefore singled out for analysis below, according to one of two categories: (1) major retail centers that serve the entire community, and (2) smaller centers that serve local or specialized needs.

## Major Retail/Commercial Development Areas

Huntington Village, Jericho Turnpike and Route 110 are characterized by complex land use patterns, traffic congestion and either an attractive appearance that can be made outstanding (Huntington Village), or a visual quality of unremitting strip development (Jericho Turnpike and Route 110). The principal goals for these areas are therefore to (1) improve traffic and parking conditions, and (2) enhance their visual appearance and mix of uses.

Actions intended to improve parking and traffic circulation in Huntington Village should be consistent with the goal of keeping the Village an economically dynamic and attractive place to shop. The recommendations contained in the "Huntington Village Parking Study" (prepared by Jacquemart Associates, April 1986) are the result of extensive study of current problems and consideration of the various alternative solutions. Construction of a parking garage should

# TOWN OF HUNTINGTON Suffolk County, New York

Abeles Phillips Preiss & Shapiro, Inc.

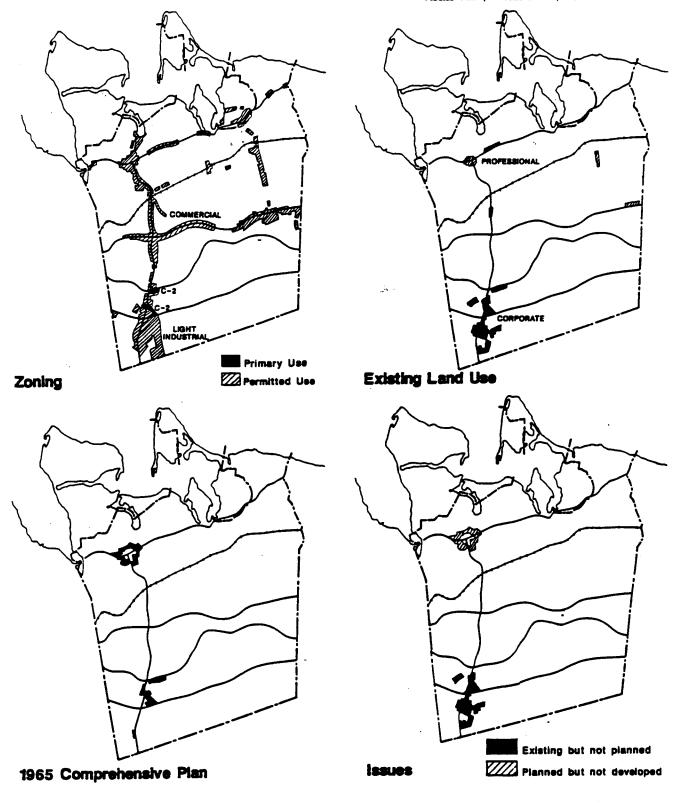


Figure 5-3
Office Summary

Notes:			
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proceed only after all alternatives have been exhausted and ample time has passes to assess the effectiveness of the other recommendations contained in the Jacquemart study. A centrally-located parking structure, if built, should incorporate such design elements as special facade treatments and/or other amenities, and should address public concerns regarding image and appearance. Ground level retail stores might also be incorporated in to such a structure if design considerations can overcome the problems inherent in such a use (cost, fumes etc.) located in a parking structure.

Consideration should be given to financing improvements to existing lots and roads in the Village through contributions to a special parking fund, required of all future commercial uses which obtain permission to have public parking satisfy off-street parking requirements. An amendment to the zoning code enacted in 1991 requires anyone that receives a variance for parking purposes from the Zoning Board of Appeals to pay the town \$3,500/parking space that is waived. This legislation was meant to limit certain uses more so then as a source of funds for maintenance and should be refined towards areas that are in need and made to serve the more specific purpose of helping in the upkeep of existing town parking lots and roadways.

Traffic flow should be improved through minor modifications to the operational characteristics of the road network. On-street parking along Main Street and New York Avenue could be reduced in order to minimize the need for cars to parallel-park. Stricter regulations and traffic-control devices, including but not limited to street names and instructional signage, could be developed for gridlock-prone intersections.

While there is a fairly good mix of uses within the Village CBD, additional efforts should be undertaken to limit the number of non-retail uses, particularly those that would occupy ground-floor locations. Large-scale office projects should be prohibited from locating within or near the Village CBD. Small professional office uses serving local needs (e.g., doctors, lawyers, accountants) should be encouraged to locate on the upper floors of commercial buildings.

With regard to its appearance, a special "overlay" district could be established for the greater Huntington Village area which would regulate the height, bulk, scale and appearance of new and existing structures. The overlay district should differentiate between distinct sub-areas of the Village, such as designated or potential historic districts.

The intent of these recommendations is to assure that Huntington Village will remain a prosperous and diversified shopping and cultural center. To retain its competitive edge, it is essential to develop and maintain convenient access and parking as well as comprehensive building and signage design standards.

Jericho Turnpike and Route 110 have land use patterns, building designs and multiple curb cuts which are largely fixed. Despite these conditions, incremental improvements can be made as specific parcels are developed or redeveloped.

Specifically, lower traffic-generating uses (e.g., housing development, congregate care facilities) could be promoted on sizable vacant parcels, particularly where generous setbacks and buffers

can provide separation from the "strip." Housing development could take advantage of proximity to public transportation and shopping while furthering the dual objectives of (1) containing future retail sprawl, and (2) increasing the availability of lower-cost housing within the town.

At the same time, commercial property owners could be encouraged through zoning to improve the appearance of retail development and reduce its traffic-inducing and its sometime unsafe aspects. For example, shared parking of adjoining retail development would reduce the number of curb cuts and improve traffic flow. Setback and buffer regulations would provide landscaping and open areas which would make retail development more attractive. Signage design requirements that include amortization of non-conforming signs would dramatically improve the appearance of the strip. In sum, modernized development standards and zoning requirements stricter than those associated with the C-6 General Business District should be formulated that more accurately reflect the conditions and the character of these "highway" business areas. Incentives, tied into performance standards, should be offered in order to encourage businesses to voluntarily share amenities and design features and/or provide relief for problems that cannot be solved by government alone.

# Secondary Business Centers

There are three separate types of secondary business centers in Huntington: those oriented toward commuter train stations (East Northport, Greenlawn); those serving specialized markets (Cold Spring Harbor); and those that have a newly emerging strip quality (Route 25A). While each of these centers has its unique issues, the overriding goal for all is the same: to continue to serve primarily local needs without yielding to the temptation to expand such that the congestion and sprawl typical of Jericho Turnpike spreads, or that competing centers are created to the detriment of Huntington Village.

This challenge can be met in different ways. In both <u>East Northport and Greenlawn</u>, the approach should be to encourage commuter/pedestrian oriented centers of convenience goods and services. The limits of these village-like centers should be defined by unique visual approaches and/or discernible changes in development patterns. Two examples would be: for East Northport this would translate into the area between Laurel and Vernon Valley Roads on the north and Fifth Avenue on the south; and for Greenlawn, it would be Oakwood Street on the north and Pulaski Road on the south. Within these confines, retail zoning should encourage stores flush with the sidewalk. Off-street parking should be made convenient to both commuters and shoppers. Sidewalk improvements, tree plantings, preservation of historic structures, bus shelters, and pocket parks on vacant parcels could all help foster the "village" center quality of these two shopping areas.

Absent so far from the discussion of secondary centers is <u>Huntington Station</u>, an area which has undergone considerable change since the 1965 Plan. Urban renewal efforts altered the character of this area to the point where it no longer functions, nor is perceived, as a village center in the same vein as Greenlawn or East Northport. Planning and design efforts are currently being directed toward an ten-acre parcel located at the northeast corner of Route 110 (New York Avenue) and Broadway, across from the L.I.R.R. station. The successful development of this site

will be instrumental in creating a focal point for further revitalization efforts in the area.

In <u>Cold Spring Harbor</u>, the approach should be to create an historic village center of specialty stores and services. As with Greenlawn and East Northport, sidewalk and landscaping improvements are in order. However, additional parking which would induce expansion of the retail area should not be provided, as Cold Spring Harbor's exclusive and specialty quality is in fact due to its small size. Existing town owned waterfront properties present the opportunity to create linkages between parcels which should be emphasized wherever practicable, as well as the maintenance of open views and the provision of waterfront mini-parks.

The strategies for the centers of East Northport, Greenlawn and Cold Spring Harbor revolve around enhancing existing attractive design elements. By contrast, there is a definite need to reconsider the prevailing pattern of development for most of the auto-oriented secondary centers. Continuous commercial zoning (and site-specific rezoning) is leading to sprawling retail strip development; but, unlike Jericho Turnpike, conditions are generally not suitable for such development. This is especially true along Route 25A and Larkfield Road. Neither was designed to accommodate the amount of traffic that retail development generates; both are needed as major arterials providing access to the town's residents; and neither can be readily widened to better accommodate both through and shopping-oriented traffic.

On <u>Larkfield Road</u>, retail development is too extensive to alter or curtail its essentially commercial character. Strategies for making modest improvements to Larkfield Road include fine-tuning of traffic lights and intersection designs to improve traffic flow. Signage, tree planting and landscaping requirements can improve the strip's appearance. Wherever feasible, non-retail commercial uses (e.g., small professional offices) should be promoted through zoning so as to more evenly spread the periods of peak automobile use. In addition, the upgrading of nearby north-south roads should be investigated to relieve traffic on Larkfield Road.

In contrast to Larkfield Road, more radical measures are in order for Route 25A. Of all the places in Huntington where retail development is now allowed by zoning, it is least suited to Route 25A. The road is generally too narrow, winding and hilly to safely accommodate extensive commercial development. The result of commercial development along Route 25A, particularly for areas east of Huntington Village, is a series of mini centers and complexes carved out of the landscape which convey a non-cohesive image. Typically, these strip centers are characterized by poor sight distances and substandard entries/exits. Therefore, wherever feasible, commercially-zoned properties not developed for, and proximate to, retail uses should be rezoned to alternative uses. Retail development should be focused in Route 25A's existing centers of Huntington Village and Cold Spring Harbor. In keeping with this concept, no further commercial development should be permitted within the Mill Pond area, including Route 25A and Centershore Road. Such measures would help to contain retail sprawl and gradually restore to Route 25A the quality of a pleasing, tree-lined residential thoroughfare.

The lessons of Larkfield Road and Route 25A should not be lost on the rest of the town. Simply because auto-oriented retail development may be the "highest and best use" from a market point of view does not make it so from a planning perspective. By and large, such retail development

only redistributes the retail uses within the town. With a stable population, new retail development can only be pursued at the expense of existing retail development. Using the experience of the past as a lesson for the future, new retail development should be encouraged only to the extent that new housing and office development create additional demand for retail goods and services, or that evolving consumer needs create demand for different types of retail development.

# 5.3 Office Development

# 5.3.1 Existing Pattern

Office development in the town generally falls into two categories: (1) small-scale professional office buildings constructed within the last thirty years and ranging in size between 10,000 and 20,000 square feet, and (2) large-scale corporate office structures constructed within the last fifteen years and generally exceeding 100,000 square feet per building.

As shown in Figure 5-3, professional office development is generally located in or near the Huntington Village Business District and along commercial strips, such as Jericho Turnpike, New York State Route 110, Larkfield Road and Commack Road. Much of this space is devoted to providing medical and other professional services to a local clientele.

Corporate offices, on the other hand, generally require suitable tracts of land zoned for large-scale development with good highway access and visibility. These conditions have been routinely met in the Melville area, where flat expanses of open land, coupled with the extension of the Long Island Expressway into Suffolk County in the early 1960's, helped to give rise to development. The pace of development quickened during the late 1970's and early 1980's, as reasonably priced land in Nassau County continued to grow more scarce. The Melville/Route 110 area is presently one of the largest office centers on Long Island. In fact, the 5.8 million square feet of office space presently within the Melville area represents over 40% of the entire inventory of office space in Suffolk County.

# 5.3.2 Comparison with 1965 Comprehensive Plan and Present Zoning

The extent of future suburban office development of the type presently found within the Melville area was not clearly envisioned at the time the 1965 Comprehensive Plan was written (see Figure 5-3). Although a preliminary report on land use and zoning 1 recommended that industrial district zoning regulations be amended to permit offices, the Comprehensive Plan Map does not show any area within the town specifically planned for large-scale office development, with the exception of some areas along N.Y. State Route 110 between the Northern State Parkway and the Long Island Expressway. However, since the 1965 Plan (and the 1966 Amendment) was written, industrially zoned lands in the Melville area have been primarily developed for large-scale offices, given both the less restrictive tenancy requirements for offices (compared to industrial) and the greater market demand for such use in the vicinity of Route 110 and the Long Island Expressway.

The zoning ordinance provides ample opportunity for office uses. Office buildings are permitted as-of-right in most of the commercial and industrial zones. A provision in the Zoning Ordinance

that predates the 1965 Plan even allows office development as a conditionally permitted use in the R-5 Residence District.

Only a few zones provide for offices as the primary intended use. These include the C-2 Single-Purpose Office Building District and the C-12 Professional Business District, neither of which has been mapped to any great extent (see Figure 5-3). The Plan proposed a transitional office-residential district surrounding the Huntington Village Business District, predicated on the conversion of older, large residential structures to office-type uses. The intent was to allow for a viable economic use of these residential "white elephants." However, office development based on the zoning which subsequently emerged for this district (C-1 Office-Residence) has not been limited to the conversion of existing structures, but has also taken place through new construction. The Town Zoning Ordinance should be clarified on this point.

# 5.3.3 Market Analysis

As shown in Table 5-4, there is approximately 6.7 million square feet of office space (including space under construction) in the town. Of this amount, over 85 percent (5.8 million square feet) is located within the Melville area.

**TABLE 5-4** 

	Total Square	Square Footage Under	Percent of
	Footage	Construction	Town Total (2)
Commack/East Northport Huntington Village/	210,000	14,000	3%
Huntington Station	707,000	177,000	11%
Subtotal	917,000	191,000	14%
Melville	5,829,000	883,000	86%
Total-Town of Huntington	6,746,000	1.074.000	100%

<sup>(1)</sup> In buildings of 12,000 square feet or more; all figures rounded to the nearest 1,000 s.f.

Source: Preliminary research figures, Long Island Regional Planning Board, May 1988.

Black's Office Leasing Guide 1988, Black's Guide, Inc.

1988 Long Island Almanac, Long Island Business News.

As previously indicated, there are generally two types of office space within the town. The first is characterized by smaller buildings located near residential communities and marketed for local professional use. The second type of space consists of generally larger buildings located along the Melville/Route 110 corridor and serving as corporate offices. The initial office development in

<sup>(2)</sup> Includes square footage under construction.

Melville coincided with the extension of the Long Island Expressway into Suffolk County in the early 1960's. Nearly one-third of all office construction in Melville took place between 1963 and the recession of the mid-1970's (see Table 5-5). However, the real boom in Melville office development has only occurred during the last ten years or so. As Table 5-5 shows, there was more office construction after 1975 than in all previous years combined, with more than 3.5 million square feet of office space built since that time.

As shown in Table 5-6, in 1988 offices in Melville commanded rents of approximately \$24 per square foot, which is comparable to rents for first-class office space in Mitchel Field and Garden City.<sup>2</sup> The Melville office market is, therefore, more in keeping with the Nassau office market, with rents considerably higher than the rest of Suffolk County. Consistent with such rents, land values in Melville have, in the past, skyrocketed.

TARLE 5.5

Melville Square Percent of Period of Development	Total Square Footage	Footage as a Melville Total	Percent of Town
1957-1962	165,000	3%	
1963-1971 1976-Present <sup>(1)</sup>	1,900,000 <u>3,764,000</u>	33% 64%	
Total - Melville	5,829,000	100%	
Town of Huntington	6,746,000		86%
Suffolk County	12,892,000	_	45%
Nassau and Suffolk			
Counties	39,063,000	-	15%

There are signs that the current supply of office space in Melville has surpassed the demand for such space, leading to a "softening" in the market. This is reflected by a current vacancy rate of 15 percent<sup>3</sup> in Melville (see Table 5-6) that stands in sharp contrast to the 5 percent vacancy rate of the past few years. While this softening in the office market may be temporary, further significant additions to supply could result in the Melville area having, in the short term, an office vacancy rate as high as that of northern New Jersey (currently estimated to be at least 20 percent). But, in the long term, Melville's primacy as Suffolk County's premier office center is assured, so long as it does not become a victim of its own success.

Preliminary research figures, Long Island Regional Planning Board, May 1988.

1988 Long Island Almanac, Long Island Business News.

**TABLE 5-6** 

	Average Rent	
	(\$ per sq. ft.)	Vacancy Rate
Town of Huntington		
Melville	\$24.00*	15%**
Outside Melville	\$17.00	10%
Suffolk County		
Hauppauge/Veteran's		
Memorial Highway	\$20.00	22%
Nassau County	A CONTRACTOR OF THE CONTRACTOR	
Garden City/Mitchel Field	\$25.00	10%
New York City		
Midtown	\$38.00	10%
Downtown	\$37.00	11%
Northern New Jersey	\$22.00	21%

Source: 1988 Long Island Almanac, Long Island Business News.

1988 Guide to Industrial and Office Real Estate Markets,

Society of Industrial and Office Realtors. Black's Office Leasing Guide 1988, Black's Guide, Inc.

# 5.3.4 Issues and Recommendations

As the Town of Huntington becomes built out, there are fewer and fewer sites available for development. As the regional economy grows, there is a commensurate increase in the pressure to develop the few remaining parcels, and to more intensively redevelop existing properties. This is especially the case for office development, which, if marketable, can generate considerable revenues and out-compete most other uses. As previously noted, "highest and best use" from a market perspective is not necessarily equivalent to "highest and best use" from a planning perspective. The benefits of increasing office development must be weighed against its costs, monetary and other.

Development projects have traditionally been evaluated in terms of their fiscal impacts according to their residential populations, particularly school-age children. Based on this approach, major office projects typically require relatively little in the way of municipal services, when compared to residential uses, and essentially place no direct demand on local school services. (However, there is an increasing demand for daycare facilities to accommodate the young children of single-parent and two working-parent households.) At the same time, business development contributes significant real property tax revenues to the municipalities and the school districts in which they

are located. This net benefit is especially the case for office development within the Melville/Route 110 area (the premier employment center in the town).

Using 1988 as an example to review the budget for the Town of Huntington, it was determined that approximately \$24 million is expended annually for basic governmental services (e.g., police and fire protection, sanitation, road maintenance and repair, snow removal, government administration) within the town. It is assumed that municipal expenditures attributable to office uses in Melville are roughly equivalent to the proportion of Melville office property values to total town real property values. According to the Town of Huntington Assessor's Office, the total assessed valuation in 1988 amounted to approximately \$389 million, with Melville office development accounting for \$20 million or 5 percent of this total. After adjusting for the generally higher assessments placed on non-residential properties, it is estimated that approximately \$800,000 (or 3 percent) of the \$24 million expended annually on certain basic townwide services is attributable to office development in Melville. This contrasts to the nearly \$3.4 million in municipal tax revenues (and \$10 million in school district revenues) generated by this same development. Thus, office development in Melville generally pays for the services it requires and produces a surplus of tax revenues.

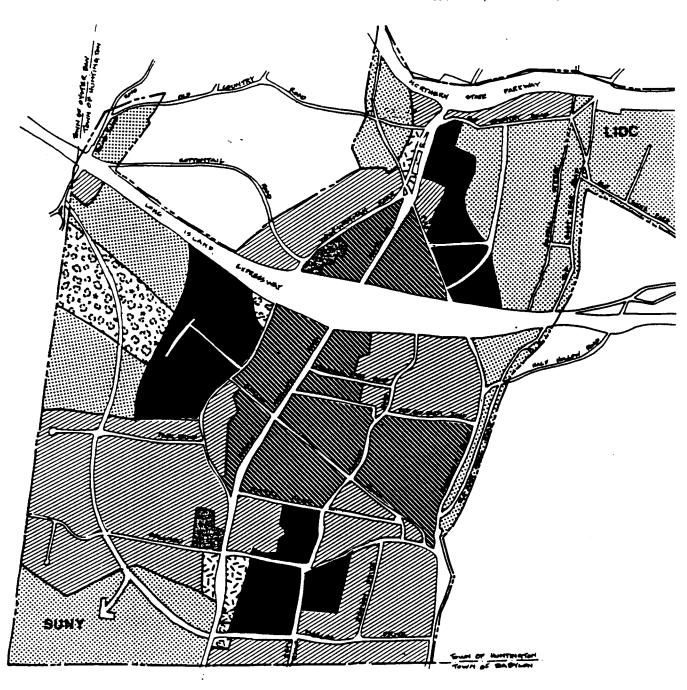
However, there are certain costs ("externalities") associated with large-scale office development. Among these is traffic congestion which has a twofold aspect. There is first the congestion that takes place in the Melville office/industrial area; and there is second the congestion that takes place on the roadways that lead to the area, roadways that are outside the Half Hollow School District. Also, a dense pattern of office development along one of the gateways to the town can induce unintended perceptions concerning the town's overall character. Large scale office development can result in shortening the life of surrounding infrastructure. Finally, large general office buildings employ hundreds of persons, which can add to the demand for suitable local housing, day-care opportunities and schools both within the immediate taxing district as well as in school districts that accrue no financial benefit from the office development. These are the indirect or less obvious costs associated with such as has emerged in the Melville area.

This policy outlook can be used to define specific land use plans for both Melville and other office centers throughout the town. As shown in Figure 5-4, the recommended land use plan for Melville<sup>6</sup> seeks to encourage lower traffic-generating uses over additional large-scale office development. Zoning restrictions can provide an inducement to build industry rather than offices by providing a greater floor area ratio (FAR) for industry compared to offices, and by placing greater limitations on the amount of office development which may occur beyond a specified "core" area (as further described in the final section of this chapter). On the periphery of the office/industrial core, housing and land uses that support and complement residential development (e.g., retail stores, schools, parks) are to be encouraged. This will help provide the necessary work force for the existing Melville core and non-core business areas.

Outside Melville, large-scale offices oriented toward a regional market should <u>not</u> be promoted. The location of such offices away from highway exits would exacerbate traffic on local town roads. Furthermore, major office development outside Melville would encroach upon the town's residential character and suburban image.

# TOWN OF HUNTINGTON Suffolk County, New York

Abeles Phillips Preiss & Shapiro, Inc.





Retail/Service

Hotel

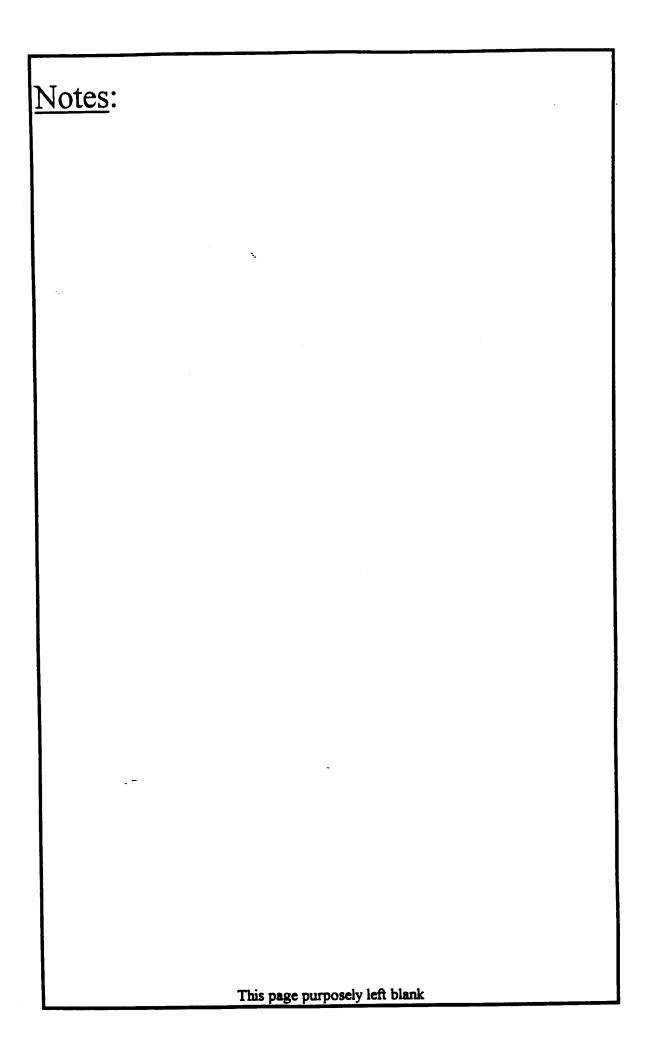
High(er) Density Residential

Low(er) Density Residential

Parks & Recreation

Figure 5-4

Melville: Proposed Land Use Options



Conversely, smaller-scale, professional office buildings outside Melville could be a feasible alternative to retail development along the town's commercial strips. The peak traffic-generating characteristics of such development are considerably lower and occur at different hours than comparable retail development. Such development, however, should not be permitted to locate on residentially-zoned land nor to encroach upon residential uses, particularly in and around the village centers. Specifically, the provision in the Zoning Ordinance that "conditionally permits" office uses in an R-5 district should be eliminated or clarified as to its intent to provide for adaptive re-use of large residences on the periphery of the villages. At the same time, other zoning provisions could be formulated to encourage offices to locate on upper floors in the Huntington Village CBD and to limit them in residential structures on the periphery of the Village.

In sum, the Town of Huntington has realized substantial economic and social benefits from the type of office and commercial land uses that have developed over the past several decades in the Melville area. Such development is to be encouraged, provided that it does not displace or encroach upon lower-traffic generating (e.g., residential, industrial) uses. At the same time, small-scale offices could prove to be reasonable alternatives to strip retail development in other areas of the town outside of Melville. Greater consideration should be given to promoting such uses wherever feasible.

# 5.4 Industrial Development

# 5.4.1 Existing Pattern

The existing pattern of industrial development within the town (see Figure 5-5) reflects historical changes in the transportation network associated with manufacturing as well as changes in the manufacturing process itself. Industrial development originally located near the railroad and harbor as these were the two major means of transporting raw materials and finished products. With the advent of the automotive age, trucks began to supplant trains and boats as the principal means of transportation for industry, and cars became the primary carrier for many individuals to "journey-to-work." on Long Island. Eventually, the Long Island Expressway opened up the central and southern portions of Huntington for development. Farmland in the Route 110 area of Melville was especially suited for the changeover to having large-scale manufacturing and warehousing operations consolidated in single-story structures.

The result is a diversity of industrial uses distributed throughout the town, and distinguishable by location and by size. Small-scale "nuisance" uses (e.g., lumberyards, millworks, auto salvage yards, and metalworking shops) are generally located in areas once considered undesirable for residential development, such as alongside the Long Island Railroad right-of-way. They stand in contrast to the light industrial uses in the Melville area, the bulk of which are large-scale manufacturing and warehousing and distribution firms as well as a number of "clean" industries, such as high technology and research and development firms (electronics, aerospace). As mandated by zoning district regulations, these firms must occupy, at a minimum, a sizable floor area (e.g., 15,000 and 20,000 square feet). Many of the newer industrial structures are in campus-like settings, however, they still lack the overall look of office buildings.

# 5.4.2 Comparison With 1965 Comprehensive Plan and Present Zoning

At the time of the 1965 Plan, industrial development—not office development—was viewed as the principal source of future tax ratables. Consequently, in 1966, the plan for Southwest Huntington was altered to enlarge the area which was to be developed for industrial uses. While the Zoning Ordinance had been amended in 1963 to allow office development within industrial zones, such development was mainly to serve as a transitional use between industrial and residential areas. However, the growth of the regional market for high-value corporate offices, coupled with the lack of minimum occupancy (space) requirements for offices in these zones (vis-a-vis industrial uses), encouraged the widespread pattern of office development presently found in the Melville area.

Besides Melville, other areas within the town that had been planned for industrial development were ultimately developed for commercial uses, given their access and proximity to population centers (see Section 5.2). The area around the intersection of Larkfield Road and Jericho Turnpike is a prime example.

Other notable instances where the existing pattern of development runs counter to the 1965 Plan include: (1) a 40-acre parcel of land fronting on Pulaski Road, adjoining the Hazeltine facility, currently zoned for residential (R-40) purposes; (2) a planned industrial area between the Northern State Parkway and the Long Island Expressway at the eastern town line, also zoned for residential (R-20) uses; and (3) areas designated for "Research and Development," such as along Jericho Turnpike between Manor and Warner Roads, currently zoned for residential (R-40) uses, as well as along Route 110, north of the Long Island Expressway, currently zoned for light industry (I-1) and hotel (C-10) uses. The successful development of many of these areas for industrial and R&D-type uses was predicated upon a number of circulation and access improvements that never materialized, including the Northport-Babylon Expressway and the expansion of Pulaski Road to six lanes.

# 5.4.3 Market Analysis

At present, there is approximately 7.3 million square feet of industrial space, including space currently under construction, in the Town of Huntington (see Table 5-7). Over 80 percent of this total is within the Melville area.

In 1988-1990 Melville's industrial market yielded \$4.50 to \$5.50 per square foot for manufacturing and warehouse space. The highest yielding space was for high tech/R&D firms, such space can command \$8.00 to \$12.00 per square foot. While rents for industrial space do not exhibit as wide a range in values (based on locational differences) as was seen for office uses (see Table 5-6), leasing rates are generally more favorable in Melville compared to industrial centers in Nassau County.

TOWN OF HUNTINGTON Suffolk County, New York

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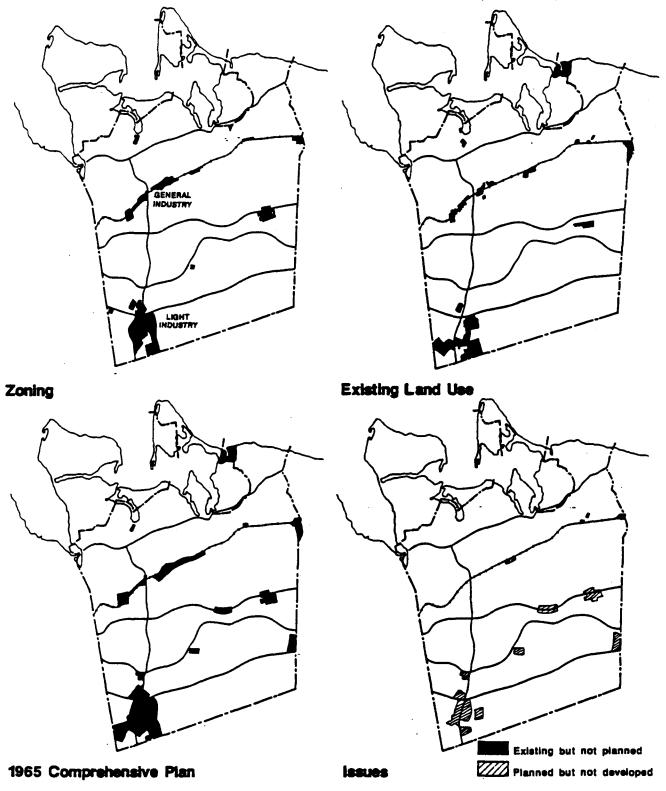


Figure 5-5 industrial Summary

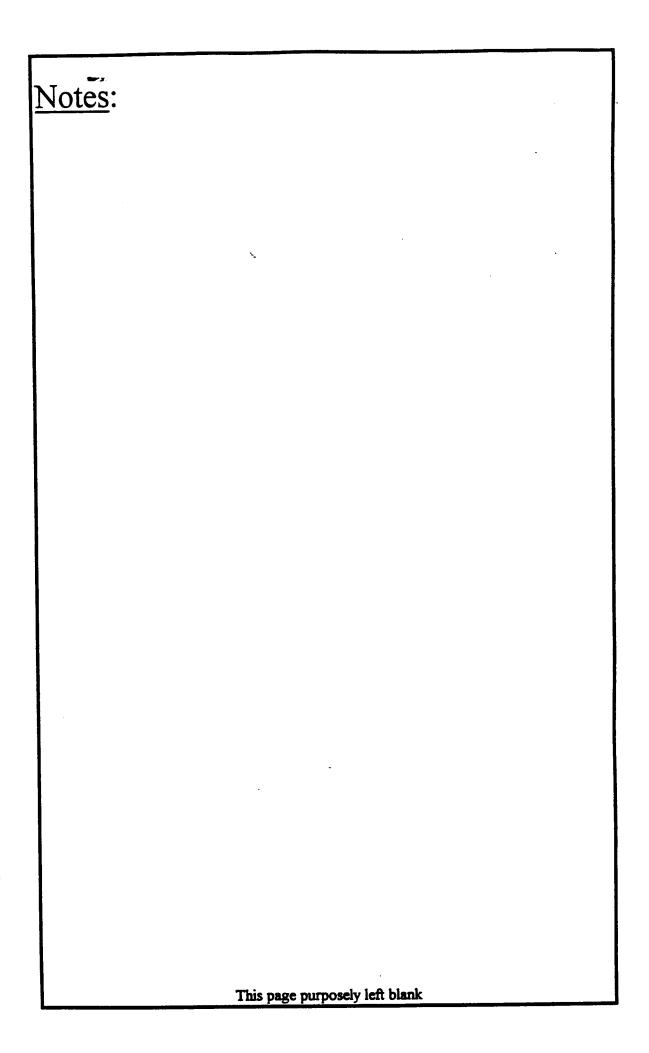


TABLE 5-7
INVENTORY OF INDUSTRIAL SPACE: TOWN OF HUNTINGTON

	Total Square Footage	Percent of Town Total
East Northport/Commack	187,000	2%
Huntington Village/Huntington Station	1,218,000	<u>1<b>7%</b></u>
Subtotal	1,405,000	19%
Melville <sup>1</sup>	5,945,000	<u>81%</u>
Total - Town of Huntington	7,300,000	100%

(1) Includes space currently under construction.

Source: Long Island Directory of Manufacturers, 1987/1988,

MacRae's Blue Book, Inc.

Long Island Business News, June 1988.

However, with top rents for industrial space in Melville only about one-third to one-half of the amount for office space, prospects are not strong for a significant increase in the demand for Melville industrial space. As previously noted, land values in the Melville area have appreciated and the disparity in rent/square foot makes it economically unattractive to develop space for research and development, manufacturing, warehousing or storage. As of 1985, there was approximately 6.6 million square feet of industrial space in Melville; since that time nearly 650,000 square feet of industrial space has been lost, principally through conversions to higher-paying office uses. Despite the aforementioned softening in the Melville office market, owners of industrial space in Melville can still profit by subletting their premises to higher-paying office users and moving their operations further east to areas such as Hauppauge where rents are cheaper and there is a ready work force. Despite its industrial origins, Melville has emerged as a corporate office center, in fact, Melville's industrial development represents only 6 percent of the Suffolk County total and 3 percent of the Bi-County total (see Table 5-8), in contrast to Melville's office development, which, as noted, represents 45 percent of the Suffolk County total.

# 5.4.4 Issues and Recommendations

As with offices, industrial development-related issues break out between the type of development considered appropriate for areas outside Melville versus areas within Melville.

Most industrial uses outside Melville, with the exception of harbor related industries, are located proximate to the Long Island Railroad right-of-way in the vicinity of Huntington Station, Greenlawn and East Northport. As defined by their standard industrial classification (SIC) codes, many of these firms are engaged in the manufacture of fabricated metal products (SIC 34) as well as non-electrical (SIC 35) and electrical machinery (SIC 36). These industrial establishments are limited in number and are generally interspersed among a variety of warehousing and storage uses

permitted as-of-right in the I-5 General Industry District, including lumberyards and building material and supply yards.

These industrial uses typically have an unattractive appearance and create something of a nuisance for the residential uses that surround them. Yet, as these uses require specialized location and/or generally cannot afford the prime industrial land in the Melville area, removal of industry in these areas would eventually lead to their elimination from the town. The loss to the economy would be significant, as jobs would be lost needed services would become harder to obtain and the price of boat repairs, auto salvage, lumber and related services would rise.

The proper balance to strike would be to continue to allow such industrial uses, but to consider re-designating large tracts of vacant industrially-zoned land for other uses. At the same time, more stringent landscaping, setback and buffer requirements should be considered so as to make existing industrial uses better neighbors to the residences that may surround them. While striving to make these industrial and semi-industrial uses better neighbors, it is also just as important to protect them from competitive inroads from other non-residential uses such as office buildings and retail centers. Industrial development in Melville should, on the other hand, be promoted. This is especially true for high tech and R&D firms, compared to heavy manufacturing and warehousing firms, given the generally higher wages and higher per square-foot rents paid by these firms, the "cleaner" nature of these industries, and the less disruptive visual influence such uses have on established office districts. As previously noted, office development in Melville has increasingly been at the expense of manufacturing and warehousing development. While a shift away from manufacturing could prove beneficial in terms of the amount of potentially hazardous materials discharged into the environment, there are trade-offs. Most notably, office uses tend to generate more employees, with a correspondingly greater amount of sewage and traffic per unit area of land than comparably-sized manufacturing and warehousing establishments.

Various actions can be taken to promote industrial development in Melville. First, industrial users should be allowed more building square footage then office users per given site, through the establishment of area-specific maximum floor area ratios. Second, revisions to the tenancy and occupancy requirements of the I-1 and I-2 districts should be relaxed to permit more industrial firms and firms that use between 5,000 and 15,000 square feet of space. At the same time, strict landscaping, set back and design standards should be maintained to minimize any potential image problems associated with multi-tenant industrial facilities.

In addition to the traffic and sewage generated by certain industrial versus office uses, there is another reason to encourage industrial development to locate and remain within the town of Huntington. This involves the benefits associated with maintaining a diversified economy, particularly a greater ability to weather downturns in the economic cycle. Admittedly, such an issue may not seem to be important on a very localized level. However, in looking at the bigger picture, it becomes clear that each constituent member of a region should at least consider its obligation to contribute toward a diversified regional employment mix, particularly one which would be less susceptible to any negative impacts brought on by changing economic conditions.

TABLE 5-8

INDUSTR	IAL DEVELOPMENT: ME	LVILLE/ROUTE 1	10 CORRIDOR:
Period of  Development	Total Square Footage	Percent of Melville Total	Melville Square Footage as a Percent of Town or County Total
1957-1963	691,000	11%	_
1964-1967	1,669,000	28%	· —
1968-1975	1,820,000	31%	_
1976-Present(1)	1,765,000	30%	
Total - Melville	5,945,000	100%	
Town of Huntington	7,300,000	_	81%
Suffolk County (2)	98,161,000		6%
Nassau and Suffolk			
Counties	210,000,000	_	3%

<sup>(1)</sup> Reflects the loss of 650,000 square feet since 1985 due to conversions to office space.

Source: "Melville Update 1986: Survey and Recommendations," Town

of Huntington Planning Department.

Long Island Directory of Manufacturers, 1987/1988, MacRae's Blue Book, Inc.

Long Island Business News, June 1988.

1988 Guide to Industrial and Office Real Estate Markets, Society of Industrial and Office Realtors.

#### 5.5 Summary

Based on a synthesis of the preceding analyses, the overall recommended plan for economic development in the Town of Huntington, as depicted in Figures 5-6 and 5-7, distinguishes between future development within and outside the Melville/Route 110 area. The key elements to the plan are described below.

#### 5.5.1 Outside Melville

As shown in Figure 5-6, the general plan for future economic development in the Town of Huntington, excluding Melville, does not significantly depart from the pattern of existing development. This stands to reason, since the Town is effectively built out for commercial and industrial uses and, as such, the locational preferences for most types of non-residential development have been made manifest.

The key elements of the recommended plan seek constant refinement of existing development patterns so that the town's CBD's and highway business districts remain economically viable.

<sup>(2)</sup> Estimated square footage.

Planning concepts and design criteria should be sufficiently flexible so as to achieve a proper balance not only during periods of growth and expansion, but also during periods of downturns in the business cycle. The intention should be to encourage new development that can produce desired public benefits with as few problems as possible. This in turn will require a comprehensive assessment and periodic update of land use and site conditions in Huntington Village and along Jericho Turnpike and Route 110. These three areas should be carefully examined on a lot by lot basis for opportunities presented by vacant and underutilized properties. They should also be reexamined as new development occurs for the capacity to absorb additional development. In all cases, the need to maintain and attract high-value ratables should be viewed as a major planning priority.

# Retail Development

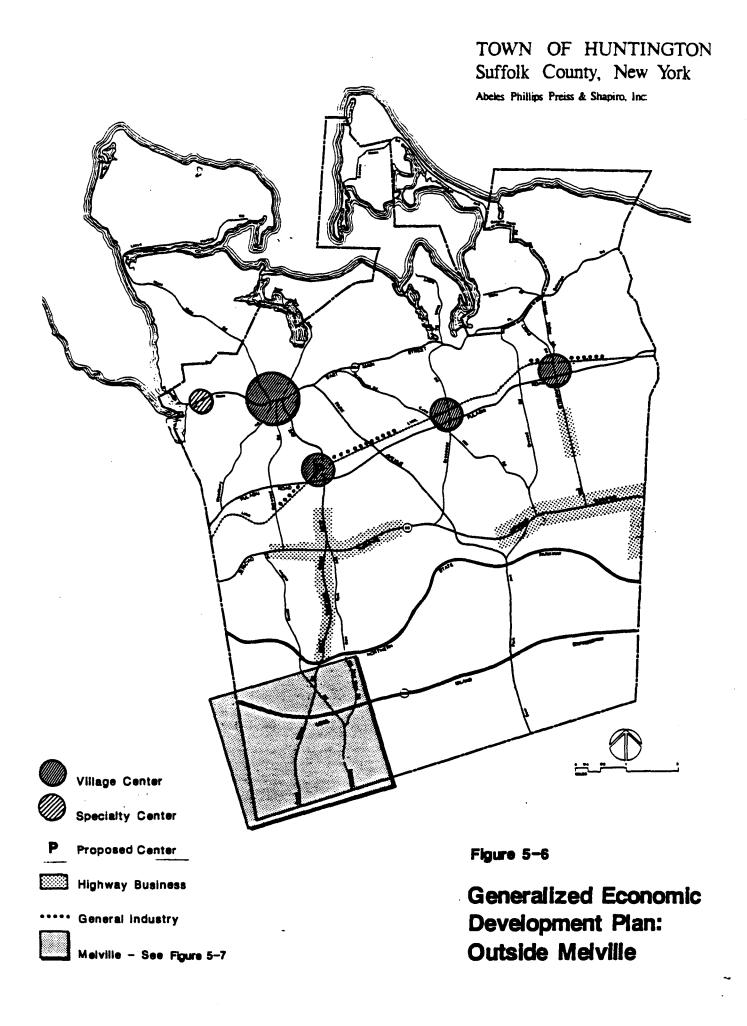
A variety of retail uses, including convenience goods and services, comparison goods, and eating and drinking establishments, should be maintained in each of the <u>village centers</u>. Non-retail uses should be limited to small-scale professional offices and should generally not occupy prime ground-floor retail space.

As shown on Figure 5-6, Huntington Station is designated as a "proposed" business center in spite of the fact that this area currently lacks the amenities and the design elements typically associated with a village shopping district. While an approach similar to the one outlined above should be used in directing commercial redevelopment in and around Huntington Station, determining the most appropriate mix of retail uses should follow development of the ten-acre parcel situated at the northeast corner of New York Avenue (Route 110) and Broadway. The provision of adequate and conveniently-located parking will be instrumental in any retail redevelopment scheme oriented toward meeting the shopping needs of both local residents and the considerable number of commuters who use the LIRR station.

<u>Specialty centers</u>, such as Cold Spring Harbor, should give priority to tourism-related uses, including gift shops and boutiques, cafes and restaurants. The presence of the Whaling Museum and other marine related amenities as well as the establishment of the Society for the Preservation of Long Island Antiquities (SPLIA) and the DNA Historic Museum should help the Cold Spring Harbor village area prosper in the coming years.

Long-range plans should be formulated with the intent of limiting further retail/commercial uses in the Mill Pond area of Centerport. Such efforts would help alleviate a number of traffic and safety concerns associated with retail development directly fronting on Route 25A in the Mill Pond area.

Land use regulations pertaining to <u>highway business</u> should be developed which would incorporate setback, buffer, landscape and access requirements appropriate for strip development. Wherever possible in the zoning ordinance, performance standards should be incorporated to encourage property owners to up-grade the look of their properties. Where it can not be enhanced, a strategy of planned shrinkage should be undertaken, wherever possible, to reduce the amount of strip development along the town's arterials, especially Route 25A. Vacant commercial parcels should be periodically reviewed for possible rezoning to permit alternative uses. In the



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event such regulations are promulgated, the zoning map should clearly specify those areas which would receive this new zoning designation.

# Office Development

In general, office development outside of Melville should be limited to small-scale professional offices. This type of development should not be allowed to displace prime retail uses in the village centers nor should it encroach upon residential areas. At the same time, such development should be encouraged where it would serve as a practical alternative and complementary to retail uses along the town's major commercial strips, especially where there are opportunities to improve existing traffic conditions through complementary commercial land use activities.

# **Industrial Development**

As previously indicated, industrial development outside the Melville area is not a major issue. Most existing uses are in suitable locations, both in terms of their major activities and their separation from prime residential areas. However, further industrial development of this type could be a problem in terms of impacts on the environment, traffic and neighboring residences and, therefore, any such proposal must be carefully scrutinized.

### 5.5.2 Within Melville

The proposed development pattern for the Melville/Route 110 area, as shown on Figure 5-7, differentiates between an inner area of existing office and industrial development and an outer area of predominantly industrial, vacant and underutilized parcels. There is a "give and take" relationship to this land use pattern which recognizes that what transpires on any one particular parcel directly affects the nature and extent of development on another parcel, as all parcels are within the same general area and subject to the same traffic, environmental and economic interrelationships. The plan is presently marked by a degree of "openness" that reflects both the constantly changing nature of economic and environmental conditions and the need for comprehensive information on significant future development and redevelopment plans.

A number of important measures have already been undertaken with regard to assessing remaining resource and infrastructure capacities in Melville. The Melville GEIS provides critical information on traffic and environmental conditions and the likely impacts of future development based on several alternative scenarios. Consistent with the purpose and the nature of a generic environmental impact statement, deviation from the findings therein requires additional assessments of individual development proposals, particularly for large vacant properties. These supplemental EIS's should, at a minimum, adequately address the cumulative impacts arising from development on all large vacant sites within the greater Melville area. It is imperative that the study area for assessing impacts not be too narrowly defined, but rather encompass as broad an area as possible (generally, no less than a two mile radius from the particular project site, but certainly no less than the study area used in the Melville GEIS).

# Retail Development

Additional retail development has been proposed for both sides of Route 110 in the vicinity of Spagnoli Road. This is intended to serve as a counterpart to the existing retail uses located north of the Long Island Expressway at the intersection of Walt Whitman, Pinelawn and Old Country Roads (see Figure 5-7). Market support for this new retail development is expected to come from existing and future office and industrial uses as well as from future residential development in the area, the nearby State University at Farmingdale campus and the Hilton (formerly, Royce Carlin) hotel.

# Office and Industrial Development

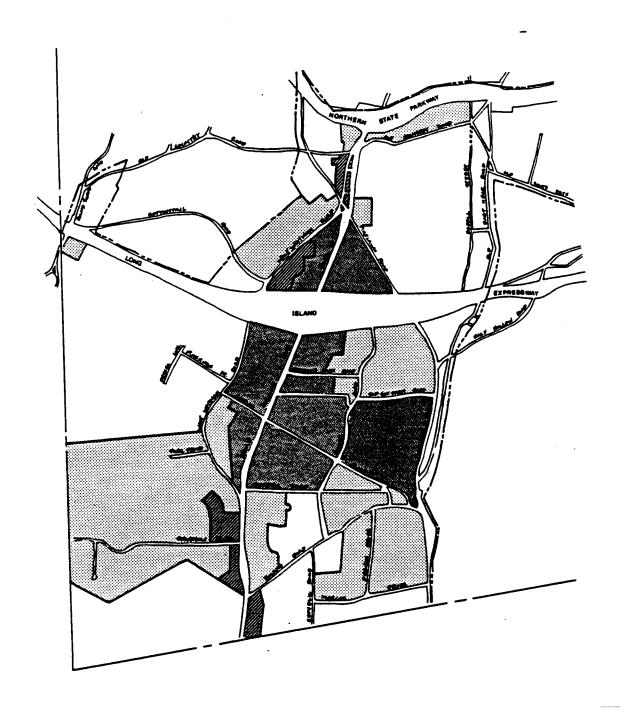
The pattern of future office and industrial development needs to be discussed simultaneously as the two are inextricably linked insofar as a number of planning and environmental issues are concerned. Specifically, as depicted in Figure 5-7, there is an existing <u>core</u> area which is characterized by a preponderance of the most intensely developed properties in the Melville area. With little vacant land remaining in this area, the issue is whether or not future conversions of industrial space to office uses is a likely scenario and, if so, whether measures should be undertaken to limit such conversions. Similarly, development of the large vacant parcels immediately surrounding the office/industry core and non-core areas requires an assessment of the overall preferred mix of uses and development densities.

Accordingly, an approach has been recommended which enhances the competitiveness of industrial uses over office development in both the core and adjoining non-core areas. This approach entails limiting future development in the core area to a maximum floor area ratio (FAR) of 0.33 (the present average for industrial/office uses in Melville) for industry and 0.30 for office. Future development in the non-core area would allow industrial uses at density levels equivalent to those allowed in the core areas (0.33) while office development would be limited to a maximum FAR of 0.20. In time as infrastructure improvements evolve, possibly increasing the capacity of the area to deal with traffic, it might be possible for adjustments in the line between the core and non-core areas to change and higher FAR's to prevail.

The concept of using FAR to try and cause a change in the make-up of the industrial area comes from the Melville Route 110 Area Generic Environmental Impact Statement (GEIS) that was adopted by the Town Board in April, 1989. The FAR recommendation was not codified and as such remains as a guide-line for development in the area. Existing Town Code requirements allow for building lot coverage that in some cases could exceed the FAR recommendations. Therefore, until the FAR concept is codified, when reviewing site plans the Planning Board should try to balance the requirements in the code and the recommendations in the Melville Route 110 GEIS and where possible adhere closely to the FAR standard. This is not to say that the requirements in the code should be abandoned nor that the FAR concept be embraced with no regard for the code, but rather the code should be supplemented by the FAR policy. Flexibility should be allowed especially when an applicant can satisfactorily mitigate traffic concerns from a prospective project. The FAR standard combined with performance standards should be considered for a future amendment to the industrial/office sections of the zoning ordinance.

# TOWN OF HUNTINGTON Suffolk County, New York

Abeles Phillips Preiss & Shapiro, Inc.:





Office/Industrial Core

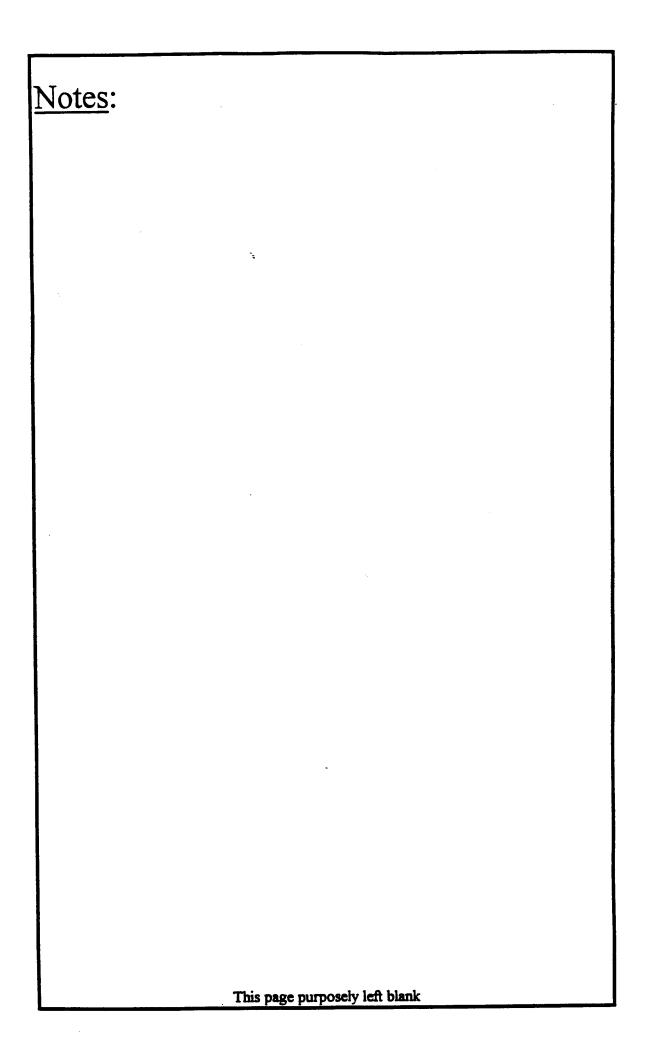


Aetail/Service

Core: Office - FAR 0.30, Industrial - FAR 0.33 Non-Core: Office - FAR 0.20, Industrial - FAR 0.33 Retail/Service - Non-Core Office Density



# **Generalized Economic** Development Plan: Within Melville



Separate from issues involving core and non-core areas are peripheral areas comprising several large parcels of land. As shown on Figure 5-7, these outermost areas are generally located to the west of Walt Whitman Road along the South Service road of the Long Island Expressway and to the south of Ruland Road along Republic Road. These areas encompasses parcels with a wide range of locational and site characteristics; varying from flat and open to hilly and wooded; with from good to poor access; and some with existing uses (farming etc.) while others are largely undisturbed. The peripheral parcels have the ability to influence development of adjoining properties making decisions about their use critical when evaluating cumulative impacts of any new development in the area.

The Melville GEIS recommends retaining the R-40 zoning for certain parcels that have physical constraints, but in other cases proposes that higher density residential development be allowed. There is a basic pattern to the GEIS's "preferred plan" that is predicated on an orderly progression of development. This pattern entails having more intensive forms of development on vacant parcels nearest the core area, and stepping down the level of development from the core area to the outer edges. Thus, the Melville GEIS provides an appropriate basis for evaluating current and future development proposals for these properties, and sets the stage for a comprehensive assessment of remaining development capacities based on various land use scenarios. It may prove acceptable to rezone some of the peripheral parcels, partially or in their entirety, to permit some non-residential development. The more a parcel and its proposed use consolidates the core or non-core areas, the better its candidacy for consideration. Deviation from the Generic Environmental Impact Statement may still be consistent with the findings insofar as the "preferred plan" that was adopted recognized that an on-going program of monitoring and update would be an integral part thereof. However, the findings for individual projects would have to be supported by a reasoned elaboration that is no less protective than that of the Melville GEIS and could include some change in circumstances (e.g. severe economic downturn) not addressed in the GEIS, requiring extraordinary measures to rectify.

However, before consideration could be given to such deviations the burden will be to prove that the infrastructure (roads, sewer, water) is sufficient or can be expanded to accommodate increased levels of development and that any additional impacts will be kept within acceptable limits. Planning concepts and design criteria for proposals should address a project's potential to foster community goals and provide desired features, such as affordable housing and major road improvements in exchange for intensifying the use of a particular parcel of land.

The sum total of these recommendations is to clarify the issues associated with the diverse range of office and commercial uses located within the Town of Huntington. In both Melville and elsewhere in the town, the nature and intensity of further commercial and industrial development (and redevelopment) should be effectively regulated in order to maintain their fiscal and economic benefits while guarding against the occurrence of overwhelming traffic, environmental and land use compatibility problems. The trend in the Melville business area has been towards converting industrially used sites to office use and for new development to yield offices. New development of an office/industrial nature may be a viable alternative to residential in some of the peripheral areas if the FAR of .20 is reasonably adhered to for those parcels so treated. It would be prudent that

the town (and the region) be concerned with encouraging and attracting a better mix of uses such that economic vitality will be sustainable even during the worst of times.

#### **Footnotes Section 5**

O "An assessment of Conditions in Areas Affected by the Huntington Comprehensive Planning Law of 1987" prepared by Abeles Phillips Preiss & Shapiro, Inc. (Formerly Abeles Schwartz Associates), June 1988

<sup>&</sup>lt;sup>1</sup> "Growth of the Community, Preliminary Report Number Two: Land Use and Zoning" Harland and Bartholomew and Associates, April 1962

Recent (Dec. 1991) reports indicate that rentals are currently around \$19.00/square foot

<sup>3</sup> As of December 1991 the office vacancy rate in the Melville area is said to exceed 20%

<sup>&</sup>lt;sup>4</sup> Excluding services more commonly associated with residential uses, including health-related and special community services, parks and recreation, libraries and cultural facilities

special community services, parks and recreation, libraries and cultural facilities

This figure was determined by creating an coefficient from the comparison of the average value of non-residential to residential value, it is not exact because the actual costs for a particular area changes from year to year

<sup>&</sup>lt;sup>6</sup> The basis for this plan is contained in the "Findings Statement for the Melville/Route 110 Area Generic Environmental Impact Statement, and in the "Land Use Options for the Melville/Route 110 Area," prepared by Abeles Phillips Preiss & Shapiro, Inc. (Formerly Abeles Schwartz Associates) June 1988

# Town of Huntington Planning Board

# Comprehensive Plan Update

Community Facilities
Section Six

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#### 6. COMMUNITY FACILITIES

#### 6.1 Introduction

Reflective of its status as a mature, stable community, the Town of Huntington has a well-established network of facilities which provide a variety of educational (schools, libraries) and public safety (police, fire) services. The stock of community facilities was largely developed by 1965, and is well-located with respect to service area populations. Given the relatively small increase (3%) in population projected for the year 2000, there is little need to plan for and develop significantly greater numbers of facilities.

More important to the town over the coming decade will be the challenge of providing new services and programs designed to meet the changing needs of the town's residents. Changes in the household (e.g., more single-parent and two working-person families), in the workplace (e.g., technological advances in communications and information processing), and in overall lifestyles (e.g., growing community awareness of and involvement in a variety of issues) are creating greater demands for day care centers, pre-kindergarten programs, adult education, computer and other literacy programs, community centers and public meeting facilities.

There is also a need to maintain adequate levels of service, both in terms of availability and quality, in the face of growing opposition to rising property taxes. This situation is compounded by the inequities that can result from having a multiplicity of taxing authorities, characterized by considerable disparities in their respective tax bases.

At present, twenty-four separate (and mostly non-coterminous) special districts within Huntington, each with its own property taxation powers, provide needed school, library and fire services. This "decentralized" approach is considered to be most responsive to, and reflective of, local needs. However, unlike general municipal governments, special districts rely almost entirely upon real property tax revenues to finance the services they provide. Differences in historical development patterns have resulted in significant commercial and industrial "ratables" for certain districts. These conditions are requiring both a harder look at the advantages and drawbacks to the current approach for maintaining and operating community facilities, and an evaluation of possible alternatives for more equitably distributing the costs for essential educational and public safety services.

This chapter will focus on existing conditions and recent trends as they relate to present and near-term future needs for the most essential of the various publicly-supported services, schools (Section 6.2), and will review and update conditions and discuss outstanding issues for library (Section 6.3), police (Section 6.4) and fire (Section 6.5) services.

#### 6.2 Schools

# 6.2.1 Existing Conditions

The Town of Huntington (including the four incorporated villages) is currently served by eight (8)

# **Community Facilities**

independent school districts, which, by and large are coterminous neither with recognized communities (Census Designated Places) nor with the incorporated villages (see Figure 6-1). The northwestern portion of the town is served by the Cold Spring Harbor, Huntington, South Huntington and Harborfields districts; the northeastern portion by the Northport/East Northport, Commack, and Elwood districts; and the southeastern and southwestern portions by the Half Hollow Hills district.

In 1989 there were 51 school buildings in active use within the eight districts (see Figure 6-1/Table 6-1). The majority (61%) of the buildings are elementary schools, over one-fifth (21%) are junior high schools and the remainder (18%) are senior high schools.

Current student enrollment in all eight districts approximates 34,000 (see Table 6-2). District enrollments range from 7,500 in Half Hollow Hills to 1,250 in Cold Spring Harbor. Nearly one-half (48%) of the students are in elementary schools (grades K through 6), one-quarter (24%) are in junior high schools (grades 7 through 9) and the remainder (28%) are in senior high schools (grades 10 through 12).

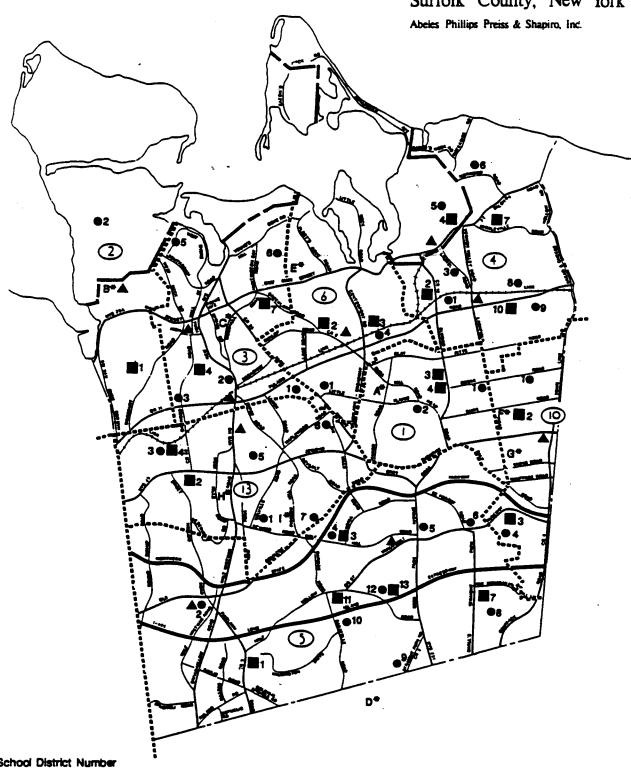
School enrollments significantly declined in the 1980's, continuing a trend that began in the early 1970's. Table 6-2 shows enrollment level changes for each of the districts since 1980. Individual district declines for the period from 1980 to 1988 ranged from a low of 19% in South Huntington (2.4% on an annual basis) to a high of 27% in Elwood (4.6% annually). Total enrollment decline in the 1980's is equivalent to 28%, or 3.5% per year.

Huntington is facing a situation similar to that for Suffolk County as a whole with respect to declining school enrollment. School enrollments in the County dropped by 20% from 283,775 in 1980 to 227,414 in 1987.<sup>2</sup> town and County declines in enrollment are the result of several demographic changes interacting in combination, including the relative stability (as measured by migration trends) of the resident population such that the parents of the "baby boomers" of the peak-enrollment years are now "empty nesters"; a minor rate of in-migration by younger families with school-age children; and a trend among younger families toward having fewer children than in decades past.

There is considerable parity among the districts in the amount of money that is spent on each student. As of 1987 the average expenditure per pupil was \$8,700 (see Table 6-3). Excluding Cold Spring Harbor (which, at \$10,025, spent the most per pupil), the range of expenditures was fairly narrow, running from \$8,100 for South Huntington to \$8,800 for Half Hollow Hills.

As shown on Table 6-3, the Half Hollow Hills district, which encompasses the Melville and Dix Hills areas, has the largest student enrollment (over 2,000 students more than the next largest district, Commack), and yet was second only to the Cold Spring Harbor district (considerably smaller in size) in terms of expenditures per pupil.

# TOWN OF HUNTINGTON Suffolk County, New York



School District Number

...School District Boundary

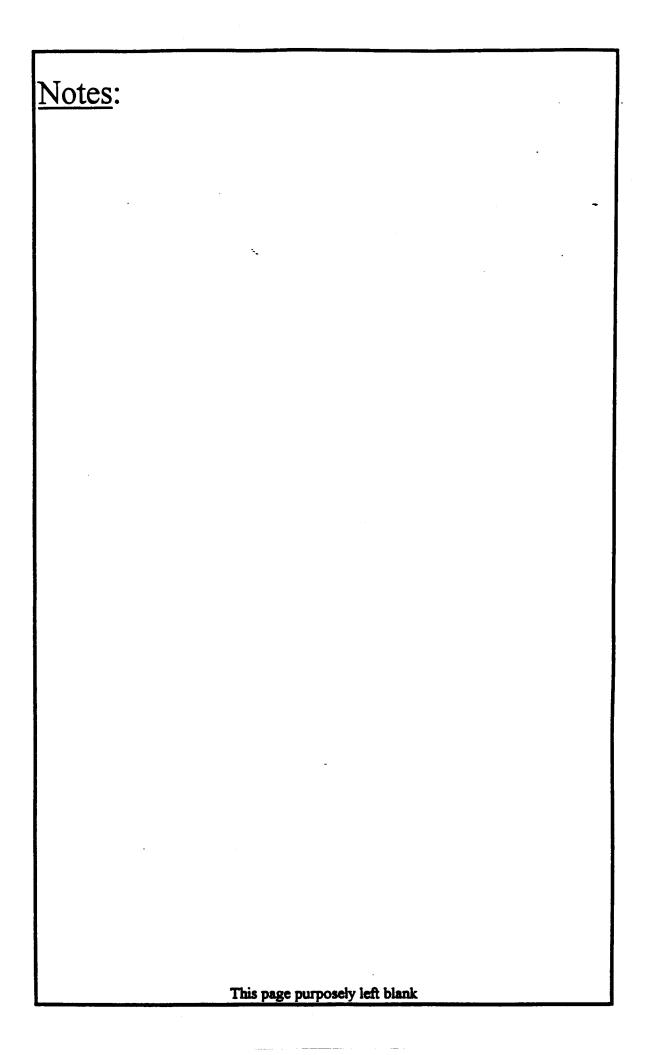
- Elementary School
- **■** Secondary School
- ▲ Library

A® School-Owned Properties Used for Other Purposes

Figure 6-1

School & Library Facilities

Numbers and Letters Refer to Table 6-1



# Table 6-1 SCHOOL DISTRICT FACILITIES - 1989

#### Elwood School District #1

Map

Key Facility Name

- 1 Harley Avenue Elementary School
- 2 James Boyd Elementary School
- 3 Elwood Junior High School
- 4 John Glenn High School

# **Cold Spring Harbor District #2**

- 1 Cold Spring Harbor Junior/Senior High School
- 2 Lloyd Harbor Elementary School

#### **Huntington School District #3**

- l Washington Elementary School
- 2 Huntington Elementary School
- 3 Jefferson Elementary School
- 4 Huntington High School
- 5 Southdown Elementary School
- 6 Flower Hill Elementary School
- 7 Finley Junior High School

# Northport/E, Northport District #4

- 1 Pulaski Road Elementary School
- 2 Northport High School
- 3 Dickinson Avenue Elementary School
- 4 Northport Junior High School
- 5 Ocean Avenue Elementary School
- 6 Norwood Avenue Elementary School
- 7 Middleville Junior High School
- 8 Bellerose Avenue Elementary School
- 9 Fifth Avenue Elementary School
- 10 East Northport Junior High School

#### Half Hollow Hills District #5

- 1 West Hollow Junior High School
- 2 Sunguam Elementary School
- 3 Half Hollow Hills High School West
- 4 Signal Hill Elementary School
- 5 Vanderbilt Elementary School
- 6 Forest Park School
- 7 Candlewood Junior High School ·
- 8 Ostego Elementary School
- 9 Paumanok Elementary School
- 10 Chestnut Hill Elementary School
- 11 Burr's Lane Junior High School
- 12 Manasquan Elementary School
- 13 Half Hollow Hills High School East

### Harborfields School District #6

- 1 Little Plains Elementary School
- 2 Oldfields Middle School
- 3 Harborfields High School
- 4 Lahey Elementary School

#### Commack School District #10

- 1 Cedar Road Elementary School
- 2 Burr Road Junior High School
- 3 Commack Senior High School
- 4 Rolling Hills Elementary School

#### South Huntington School District #13

- l Birchwood Elementary School
- 2 Walt Whitman High School
- 3 Oakwood Elementary School
- 4 Stimson Junior High School
- 5 Silas Wood Elementary School
- 6 Maplewood Elementary School
- 7 Countrywood Elementary School

# **Community Facilities**

TABLE 6-2

	Grade			
District Name	Level	1980	1988 <sup>(1)</sup>	% Change
old Spring Harbor <sup>(2)</sup>	K-6	660	636	- 4%
ad Shi ing Trat bot	7-9	454	302	-33%
	10-12	508	302	-39%
	TOTAL		1,249	-23%
ommack <sup>(2)</sup>	K-6	3,679	2,455	-33%
	7-9	2,619	1,325	<b>-49%</b>
	<u>10-12</u>	3.283	2,027	<u>-38%</u>
	TOTAL	9,581	5,807	-39%
lwood	K-6	1,422	991	-30%
	7-9	<b>87</b> 0	487	-44%
	10-12	1,018	592	<u>-42%</u>
	TOTAL	3,310	2,070	-37%
lalf Hollow Hills <sup>(2)</sup>	K-6	5,028	3,448	-31%
	7-9	2,886	1,818	-37%
	10-12	3.083	2,293	-26%
	TOTAL	10,997	7,559	-31%
arborfields	K-6	1,644	968	-41%
	7-9	953	736	-23%
	10-12	1.056	890	-16%
	TOTAL	3,653	2,594	-29%
untington	K-6	2,505	2,223	-11%
•	7-9	1,289	947	-27%
	10-12	-	1,109	-32%
	TOTAL	5.414	4,279	-21%
orthport/East Northport	K-6	3,503	2,460	-30%
,	7-9	1,990	1,219	-39%
	10-12	2,294	1,473	-36%
	TOTAL	7.787	5,152	-34%
outh Huntington	K-6	3,380	2,815	-17%
	7-9	1,945	1,164	-40%
	10-12	2,361	1,274	<del>-46%</del>
	TOTAL		5,253	-32%
0.00 A W				
DTAL	K-6	21,821	15,996	-27%
	7-9	13,006	7,998	-39%
	<u>10-12</u>	15,223 50,050	9,969 33,963	<u>-35%</u> -32%

<sup>(1) 1988-1989</sup> school year

SOURCE: The University of the State of New York, "Public School Enrollment and Staff," 1980; Individual school districts

<sup>(2)</sup> Total district enrollments, including areas outside the Town of Huntington.

TABLE 6-3

Enrollments <sup>(1)</sup>	Expense Per Pu	ditures pil <sup>(2)</sup>	Property Revenues <sup>(3)</sup>	Tax Rate (per \$100 Valuation		
Cold Spring Harbor	1,251	\$10,025	\$ 8,067,478	49.47		
Commack	6,103	\$ 8,533	\$13,561,407	60.58		
Elwood	2,279	\$ 8,458	\$11,608,524	63.70		
Half Hollow Hills	8,470	\$ 8,816	\$45,024,545	52.64		
Harborfields	2,810	\$ 8,607	\$16,174,521	60.45		
Huntington	4,532	\$ 8,708	\$29,268,670	59.97		
Northport/						
East Northport	6,018	\$ 8,379	\$40,973,642	51.41		
South Huntington	5,615	\$ 8,098	\$28,212,315	56.20		
(1) (2) and miscellaneous revenue sources.		_	for the entire school tal school district re	district. venues, including state		
(3)		Figures are for the Town of Huntington only.				

Much of the ability of the Half Hollow Hills district to maintain high levels of pupil expenditures can be traced to the sizable property tax revenues it receives each year compared to other districts. Commercial and industrial development in the Half Hollow Hills district, particularly in Melville, and the presence of significant LILCO holdings in the Northport school district generate tax revenues for these two districts approximating \$89 million, which is only \$4 million less than the total received by the Commack, Harborfields, Huntington and South Huntington districts (see Table 6-3).

Commercial and industrial ratables within both the Half Hollow Hills and Northport Districts, as well as proportionally higher residential property assessments in the Half Hollow Hills District (attributable to overall new construction in Melville and Dix Hills), allow for correspondingly low schools tax rates (second only to Cold Spring Harbor) within these two districts. In fact, current (1987-1988) school district tax rates reveal that the Half Hollow Hills District had a less than .05% increase over the previous year versus a more than 3% increase for the Cold Spring Harbor District. A continuation of this trend will result in the Half Hollow Hills District having the lowest school property tax rates within the next year or two.

# 6.2.2 Comparison with 1965 Comprehensive Plan

The 1965 Plan projected that school enrollments would continue to grow throughout the 1970's, albeit at a slower rate than was experienced during the first two years of the 1960's. In addition, the Plan foresaw that the ratio of secondary to primary school students would increase as the wave of "baby boomers" moved through the system.

Based on these two assumptions, the 1965 Plan recommended a school construction program aimed at serving a growing and maturing school population. Of the forty-eight school construction and expansion projects proposed by the 1965 Plan, thirty-three (33) were for elementary schools and fifteen (15) were for secondary schools. Most new school construction was slated for areas with considerable amounts of vacant land where continued growth was expected. For example, the Plan recommended eleven (11) new schools be built in the Half Hollow Hills District.

In actuality, the overarching trend characterizing the entire school system since the mid-1970's has been one of <u>declining</u> enrollments. As shown on Table 6-4, every school district serving Huntington has experienced substantial decreases in enrollments since reaching peak enrollment levels in the late 1960's and early 1970's. Declining enrollments have resulted in excess classroom space and, in a number of cases, school closings. In addition to declining enrollments, there have been significant (though not unexpected) changes in the ratio of secondary grades (grades 7 through 12) to primary (grades K through 6) school students.

TARLE 6-4

IABLE 6-4							
COMPARISON OF CURRENT AND PEAK SCHOOL DISTRICT ENROLLMENTS							
District	Year of <sup>3</sup> Peak Enrollment	Peak <sup>3</sup> Enrollment	1988 <sup>4</sup> Enrollment	Absolute Change	Percent Change		
Cold Spring Harbor	1969	2,291	1,249	1,042	<b>-45%</b>		
Commack	1972	15,215	5,807	9,408	-62%		
Elwood	1972	4,642	2,071	2,572	-55%		
Half Hollow Hills	1975	13,077	7,559	5,518	-42%		
Harborfields	1969	5,330	2,491	2,839	-53%		
Huntington	1969	8,618	4,279	4,339	-50%		
Northport/East Northport	1971	9,801	5,152	4,649	-47%		
South Huntington	1968	11.837	5,253	6,584	-55%		
TOTAL		70,811	33,860	(36,951)	-52%		

Each of the eight school districts had peak enrollments in the seven year period between 1968 and 1975 (see Table 6-4), with the districts encompassing the town's older population centers having their peak enrollments before those encompassing later-developing areas. In the past fifteen to twenty years, the decreases in enrollment have been substantial, with some districts losing as many

as 6,000 students (e.g., Half Hollow Hills, South Huntington) or more (e.g., Commack). Overall, 1988/89 enrollment was 25% less than aggregate peak enrollments for all of the districts (see Table 6-4).

The necessity of meeting the educational needs of peak school-age population in the late 1960's and early 1970's and then adjusting to subsequent across-the-board declines in this population has its bearing on the number and age of school facilities. In 1975, when most districts were near or just beyond their peak enrollments, there were 82 schools in active use in Huntington (see Table 6-5). Of Huntington's current stock of 50 schools, about one-half were constructed between 1955 and 1965, and the other half between 1965 and 1975. This suggests two things about the town's stock of schools: (1) virtually all of the town's schools are built to relatively modern standards, and (2) a considerable portion of the present capital facilities stock has already been "bought and paid for." Both of these conditions imply that surplus space in these facilities could be made available for a variety of public purposes at reasonable expense.

-	•	T	177	•	4
	-				

	1965, 1975	, 1707		
Junior Elementary Year	High Schools	High Schools	Schools	Total
1965 <sup>(1)</sup>	44 /	7	8	59
1975 <sup>(2)</sup>	551	7	10	82
1989 <sup>(3)</sup>	31	11	9	51
2. St Buil		8		ol Administrators and

In addition to the overall reduction in the stock of schools, there has been a considerable change in the composition of the school stock. At the time of the 1965 Plan, there were 59 active schools in the eight (8) districts — 44 elementary schools, 7 junior high schools and 8 high schools. While the 1989 total of 51 school buildings is similar to that of 1965, the breakdown of the facilities is notably different. Presently there are 31 elementary schools, 11 junior high schools and 9 senior high schools (see Table 6-5).

Of the 32 buildings which closed between 1975 and 1985, 24 (75%) were elementary schools. The fact that elementary schools have borne the brunt of recent school closings generally reflects a common response to declining enrollments by the various districts. Junior and senior high schools are considered to be more valuable district resources as they are larger and more centrally located than the elementary schools. Faced with declining enrollments, the districts seek to close

the least valuable facilities first, even if this requires relocating the student population to other facilities.

#### 6.2.3 Needs Analysis

Data provided by each school district indicates that, in the aggregate, overall enrollments will fall by 5% between 1988 and 1992 (see Table 6-6). High school enrollments are expected to decline at the fastest rate (10%), followed by elementary school (3%), and junior high school enrollments (2%). These projections indicate a slowing in the rate of decline experienced between 1980 and 1988, when overall decline was 28%.

As the school districts have, for the most part, not undertaken enrollment projections beyond 1992, the next best available long-term projections are provided in the Demographics chapter. Although these projections are not broken out by exactly comparable age/grade levels, and do not reflect demographic changes for neighboring towns in which some of the school districts are partially located, they will serve to approximately gauge the magnitude of expected changes (as opposed to the actual levels of expected enrollments).

Table 6-7 shows that overall, the population of pre-school (less than 5 years old) and school-age children (5- to 19-year olds) is expected to grow by 9% in the coming decade. The numbers of elementary school-aged children (5- to 9-year olds) and junior high school children (10- to 14-year olds) are projected to increase by as much as 35% and 15%, respectively, while the number of high school students (15- to 19-year olds) is projected to decline by 23%. However, the projected resurgence in elementary and middle-school children (5- to 14-year olds) will trigger a turnaround in the number of high-school children (15- to 19-year olds) after the year 2000.

Unlike past school enrollment trends that were precipitated by new growth and development, the changing demographic profile of the town is generally the driving force behind projected levels of school enrollment. An "echo" of the baby boom of the

1960's is now evident, as the school-age children of that decade enter child-bearing ages. The boom is smaller, though, as people frequently choose to marry later and have fewer children than their counterparts of 20 to 40 years ago.

The conclusion to be drawn from these various data sources is that school enrollment decline will be slightly reversed in the 1990's, with the possibility that there may be significant increases in certain age/grade groups. This growth will be manageable as overall enrollments will in all probability not again approach the peak levels of the years 1968 through 1975. There may be a need to restructure classroom utilization in response to an expected rebound in elementary school enrollments, and to take advantage of the flexibility at the upper end of the system created by an expected decline in high school age population.

In general, there will probably not be sufficient pressure exerted on existing facilities to warrant new construction. Although, it is anticipated that as many as 2,000 housing units may be built in the Melville area over the next ten to twelve years (the Melville-GEIS indicates that residential

development could produce as many as 3,100 dwellings in the study area), whether this number of homes are ever built will depend on the needs of the area as well as the capacity of both the local infrastructure (roads, drainage facilities etc.) and the environment. Although, the number of homes may not be fixed at this time it can be said that because of changes in the make-up of the population in the town there is presently a need for a better mix in the size of homes that are available. Newly weds, singles new to the work force (both white and blue collar), single parents, retirees all wishing to own a home creates a demand for dwellings that are smaller then those that were popular in the past.

TABLE 6-6

	LLMENTS BY SCHOOL DI Grade			-
District Name	Level	1988	1992	% Change
Cold Spring Harbor	K-6	636	655	3%
	7-9	302	313	4%
	10-12	311	490	589
	TOTAL	1,249	1,458	179
Commack	K-6	2,455	2,549	4%
	<b>7-9</b>	1,325	1,210	- 99
	10-12	2.027	1.755	-13
	TOTAL	5,807	5,514	- 59
llwood	K-6	991	999	1%
	7-9	487	452	- 79
	10-12	592	435	-27
	TOTAL	2,070	1,886	- 9
Ialf Hollow Hills	K-6	3,448	3,224	- 69
	7-9	1,818	1,655	- 99
	10-12	2.294	1.968	-14
	TOTAL	7,559	6,847	- 99
Inrborfields	K-6	968	989	2%
	7-9	736	816	119
	10-12	890	686	-23
	TOTAL	2,594	2,491	- 49
Iuntington	K-6	2,223	2,325	5%
	7-9	947	961	1%
	10-12	1,109	930	-16
	TOTAL	4,279	4,216	- 19
forthport/East Northport	K-6	2,460	2,306	- 69
•	7-9	1,219	1,134	- 79
	10-12	1,473	1.242	- 99
	TOTAL	5,152	4,682	- 99
outh Huntington	K-6	2,815	2,420	-14
- · · · · · · · · · · · · · · · · · · ·	7-9	1,164	1,287	119
	10-12	1.274	1.442	139
	TOTAL	5,253	5,149	- 29
OTAL	K-6	15,996	15,467	- 39
	7-9	7,998	7,828	- 29
	10-12	9,969	8,948	-10
	TOTAL	33,963	32,243	- 59

Table 6-7

Age Group	1990(1)	2000(1)	% Change 1990-2000	2010(1)	% Change 2000-2010
0-4	12,753	14,727	16%	10,339	-30%
5-9	11,107	15,011	35%	12,336	-18%
10-14	11,071	12,720	15%	14,694	16%
15-19	14,305	11,075	-23%	14,972	35%
TOTAL	49,236	53,533	9%	52,341	- 2%

<sup>1.</sup> Based on cohort-survival analysis of 1980 population levels, assumes no significant out-migration.

Source: Abeles Phillips Preiss & Shapiro, Inc.

If the industrial/office/commercial segment in Melville is to continue to thrive then having a local pool from which to recruit both entry level and veteran labor will be a needed. This in turn will generate the demand for homes some of which will be smaller that can be purchased by the first time buyer at a price that is commensurate with local entry level salaries. The type of demand that is being generated for housing by the existing demographics generally does not result in large numbers of children of school age (elementary through high school.) Therefore, while certain schools in the Half Hollow Hills School District are presently near capacity, it is not expected that the ability to accommodate additional school-children will be seriously impaired by new residential development.

The need for a new school or more classroom space in the Half Hollow Hills district will largely depend on the nature (e.g., 3 and 4-bedroom conventional dwellings as opposed to one, two and three bedroom attached housing) of any new residential development. The Melville GEIS, for purposes of providing a worst case scenario, estimates that 1,500 additional students could be generated if caution is not taken in making future decisions concerning development in the area. Empirical data indicates that there are less then 0.25 school children per dwelling unit being generated by two existing attached residential projects ("Northgate" and "Villas of West Hills") where most if not all of the dwellings are three bedroom and in the neighborhood of 3,000 square feet in size. Other attached cluster developments in the northern part of the town produce even fewer children then the ones in Melville. When coupled with the demographic needs, if the preponderance of future residential development is of the attached cluster type the school-age population should not significantly rise and cause major impacts to the local school district.

#### 6.2.4 Issues and Recommendations

As mentioned from the outset of this chapter, the key issues facing the town insofar as schools and other community services are concerned center on the need to have reliable, long-term capital

facilities and financial plans. The analysis contained in this chapter indicates that there is likely more than sufficient capacity within the school system to accommodate future student populations. The peak enrollment levels of the late 1960's and early 1970's, which corresponded to that period when the town had the greatest number of adults in their child-bearing years and also experienced rapid population growth due to migration, are unlikely to be repeated, nor are the more recent sizable declines in enrollment. Therefore, as the town's demographic profile eventually stabilizes, so will aggregate school enrollment.

However, while it would appear that the present physical plant is sufficient, there is always the possibility that the population trends which have decreased enrollment will substantially reverse, leaving districts with insufficient building capacity and substantial replacement costs. In the previous section it was indicated that there may be as much as a 25% increase in the elementary school-aged population (assuming no significant out-migration) expected by the year 2000.

With this prospect in mind, due consideration should be given to ensuring that adequate space is set aside for schools, daycare centers and related facilities as the few remaining major tracts of land within the town are subdivided for residential development. More importantly, extreme caution should be exercised in the disposition of currently vacant and underutilized school buildings and other district-owned properties (as identified in Table 6-1). School districts may find it very tempting to sell off surplus properties, given their relatively high land values, as a short-term means for improving services and simultaneously holding down taxes. Therefore, it is important that the districts carefully analyze enrollment and building utilization trends, with emphasis on showing irreversible and permanent declines in enrollment before control of school facilities is relinquished.

To date, the majority of the buyers and lessees of surplus properties have been educational or community-oriented organizations who have been able to use these facilities without substantial renovations. Only in a small number of cases have unused school buildings been sold to private, non-educational concerns for conversion to offices or market-rate housing. This approach of giving priority to public purposes in dealing with surplus schools is to be encouraged, especially as it recognizes that vacant or underutilized facilities represent valuable community resources. Lease arrangements should be the preferred method for the "interim" disposition of surplus facilities, as they allow for buildings to be reclaimed for public schools should the need arise. In the event a school property is sold to private interests, every effort should be made to have the property redeveloped consistent with surrounding land-uses, and to require that the school's open space/recreational areas be preserved wherever possible.

The uses to which vacant schools have been put also points the way to expanded roles for all school buildings in the town, especially in light of current social and demographic trends. The trend toward two working-person families points to a need for affordable day care, pre-kindergarten programs and all-day school programs. The trend toward more retired residents and older adults with leisure time points to a demand for adult education and senior citizen services. While it would not likely be feasible for the districts themselves to become direct providers of all of these services, excess space can be leased at reasonable rates to community groups and organizations. In so doing, the provision of desired community services would be facilitated while

the school districts (which are public entities) would retain ownership of valuable school properties and receive income to help maintain their other facilities.

These alternative and mixed-uses could have significant benefits to all town residents. Schools are frequently the physical focus of a neighborhood; by addressing the needs of a wider range of age groups, schools can take on an important social and cultural focus as well. A greater sense of community can be created, including opportunities for students to assist in senior citizen programs, and adults to become involved in programs for students. Most important, school properties represent a significant portion of the town's stock of recreation space. As such, the retention of underutilized or surplus properties serves to further guarantee continued public access to valued recreational space.

The greater issue of financing existing and proposed services needs to be considered in light of recent state budgetary problems. School districts within the Town of Huntington receive as much as 20% of their annual revenues in the form of state aid. This source of funds serves to supplement property tax revenues (the major source of revenues) and helps to equalize the disparities between the tax revenues received by each district. Districts with extensive office and industrial development (e.g., Half Hollow Hills) or other significant ratables (e.g., LILCO in Northport) receive the greatest amounts each year in property tax revenues in support of local school services. While these districts generally receive proportionately lower amounts of state aid per pupil than poorer districts, this is not always the case. Furthermore, because of measures that have been enacted to prevent major cutbacks in state aid to districts with declining enrollments, these school districts are in a much better position to develop and offer innovative programs and activities while maintaining the lowest property tax rates.

Recent attempts by the State to drastically cut back on and shift the amount of aid it provides could affect the ability of schools to provide special services for handicapped children, pre-school programs, adult education and other services and programs that go beyond traditional school functions, but which nonetheless meet critical and/or changing educational needs. Given the vagaries of state aid, local action is needed which will enable educational services and programs throughout the Town of Huntington to be innovative and responsive to changing needs.

#### 6.3 Libraries

Huntington has eight (8) public library districts which are largely coterminous with the school districts (see Figure 6-1). There are ten (10) libraries, including branch facilities, in the town, with one (1) facility each in the Harborfields, South Huntington, Commack and Cold Spring Harbor districts and two (2) facilities each in the Northport/East Northport, Half Hollow Hills and Huntington districts.

All of the districts have expanded their print collections in recent years to meet rising demands. In addition, many have begun video cassette and compact disk collections which are popular with borrowers. Some of the districts also offer access to personal computers and software. Further resources are made available through the Suffolk County Cooperative Library System, to which all of Huntington's districts belong. Using this system, a card holder can borrow books from

almost any public library in New York State. The Cooperative System also runs the "Reading for the Handicapped Program" which provides talking books to qualified borrowers.

In addition to providing Huntington residents with a broad range of materials, the libraries also sponsor a variety of cultural and educational programs. These include film nights, career counseling, field trips, art exhibits, lectures and story hours for children. Most of the libraries also provide meeting space for community organizations.

The 1965 Plan noted that three (3) districts within the town were underserved: Elwood, Harborfields and the portion of the Commack district within Huntington. It was recommended that at least one facility be built to serve the Harborfields and Elwood districts and that a facility should be built, if possible, in the Huntington portion of the Commack district. These goals were realized – the Harborfields and Commack public libraries were established in 1970 and 1976, respectively.

While no new facilities are planned, consideration should be given to establishing a new library in the Elwood school district in either an existing or surplus school. An equally acceptable alternative would be to have a branch library in a small shopping center located along a major thoroughfare with excellent transportation access (e.g., Jericho Turnpike). Arrangements for developing such a facility could be secured in conjunction with commercial development/redevelopment and/or rezoning proposals should they be made to the town. Several of the districts are planning or undergoing expansions and renovations of existing facilities (e.g., the Northport main library and the Melville main and branch libraries). Moreover, there is considerable demand for expanded modern facilities in East Northport and in Huntington Station, both of which are densely-developed areas of the town that also serve as major commutation centers.

It is recommended that consideration be given to developing a new East Northport facility, at or near its present location on Larkfield Road, which would also incorporate a community center. Another possibility is to develop a new library facility on a parcel of land recently acquired by the East Northport Library District located on the north side of Pulaski Road about one half mile west of Old Bridge Road.

As it was in 1965, the Huntington Station facility is located in a commercial building on New York Avenue (Route 110) about one quarter of a mile south of the Long Island Railroad station. It is an especially opportune time to plan for and develop a new facility in this area, particularly one which might incorporate a daycare component. Currently planning and design studies are being prepared for a residential development (more then 200 dwellings) at the northeast corner of Broadway and New York Avenue located immediately north of the Long Island Rail Road Station. It is recommended that there be coordinated planning for a new Huntington Station branch library as part of the preferred revitalization plan for this area. Such a facility could be developed as part of a new, townwide cultural arts center.

The 1965 Plan also proposed a major reorganization of the library system, under which the individual districts would have been combined into a single, townwide library district administered

by a town Library Board. The major goals of the reorganization were to provide for the more efficient operation of the individual local libraries, and to mobilize funding for the development of an expanded, centralized research and reference facilities. While the reorganization of the districts has not proven to be necessary, it may be useful to undertake selective measures which will promote inter-district cooperation in the development and operation of new facilities and programs. For example, a townwide user survey may provide unexpected insights into the demand for various library services and programs, and the preferred locations for new and expanded facilities and services. A centralized fund could be established for financing long-range capital needs, particularly in those districts where facilities are either lacking or inadequate. These and other measures could help to maximize available public revenues for library services in accordance with actual conditions and user patterns. The efficiency of the entire library system in the Town of Huntington could be enhanced while still allowing the individual districts to provide the flexible, local service desired by town residents.

#### 6.4 Police

The unincorporated town is served by the Second Precinct of the Suffolk County Police Department. (The incorporated villages provide their own police protection.) Because police services are provided and financed at the county-level, the analysis contained herein is limited to an inventory of existing conditions and a review of initiatives.

Second Precinct headquarters is located on Park Avenue in Huntington (Figure 6-2). This facility was built in 1963 and has subsequently undergone only minor alteration or modernization. A new capital project is currently in the planning phase which will include the replacement of basic building systems and the expansion of available floor space. A 4,300 square foot addition is planned, along with the conversion of an 1,100 square foot garage to administrative space. A new garage will also be constructed.

The current patrol staff is comprised of 200 patrolmen, thirty-two officers and nine clerical workers. The detective squad is comprised of 5 detectives, 5 detective officers and 3 clerical workers. Total staffing amounts to 269 persons. The Commissioner's office estimates that 65 patrolmen, 4 officers and 7 clerical workers will be needed to keep pace with a projected ten-year growth in demand for police services. These additions represent a 28% increase over current staffing levels.

As with the other services previously described, residential, commercial and industrial development in the Melville area have prompted the greatest need for police services in the town. By and large, these services relate to the considerable traffic congestion, particularly along Route 110, associated with extensive office/commercial development.

The Commissioner's office projects that six (6) new vehicles (in addition to the Second Precinct's current fleet of 67 vehicles) will be needed in the short term to accommodate innovative programs like the Community Oriented Police Enforcement (COPE) program. COPE is one of two new programs which the Department is using to improve police service. Officers assigned to the COPE program concentrate their efforts on specific problem areas. They are freed from the obligation of

responding to routine calls, allowing them to respond more quickly to calls of a violent nature, serious-aid cases, automobile accidents and to crimes in progress.

Another innovative program being tested is "Tele-Serve." Tele-Serve is designed to reduce the number of non-essential police responses, thus freeing officers for more serious calls. Under previous systems, an officer would respond in person to even the most routine calls. With Tele-Serve, calls made for insurance purposes only, calls not made at the time or place of an incident or calls otherwise not requiring a direct police presence, are handled by a Tele-Serve officer. The Tele-Serve officer records all information pertinent to the police report over the phone. Both COPE and Tele-Serve have been well received by the community and the Department plans to implement them permanently.

#### 6.5 <u>Fire</u>

Huntington is presently divided into twelve (12) fire districts in which there are a total of twenty (20) fire stations and substations. (The fire district boundaries and stations are mapped on Figure 6-2.) In addition to fire-fighting, the districts all provide basic rescue services and a number of districts provide full ambulance services.

All of the town's departments are staffed by volunteer officers and firefighters, although each department employs a number of full-time dispatchers and clerical workers. In all, there are approximately 1,200 volunteer firefighters serving the town, with departments ranging in size from 65 volunteers in Eaton's Neck to 145 in Huntington Village. The town's fire departments are in mutual agreement to provide assistance in emergencies, so sufficient manpower can be made available to confront almost any situation.

The town's main fire stations, which were in place at the time of the 1965 Plan, are well-located with respect to present service areas. The 1965 Plan recommended that additional stations be built in the Huntington district to serve the Lloyd Harbor area, and in the Melville area to serve expected residential and industrial development. By and large, these recommendations have been followed: an additional station was built in Melville, along with other new stations in East Northport and Commack. The Lloyd Harbor station was considered, but it was concluded by the Cold Spring Harbor fire department that the area was adequately served by existing facilities.

In telephone interviews with the district supervisors, all departments reported staffing at or near target levels. A few departments, however, reported some difficulty in attracting new volunteers, citing among other factors, a shortage of young people due to a lack of affordable housing opportunities.

Almost every department reported the recent purchase of new vehicles or equipment and ongoing maintenance efforts. Supervisors also noted that new building methods (e.g. "truss construction" and building materials (e.g. plastics) made certain types of new equipment necessary. While most supervisors indicated that traffic conditions do not pose a direct threat to fire protection, a few indicated that certain areas should be monitored, especially Route 110 in Melville.

Overall, fire protection services in the town are adequate. Continuing emphasis should be put on improving fire safety in new structures, monitoring the demands that new development exerts on the fire departments and insuring that traffic conditions do not interfere with fire protection. In particular, the Melville Fire District has recommended that land be set aside (via the subdivision approval process) in the Ruland Road area for a new substation to serve future residential development in and around this portion of Melville.

#### **Footnotes Section 6**

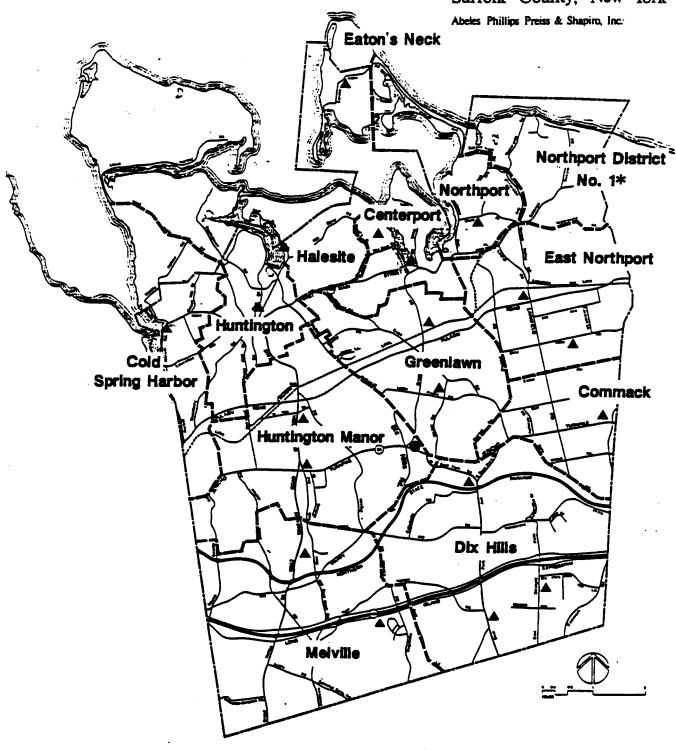
<sup>&</sup>lt;sup>1</sup> There were 9 schools not being used for either elementary or secondary level instruction, but which are still owned by individual school districts. (see Figure 6-1/Table 6-1).

<sup>&</sup>lt;sup>2</sup>The County's lower rate of enrollment decline (20% for a seven year period vis-a-vis Huntington's 28% decline in an eight year period) can be attributed to an increase in the number of districts in the easternmost towns that experienced substantial growth in the 1980's.

<sup>&</sup>lt;sup>3</sup> Suffolk County Planning Department, "Vacant and Recycled School Buildings, 1983."

<sup>&</sup>lt;sup>4</sup>Information provided by individual school districts for the 1988-1989 school year.

## TOWN OF HUNTINGTON Suffolk County, New York



. Fire District Boundaries

▲ Fire Station

Police Station

\*Protected by Northport Fire District

Figure 6-2

Police & Fire Facilities

Notes:	
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### Town of Huntington Planning Board

## Comprehensive Plan Update

Parks, Open-Space and Historic Resources Section Seven

#### 7. PARKS, OPEN SPACE AND HISTORIC RESOURCES

#### 7.1. Introduction

The Town of Huntington is graced with numerous public parks, private recreational facilities, landmark structures and sites, and cultural institutions which significantly add to the quality of life within the town. All too often these resources are taken for granted, as it is assumed that there will always be some mechanism to assure their continued existence. This is not the case. While individual preferences and concerns may vary, there is a common element to preserving each of these resources. This requires a greater appreciation and awareness of the universally disruptive impacts that continuing development and changing economic conditions can have on the town's inventory of parks, open space, historic and cultural resources.

Complacency is something of a luxury given this realization. Preservation of certain open space parcels is no longer simply an aesthetic matter, but necessary for groundwater protection, steep slope preservation, recreational planning and coastal erosion impact curtailment, and is essential for the protection of valuable wildlife habitats and biological diversity. The increasing costs for maintaining a household and for doing business, as well as changes in tax laws, are making volunteerism and corporate and individual sponsorship much less reliable methods for sustaining desired levels of service in not-for-profit cultural institutions.

Any plan, if truly comprehensive, must address these issues. Moreover, it must incorporate the past as a key element in planning for the future. With over three-hundred years of history, the Town of Huntington has long recognized the need to preserve those elements of its past which, according to the Town's Zoning ordinance, provide a "sense of identity for the town and enhance its cultural and economic well-being." The mounting sense of urgency concerning the preservation of the town's valued historic resources parallels the concerns for critical open space parcels. Dwindling supplies of developable land and ever-increasing land values are giving rise to encroaching and incompatible development to the point where the preservation of the town's historic and natural resources can no longer be considered "soft" issues. Instead the very core of the town's overall quality of life and desirability as a place to live and work may be at stake. Underdeveloped lands are being displaced before their importance to the local ecosystem and cultural inventory can be fully understood.

In this chapter, Huntington's inventory of parks (Section 2), open space (Section 3), historic resources (Section 4), and cultural resources (Section 5) are evaluated. Each section is comprised of an analysis of existing conditions, a comparison of the conditions prevailing at the time of (and changes since) the 1965 Comprehensive Plan, an analysis of current and future needs, and a discussion of issues and recommendations.

A comprehensive Parks and Recreation Study was completed in July of 1988 by Vollmer Associates for the Huntington Town Board. While the study has not yet been formally adopted, it serves as a recent analysis of the active recreational needs throughout the town and provides a course of operation toward meeting the identified demands. The Vollmer study has been appended and data and major recommendations therefrom relative to active use parkland

have been incorporated into the body of this report. As the Vollmer study focused primarily on improving active recreational assets, this Chapter serves to supplement the study by analyzing the town's passive park resources (needs, use and expansion thereof).

#### 7.2. Parks

#### 7.2.1 Existing Conditions

The 1987 "Comprehensive Planning Study for Parks and Recreation," prepared by Vollmer Associates, reported ninety-two parks under the auspices of the Town of Huntington Department of Parks and Recreation; a subsequent update to the Vollmer study identified nine recent acquisitions not previously accounted for as well as several others pending. The one hundred and five parks (see Figure 7-1/Table 7-1) provide almost 2,000 acres of recreational space, with the majority (58%) comprised of less than ten acres, one-quarter to one-third (27%) between ten and thirty acres, and the remaining (15%) over thirty acres. The smaller parks (under ten acres) are generally designed to serve "the immediate community," while the larger parks feature specialized facilities intended to meet the needs of the entire town. In terms of function, forty-three (42%) of the town's 105 parks are classified as primarily active-use parks (e.g., baseball fields, tennis courts, soccer fields), and the remaining sixty-one (58%) are classified as primarily passive-use parks (e.g., nature trails, wildlife preserves). Many of the areas classified as "active use" contain passive park components, providing dual benefit. There is no town-owned park property that has been set aside solely for historic/cultural resource protection or interpretation.

A wide range of recreational facilities, including softball/baseball fields, soccer/football fields, basketball, handball and tennis courts, jogging trails, playgrounds and golf courses are provided in the town's forty-three active-use parks. In addition, there are a number of parks located along the town's shoreline, which feature bathing beaches, boat launch ramps, fishing areas and other facilities oriented toward water-dependent and water-related uses.

The passive-use parks, generally have very few developed facilities, provide opportunities for activities such as cross-country skiing, nature study and hiking. Their unobtrusive character improves the visual experience of passersby, enhances surrounding property values, and serves as haven to natural biota. The passive parks meet basic community needs, compatible with environmental conservation, and providing vital links in establishing a town wide greenbelt network.

Thirteen of the passive-use and/or portions of active-use parks have been designated as "park preserves" a classification set forth in Chapter 159 of the Town Code (Recreational Facilities) which specifies that these lands be kept forever in their natural state. Park preserves are defined as "lands found to possess unique flora or fauna, geological formations, marine wetlands, shorelines, unique scenic values or any other features that may qualify for recognition or protection." Park preserves in Huntington exemplify these values and protect wetlands, forests, salt marshes, habitats for endangered species and other valuable natural settings.

# TOWN OF HUNTINGTON Suffolk County, New York

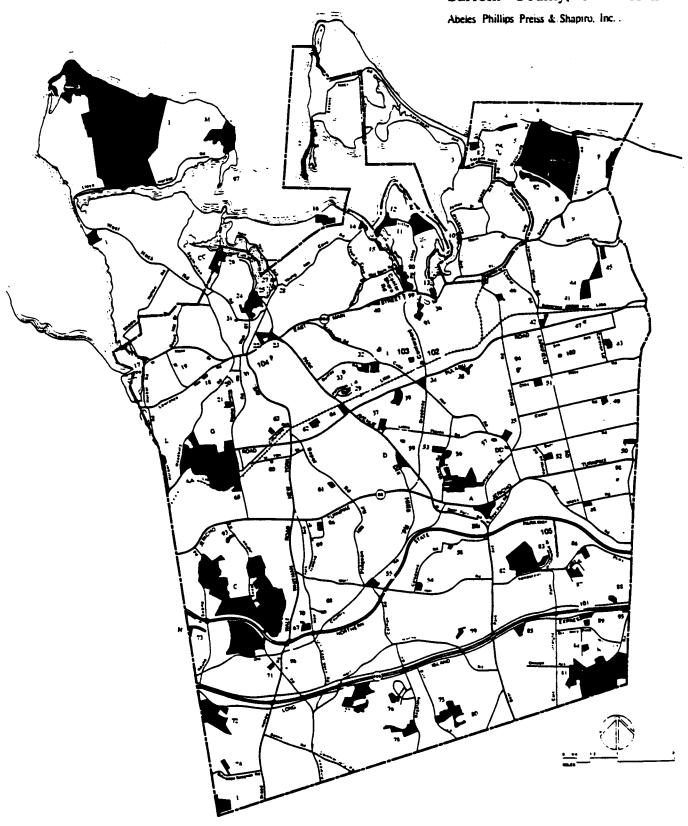
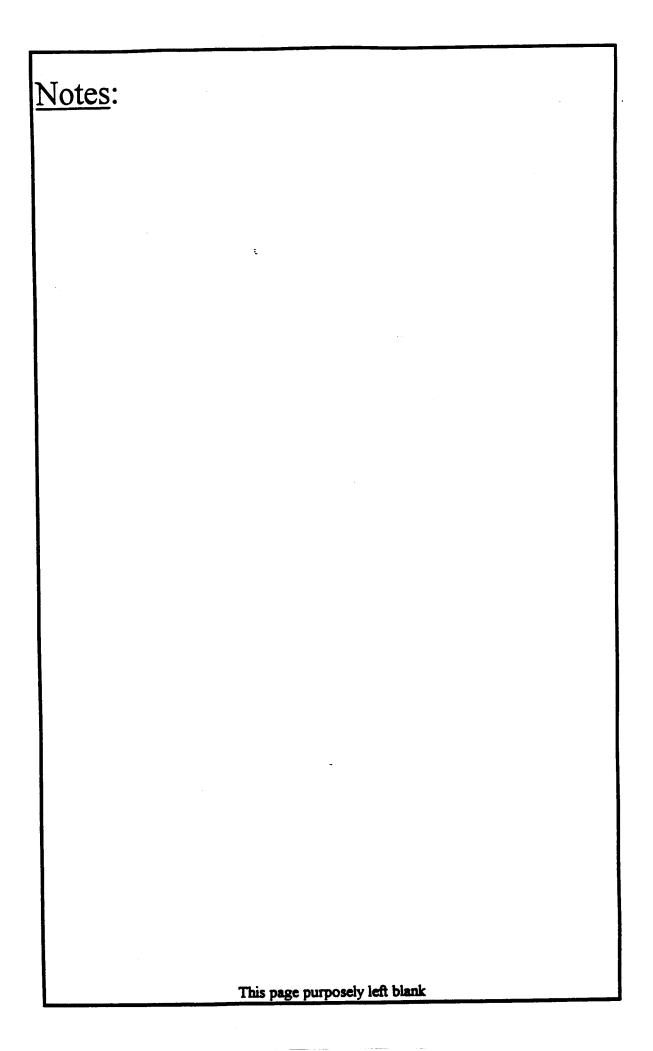


Figure 7-1

Source: Volimer Associates See Table 7-1 for Key

**Parklands** 



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	ţ		42 John J. Walsh Memorial Park	
Harbor Road Greenbelt	<b>-</b>	Wadana Park Pres		
Oak Brush Plains Preserve	*			
Caumactt State Park	<u></u>	-		
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NEW YORK STATE PARKS	Z			
			37 Tittle Plains Park	
Manetto Hills Park	Ħ	•		
NASSAU COUNTY PARKS	ž			
(conservation easement)	0	83 DeForest Nature Park		
Pumpton Estate - SCHWER	Ħ	82 Dix Hills Park	33 Bryant Drive Park Preserve	
Schoolbothe - Historic Trust	Š	81 Ouego Park		
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West Hills County Park	ו נו		17 Billy Joel Cold spring rantoor	
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Berkeley Jackson Park	>			
SUFFOLK COUNTY PARKS	SUF			
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	SPACE			
TOWN-MANAGED OPEN	TOT	60 Alfred Walker Memorial		
	;		10 Cow Harbor Fars/ Woodons	_
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Meetinghouse Brook Park	ī		8 Soundview Boat Kamp	00
			7 Geisslers Beach	
Amedway School Park			6 Crab Meadow Beach	6
Harborfields Library	<u> </u>		Park	
Ridley Park (leased)	<u> </u>		5 Crab Meadow Golf Course &	u
Thornwood Park Preserve	<u> </u>		4 Kirschbaum Park	_
Commission Drive Park	3 3	51 William J. Byrne Memorial	3 Asharoken Beach	w
Tittle Neck Comer	8 8		2 Hobart Beach/Sand City	2
Smock Court Park	£		1 West Neck Beach	_
Paint	:		Key <sup>(1)</sup> Name	
Lloyd Harbor Lighthouse	9			-
Deanna Moon Memorial Park	8	ed Open Space in the 10wh of 11th	Parks and Other Publicly-Owned Open Space in the	,
7		JOhn Shan In the Town of Huntington:	Table /-1	

(1) see Figure 7-1 for site locations

Area Meadowiark Park Bellerose Manor Park

82828

Lynn Avenue Park Windward Court Park

The town park preserves are jointly managed by the Department of Parks and Recreation and the Department of Environmental Control. In addition, a voluntary Park Stewardship Program is administered by the Parks and Recreation Department with assistance from the Conservation Board (see appendix) to aid park management throughout the town.

The town's parks are augmented by approximately 650 acres of lands owned by the eight independent school districts. Figure 7-2 shows the district boundaries and the locations of the school grounds. In addition to providing open space, the schools provide a variety of active recreational facilities to which the public has controlled access (becoming less public due to liability problems).

Huntington residents also have access to eight County parks located within the town (see Figure 7-1). These County parks, which have a total area of approximately 1,425 acres, primarily provide passive recreational space. Four State parks and one national park are located (entirely or partially) within the town: the 1,400 acre Caumsett State Park, is located in Lloyd Harbor, a small portion of the 1,500 acre Bethpage State Park is located in Melville; a portion of the 644-acre Oak Brush Plains Preserve is located in Commack; and the 80 acre Target Rock Federal Preserve is located in Lloyd Harbor (Figure 7-1). The State and national parks, like the County parks, are primarily for passive uses, and are available to town residents and non-residents alike.

#### 7.2.2. Comparison With 1965 Comprehensive Plan

At the time of the 1965 Comprehensive Plan, the rapid growth and development of the previous twenty years called attention to the need to preserve the dwindling supply of open land and to provide parkland for a growing population. The 1965 Plan noted that, by 1961, there were less than 4 acres of local parkland for each 1,000 residents, which was well below the long-established standard (prescribed by the National Recreation Association) of 10 acres per 1,000 residents.

The Plan reaffirmed the need for the town to continue the parks acquisition program begun in 1961. The goal of the program was to increase the town's pre-1961 park inventory of 475 acres to a target level of approximately 1,600 acres by 1980. Between 1961 and 1965, the town succeeded in acquiring an additional 680+ acres of parkland, including the 390-acre Crab Meadow Park and the 144-acre Dix Hill Park. Thus, by the time the 1965 Plan was adopted there was nearly 1,200 acres of parkland, or 75% of what was targeted for 1980. The 1965 Plan identified seventeen additional sites for acquisition, totaling approximately 400 acres. Most of the sites were under twenty acres, reflecting the Plan's findings that more neighborhood parks were needed in newly developing areas, as well as in the older, more densely developed population centers.

In the past twenty-five years, the town has succeeded in expanding its stock of neighborhood parks with the acquisition of a number of the smaller parcels identified in the 1965 Plan. The town also improved its stock of larger parks with the acquisition of the 125-acre Roundtree and 53 acre

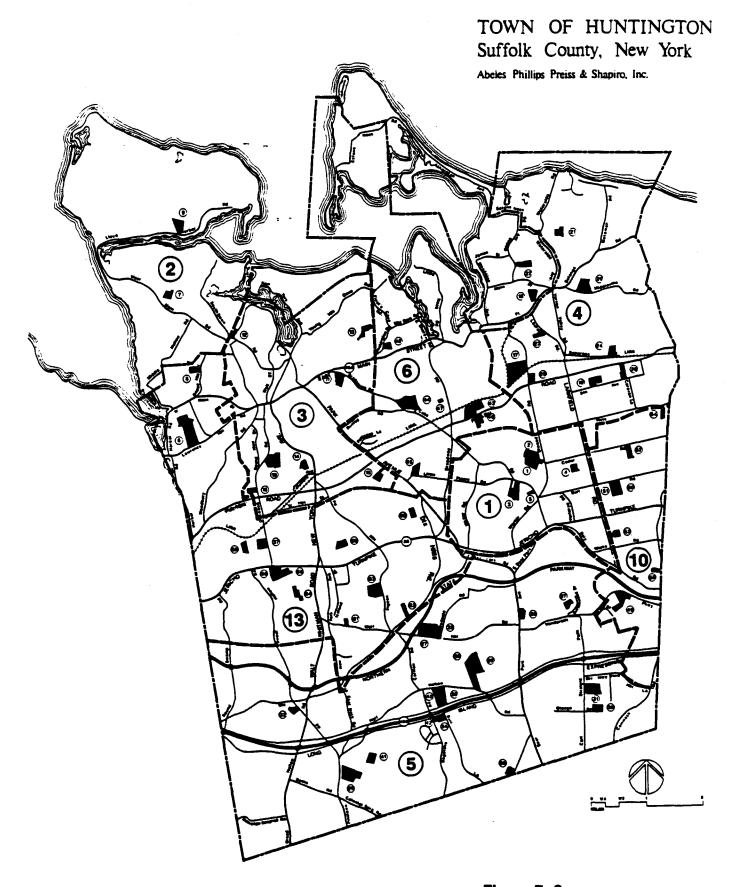
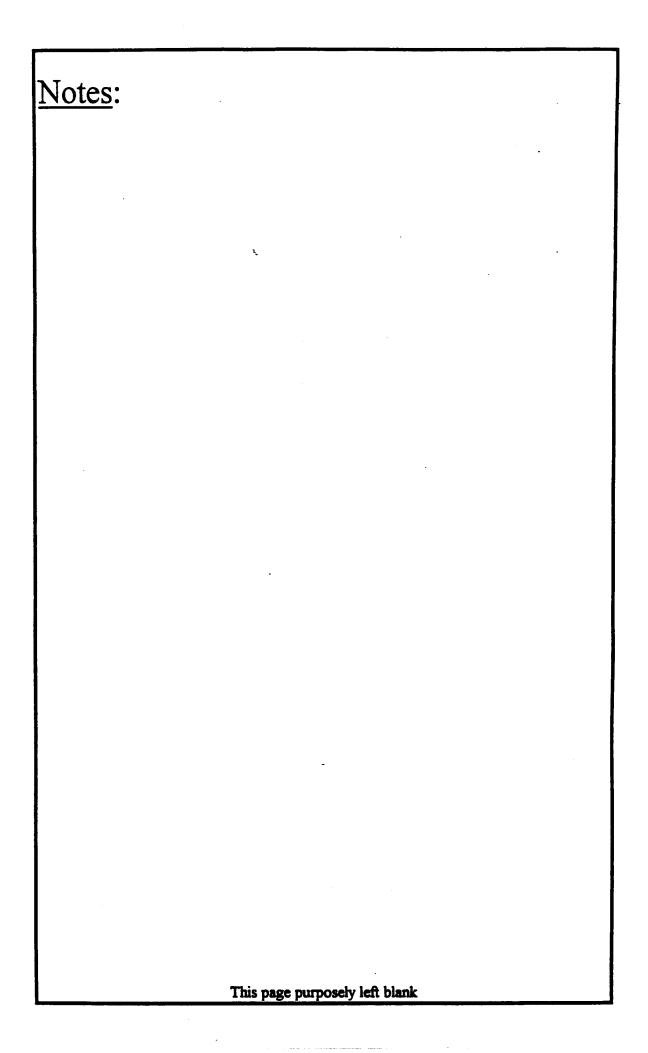


Figure 7-2

Schools and Districts



Strathmore parks located in Dix Hills. Thus far, the town has succeeded in securing the 135-acre Pineridge Park located in Melville. Other park acquisitions notable because of their size, visibility or environmental importance are the purchase of portions of the Cold Spring Harbor Marine Park and the Grace Preserve in Centerport. The Wodaembarc Park Preserve (37.5 acres) in Fort Salonga, which was acquired as the result of a set-asides from a residential cluster development (Town Code Section 198-114) is now a significant open space holding in the Centerport/Northport area of the town. Moreover, in the past decade, public park dedication and private open space reservation resulting from subdivision requirements imposed by the Planning Board, as enabled by State and local statute, have added to the expansion of passive park resources within the town.

The 1965 Plan estimated that a combination of town park land and school recreation areas would provide over 9 acres of developed recreational space for each 1,000 residents by 1980. As further discussed in the next section, the town's current inventory of parkland provides each 1,000 residents with over 10 acres of local parkland and recreational space, which exceeds the 1980 target levels of the 1965 Plan. However, at the time the 1965 Plan was prepared, the prime concern was with active recreational uses. The preliminary Schools and Parks report (January 1963) to the 1965 Plan notes: "the recognized standard of 10 acres of local park area per thousand population should in general include 5 acres in neighborhood parks and playgrounds, and 5 acres in large parks and special facilities." A meaningful comparison involves not only numerical standards, but an assessment of the facility types that were emphasized then as compared to current needs. Today's standards view passive parkland as an increasingly significant component in a comprehensive parkland and recreational program. However, standards merely establish minimums which may belie the inherent merit of park resources. The value of active recreation areas is self-evident. Passive parks also provide an opportunity for recreation; however, their further significance is self-defined in that they preserve locally-important natural features.

#### 7.2.3. Needs Analysis

The town's 2,000 acres of local parkland exceeds the 1,600 acre goal set for 1980 in the 1965 Plan. These 2,000 acres meet the formerly accepted standard of 10 acres of local parkland per 1,000 residents. Also more than 3,300 acres of County, State and Federal parks within the town generally meets the standard for non-local parkland of 15 acres per 1,000 residents. Huntington's local, County, State and Federal parks provide 27 acres of parkland per 1,000 residents, which is within the National Recreation Association's combined standard of 25 acres per 1,000 residents. Clearly, the town's directive must focus on the potential for additional population growth as well as the changing demographics, and whether the town's park system can adequately serve the active and passive recreational needs of the community. However, simple compliance with a national standard may not be fully applicable to the more urbanized status of a town like Huntington.

Despite the increases in the town's stock of parkland since 1965, the higher ratio of park acreage

to population and the generally high quality of the parks, the Vollmer study identified a number of geographic areas where park service could still be improved.

Table 7.2

·			Town Park		Recreation
	Estimated 1988 Population(1)	Town Parkland Acreage <sup>(2)</sup>	Acreage Per 1,000 Residents	Total Recreational Acreage <sup>(2)*</sup>	Acreage Per 1,000 Resident
Group 1 (East)					
East Northport	19,891	30	1.5	<b>5</b> 1	2.6
Fort Salonga	6,437	547	<b>8</b> 5.0	735	114.2
Eatons Neck	1,620	39	24.1	39	24.1
Commack	13.231	33	2.5	100	7.6
SUBTOTAL	41,179	649	15.7	925	22.5
Group 2 (Central)					
Elwood	11,743	65	5.5	212	18.1
Greenlawn	14,234	53	3.7	95	6.6
Centerport	6.635	60	9.0	126	19.0
SUBTOTAL	32,612	178	5.4	433	13.2
Group 3 (West)					
Huntington	22,284	172	7.7	188	8.4
Cold Spring Harbor	5,249	48	9.1	61	11.6
Huntington Station	29,944	31	1.0	<b>79</b>	2.6
West Hills	6.064	12	2.0	1.058	174.5
SUBTOTAL	63,541	263	4.1	1,386	21.8
Group 4 (South)			•		
Melville	11,174	349	31.2	596	53.3
Dix Hills	27,736	395	14.2	563	20.2
South Huntington	14.639	23	1.6	50	3.4
SUBTOTAL	53,549	752	14.1	1,212	22.9
TOTAL	190,881	1,854**	9.7**	3,953**	20.7**

SOURCE:

Specifically, the Vollmer study reported that nearly 40% of all town parkland is located in the southern border communities of Melville and Dix Hills, while the major population centers of East Northport and Elwood account for only 11% of the town's parkland. The result is a disparity between the share of total population and the share of total town parkland. For example, South Huntington has 13% of the town's population but only 2% of the town's parkland. This is

<sup>(1)</sup> LILCO estimate

<sup>(2) &</sup>quot;Comprehensive Planning Study for Parks & Recreation," Vollmer Associates, 1987

especially significant since the smaller lot sizes in the high density zoning districts do not provide much private recreation space. Conversely, Dix Hills, with ample public parkland, is developed predominantly with one acre lots affording greater private recreational opportunities than areas zoned for more-dense development.

Table 7-2 shows 1988 population estimates, town parkland acreage and County, State and school park/open space acreage by community (Census Designated Place), and by groupings of communities based on comparable geographic location and proximity to established transportation corridors. The Vollmer study revealed that in six of the town's fourteen communities, the ratio of local parkland-to-population falls below even the heretofore accepted standard of 10 acres per 1,000 residents, indicating a shortage of parkland.<sup>5</sup> In particular, the older population centers of East Northport, Greenlawn, Huntington Station and South Huntington continue to display the greatest overall deficiencies in neighborhood parks and public open space, as found in the 1965 Plan.

The Vollmer study also identified a need to provide a greater amount of select active recreational facilities. In a survey of over 4,000 Huntington residents, 29% of the respondents expressed a particular desire for additional soccer/football fields, 24% wanted another ice skating rink, and 24% an indoor swimming complex. Other active recreational facilities for which 10% or more of respondents recommended increases were jogging trails, tennis courts, basketball courts and softball fields. A number of survey recommendations addressed the need to increase park availability, including providing lighting to facilitate evening use. There were also recommendations for developing new special-use parks, including a dirt bike facility, a roller-skating/skate-boarding facility, and a bicycle trail or long distance "bikeway." A significant number of survey respondents also expressed interest in expanding facilities for passive uses such as for picnicking, beach bathing, and nature trail walking.

Concern was also expressed over the maintenance of wooded areas, ponds and waterfronts and the general preservation of open space. While not currently emphasized as much as active recreation, passive recreation will gain in importance to town residents over the next few decades. As noted in the Demographics chapter, the populations of school-age children (i.e. 5-19 year olds) and young adults (i.e. 20-29 year olds) are projected to decrease by 30% and 10% respectively by the year 2000, while over the same time period, 40-64 year olds and senior citizens (65+) are expected to increase by 10% and 100%, respectively. These demographic shifts translate into increased demand for parks and open space a portion of which should be dedicated for passive pursuits instead of active recreation.

The Vollmer Study also revealed that the existing inventory of parks has a lack of adequate facilities for the physically handicapped and senior citizens, noting "the lack of the basic facilities creates barriers which make it difficult, and in some cases prohibitive, for the physically handicapped to have an outdoor recreational experience." Planning and implementing the inclusion of facilities in certain parks for the physically handicapped and senior citizens is a goal

that must be achieved to meet the changing recreational needs of the community. There are no town-owned passive parks that have been made handicapped accessible. With the pending subdivision of Camp Bishop McDonnell in Elwood, the Parks and Recreation Department may lose its base site for summer handicapped recreational programming. There is some indication that the 13-acre Kirschbaum Park on Waterview Street in Northport may be available for limited day use in such controlled group situations. A phased plan of operation and management for the site is requisite to enable protection of the property's natural resources, an assemblage unique to this town parkland, in tandem with allowing recreational and educational use of the land. As a base site for the town's summer program for the handicapped, the use will require only minor modification.

Upon successful implementation of the summer recreation program for handicapped youth, day use of the site should be encouraged on a limited basis by local schools through a service organization (e.g., BOCES/SCOPE) or through a limited formal program offering of the Department of Parks and Recreation. Grant funding should be sought to enable the development of a small interpretive building, the design and construction of a fully handicapped-accessible nature trail, and the preparation of interpretive materials to support educational use of the site.

#### 7.2.4. Issues and Recommendations

It was determined in the preceding needs analysis that there are four major community demands that must be met to adequately serve the town's identified recreational requirements:

- special populations need to be served due to changing demographics;
- passive parks need to be increased in order to have a better balance in the type of facilities available;
- recreational opportunities (active and passive) need to be encouraged wherever possible in high-density underserved areas, with the priority on active park provision; and
- a town-wide capital intensive facility, such as skating rink or swimming pool, needs to be located in a high-density area in the northern part of the town which presently does not have such a facility.

Current high levels of demand for active recreational facilities will likely change as the population continues to age, and there may be a concomitant increase in the demand for passive parks and park preserves. Therefore, the town should pursue policies to expand active recreation facilities which are not capital or land intensive by more intensively developing existing parks (as identified in the Vollmer study). Such an approach requires no funds for acquisition and only marginal increases in staffing and maintenance costs. Any large commitments of money or land should be for developing facilities attractive to a broad range of age groups (e.g., an indoor swimming complex, a multi-use gymnasium), or which meet specifically identified needs to benefit special segments of the local populous, such as the physically handicapped and senior citizens, particularly in the more densely populated communities where there is a shortage of local

parkland. The town should attempt to secure grant funding wherever possible to develop needed facilities.

The Vollmer study also suggests public acquisition of two parcels of undeveloped land located along Pulaski Road – of these the 210-acre Froehlich Farm in the vicinity of Oakwood Road was purchased by the County in 1991 and a 40-acre parcel adjoining the Hazeltine facility in Greenlawn is still vacant. The development of these major open space parcels for active recreational needs, could help address a town-wide shortage of such facilities. However, such a land use change would necessitate review and possibly require mitigation to preclude conflicts between active recreational use and protection of groundwater resources, community character, or other social, economic, and environmental concerns. Alternatively, lesser amounts of centrally-located open space may be acquired to help address any shortages in locally available parkland. Such lands could be developed either for active or passive needs, as appropriate.

To alleviate conflicting demands, the Vollmer study recommends that the Department of Parks and Recreation take a more active role in allocating park space, serving as a clearinghouse for organized sports teams that utilize town facilities. The town should also negotiate better arrangements with not only the school districts for the use of school land, but also with BOCES, and other institutional agents including the federal, state and county governments. As of November 1991 only three of the eight school districts have agreements with the town allowing use of school grounds for organized recreational activities. While many residents use school grounds for informal recreation, written contracts are needed before club sports teams can legally use school facilities. Moreover, in light of the fact that many residents rely on local school grounds to satisfy their open space needs, especially in high-density areas, it is imperative that the town initiate a dialogue with the school districts to assist planning for disposal or change of use of surplus school properties. Continued use as community recreational resources should be an integral component of any plans for adaptive and/or complete reuse of school district/institutional lands. A specialized "holding" zoning classification, compatible with the Conservation and Recreation District as proposed by the Planning Board, should be codified and applied to such lands that serve a public or quasi-public recreational purpose. Any development proposals considered for such reuse must contain a component focusing on maintenance of at least a segment of the existing recreational resource for public benefit. This is especially important in those areas identified as high-density residential with proportionally lesser amounts of land dedicated to parks and open space.

The town should commit more resources to its excellent, stock of passive parklands and park preserves. Access improvements, expanded parking, better trail systems and the development of site-specific educational materials would all enhance the public's experience of these areas. In addition, the Vollmer report described a number of passive parklands which presently have no parking or developed recreational facilities. Several of these areas should be carefully considered for dedication as park preserves. The Parks Committee should be reactivated (Section 159-3 of Town Code) to facilitate the such dedications and the jurisdiction of the committee should be

expanded to embrace all passive parkland, not just the park preserves.

To facilitate the improvement of the town's stock of passive use parks, a master plan should be prepared subject to review and approval of the Parks Committee. Such a plan would be formulated with the aid of a field biologists who would inventory the resources of the 52 passive parks and park preserves and as part of the project provide site-specific educational materials and make recommendations regarding the development of an environmentally sound trail system. It is anticipated that a major long-term goal of this plan would be the establishment of a town operated nature education center. A possible location for such a center would be at the Crab Meadow Park/Beach, where there are ecologically diverse natural lands in town and county ownership. There are also several parcels in the Crab Meadow area which have been designated for public acquisition, that, if acquired, would result in a significant assemblage of environmentally important lands.

While the town's stock of active use parkland meets widely recognized and previously accepted standards, there is a shortage of neighborhood parks in higher-density residential areas, such as East Northport, Greenlawn, Huntington Station and South Huntington. In all likelihood, this situation is exacerbated by the presence of sizable numbers of illegal housing units in these densely populated communities. Every effort should be made to increase the stock of active recreational space in the underserved communities, in accordance with an approved recreational plan, either through public acquisitions or through dedications in approving subdivision applications. To prevent further loss of open space, the remaining Open Space Index parcels and other threatened large vacant properties located in these communities should be given top priority when considering dedication for parks purposes. Due to the absence of large parcels of vacant land suitable for park uses, the town should consider developing capital intensive recreational facilities (e.g., indoor swimming pool, gymnasium complex) in densely populated areas.

Similarly, while waterfront recreational facilities are generally adequate, selected facilities are in need of renovation, and opportunities exist for enhancement of and possible expansion of waterfront recreational facilities and programs. Such activities would have to be preceded by the commissioning of and implementation of recommendations from: (1) a coastal erosion study, (2) a water quality study, and (3) a storm water management study. All of which would identify environmentally unsound conditions, which, if successfully mitigated, would improve the quality of waterfront activities such as bathing, fishing and boating.

Several other methods for enhancement of the waterfront and water dependent uses include: (1) Harbor Management Program implementation aimed at improving the allocation of moorings in Huntington Harbor, (2) Cold Spring Harbor Waterfront revitalization, consisting generally of the area between the Cold Spring Harbor Library and Terrace Place, (3) Dredge Maintenance/Beach Nourishment aimed at improving navigation and replenishing beach area lost to erosion, and (4) waterfront access improvement for water dependent uses and activities.

The waterfront provides many opportunities for linkages to enable hiking, bicycling and other passive activities. If changes in the land use along the waterfront in Cold Spring Harbor as well as Huntington and Centerport Bays are proposed, water dependent uses or uses that would be enhanced by visual or physical access to the water should be fostered over more intense existing uses. This is not to condone just any use that is related to the water, but only those that are in keeping with the character of the neighborhood, are environmentally sound and enhance rather than detract from the waterfront. Where possible, waterfront lands in private ownership that would be suitable for park purposes should be brought into the public domain by whatever means that are available (purchase, TDR, easements, exchange or purchase development rights.)

To date the practice has been to place town park properties in a residential zoning classification. This has served both to undermine the importance of parks, recreational lands and open space in the public conscience, and to imply that these lands possess inherent development potential. With the dramatic rise in real estate values in the past few years, the rapid absorption of developable land, and the growing fiscal constraints on all levels of government, there is increasing pressure with respect to the sale and development of publicly-owned open space properties.

The conversion of parkland to other uses permitted by the underlying zoning is difficult and uncommon. However, publicly owned lands, set aside for park purposes, could inadvertently become subject to development pressures if they are not formally dedicated as parkland. The alienation of dedicated parkland requires an act of the State Legislature. All parkland in the town should be thoroughly inventoried and precisely depicted on the Planning Board's land-use and zoning maps. As further protection a new zoning district that speaks to the use and or ownership of the subject land would confer recognition on the actual and allowable uses of publicly owned open space and recreational land. Such a zoning district might have a name like "Conservation and Recreation" or "Public Lands and Conservation and Recreation" in order to better describe how the lands are held. Constraints built into the new classification could make proposed changes to more intensive uses unlikely.

Additionally, park properties throughout Huntington are described on the assessment rolls by a variety of property character codes. While much of the parkland inventory is categorized as park or conservation land, there must be continuity on the assessment rolls to uniformly elevate the status of these public properties and to protect them from misuse.

The Planning Department, being the agency within the town that makes recommendations on land uses to the Planning Board concerning set-asides for parks purposes as the result of subdivisions, should be responsible for the maintenance of a site by site inventory of the town's parkland. The subdivision set-asides can affect plans for existing parks or acquisition of new parkland. Procurement history and actual use of the parkland should be a part of the inventory in order to make sound planning decisions concerning the needs of the people of the town. The Town Board should recognize the inventory by formal resolution and direct consistent zoning and assessment recording of Huntington's parkland.

With the aim to increase the town's portfolio of parkland and recreational use thereof, there is a concomitant obligation to increase parks maintenance and security staffing. A phased program to capitalize fencing of unsecured park properties should be implemented to prevent unnecessary loss of land because of private encroachments. Annual inspection of surveyed boundaries should become a routine activity that involves both Parks Department and Engineering Department personnel, to prevent the occurrence of intrusions by neighboring individuals, and not in the best interest of the public. The Vollmer Study indicated that the Town of Huntington has a lower complement of parks maintenance personnel as compared to other local municipalities. The Park Stewardship Program already in place should be strongly supported with staff liaison. An integrated effort between the Parks and Recreation Department, the Environmental Control Department, and the Land Management Division of the Planning Department should be encouraged to foster the growth of the volunteer initiative to assist the town's passive and active parks.

#### 7.3 Open Space

### 7.3.1. Existing Conditions

In the 1950's and 1960's, when there were still ample tracts of undeveloped land, "open space" generally referred to active recreational parks. However, with the town approaching full development, the term "open space" has taken on additional meanings. Active recreational facilities are still important, but so is the preservation of the town's stock of farmlands, institutional holdings, golf courses, shore areas, and estate properties, much of which is not under public control. The scarcity of undeveloped land in the town makes most of it environmentally sensitive and therefore important to preserve not only for the unique features and habitats but for community vistas as well.

The Town of Huntington was a forerunner in its efforts to preserve valued open space areas. An Open Space Index for the Town of Huntington was first compiled in 1974 and adopted by the Town Board pursuant to Article 12-F, Section 239-Y of the General Municipal Law. The Index catalogued all major non-institutional parcels of privately-owned vacant and underbuilt land in the town for the purposes of systematically identifying open spaces and evaluating the long range impacts of development on open space resources. The authors of the 1974 Index — a town appointed Conservation Advisory Council — identified 164 separate parcels of land totaling 9,500 acres (less then 20 percent of the town's unincorporated area), valued for their aesthetic and/or environmental qualities. The enabling legislation defined potential open space areas which may appear on the index as:

"... any area characterized by natural scenic beauty or whose existing openness, natural condition or present state of use, if preserved, would enhance the present or potential value of abutting or surrounding development or would establish a

desirable pattern of development or would offer substantial conformance with the planning objectives of the municipality or would maintain or enhance the conservation of natural (historical) or scenic resources."

Parcels designated by the Index covered a wide variety of lands including farms, large estates, golf courses, and undeveloped woodlands and meadows. The motivating undercurrent of the initial Open Space Index preparation was clearly stated in the document: "Huntington's diminishing open space is scarce enough to warrant special review and ample enough to affect the future character of the town." Today this statement is more applicable than it was twenty-five (25) years ago. Much of the land on the Open Space Index has been developed and this should be the driving incentive to protect what is possible of the town's remaining open lands.

A preliminary update to the 1974 Index reveals that there has been a considerable loss in quantity and quality of open space parcels remaining within the town (Figure 7-3), and that several development proposals are being reviewed for listed parcels. There are approximately 100 parcels remaining on the Index, the majority of which are 30 acres in size or smaller many already having been partially impacted by development. The largest (90+ acres) parcels are generally located near or below the Long Island Expressway, or along the town's periphery. Some of these are private golf and country clubs, which are becoming increasingly threatened by potential residential development.

A number of other significant open space parcels including parcels not listed on the 1974 Open Space Index are currently the subject of development proposals, such as an 82-acre parcel of land that was formally a portion of the Veterans Administration Hospital property in Northport. The recent closure of the Long Island Developmental Center (LIDC), also non-Index designated, in Melville prompted concerns over the development potential of the surplus property holdings. The pressure to develop these parcels in private ownership, which over the years have served as open space resources to the benefit of the community are great, and may require preservation techniques as discussed earlier in this chapter. These and other proposals are requiring a more thorough consideration of the environmental, recreational and aesthetic issues associated with the development of the town's remaining major open space parcels which must be guided by a comprehensive Open Space Plan. The opportunity to protect open space via acquisition and/or the subdivision process will be presented but once. The town must be ready and willing to accept the challenge to entrust its best remaining natural and scenic open space assets to the most responsible manager insuring their private or public preservation.

#### 7.3.2. Comparison With 1965 Comprehensive Plan

The Land Use and Zoning report to the 1965 Comprehensive Plan discussed the need to preserve institutional and privately-held open space, particularly where such open areas enhance the community's overall land use pattern by providing suitable buffer and transition areas:

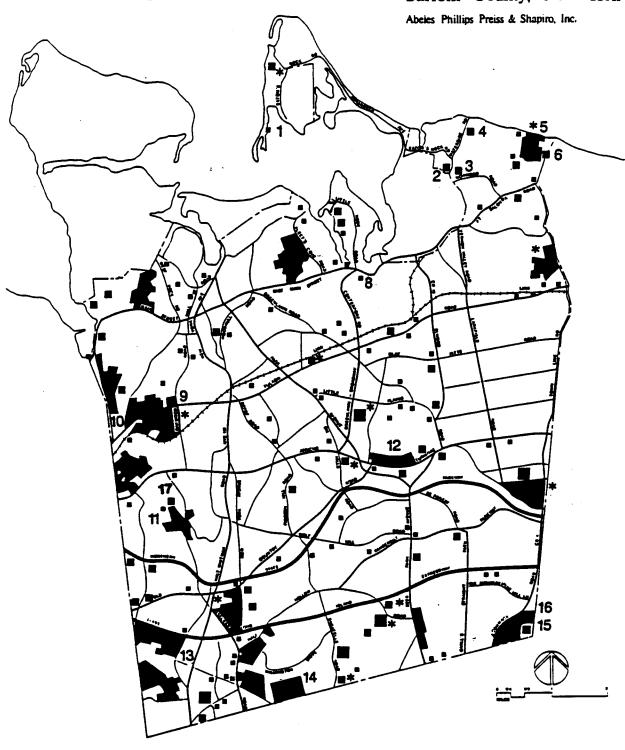
"The larger public and semi-public facilities are important elements of permanent open space in the community even though some would not be available for general community use. Examples are the Veterans' Hospital and the Pilgrim State Hospital. An interesting pattern of geographic distribution is to be noted for these larger public and semi-public open spaces. These have tended to locate generally around the edges of the more concentrated areas of the town. In certain instances they are useful buffering elements; an example is the Northport Veterans Hospital which provides a transition between the concentrated residential development in the East Northport area and the more open residence lands in Fort Salonga."

Moreover, the Land Use and Zoning report in the 1965 Comprehensive Plan foresaw the need for a vigorous acquisition program for privately-held lands to assure their preservation as passive open spaces or their development as parks to serve a growing population. These goals are as valid today as they were twenty-five years ago. However, because of the growing pressure to develop large open lands, new techniques and tools will be needed if preservation is to be a town goal. The most determined and yet, fiscally conservative approach must be implemented.

While there may be limited opportunities to facilitate fee title interest, at present it remains the most desirable form of land protection. Valuable coastal parcels have been nominated for acquisition including the Waterside Avenue Wetlands, a thirty two acre site featuring climax beech woodland and freshwater wetlands and a twenty acre addition to Hobart Beach Tern Colony, which supports several rare shore birds. In addition, a number of valuable inland parcels associated with groundwater recharge areas had been nominated by the town for acquisition under the 1986 Environmental Quality Bond Act (EQBA) (Figure 7-3). These include the 32-acre parcel known as the Multi-Town Solid Waste Management Authority site, about 300 acres of farmland in the Oakwood-Pulaski Road area (County purchased in 1991), 107 acres as an addition to Pineridge Park, (the Melville Watershed), and approximately 300 acres in Melville owned by the USDAN/Federation of Jewish Philanthropies. As well as being important groundwater recharge areas, a number of these sites include valuable examples of native woodlands that once covered vast portions of the town. Development of these lands without due consideration for groundwater impacts would likely have a negative effect on the quality of the public water supply wells located down gradient as well as the loss of the last remnants of open space and natural habitat in their respective areas of the town.

Upon enactment of the Suffolk County Drinking Water Protection Program the County (Legislature by resolution) considered the Town Board's prior EQBA recommendations as directory. As a consequence over 300 acres of former farmland in the Oakwood-Pulaski Road area have been preserved through this initiative. New York State is preparing a statewide open space plan to help drive future land protection efforts both on a regional and broad based level. The Melville Watershed and the Waterside Avenue Wetlands, originally recommended by the Town Board, are singled out for acquisition in Huntington should future funding become

### TOWN OF HUNTINGTON Suffolk County, New York





30 - 59 Acres

60 - 89 Acres

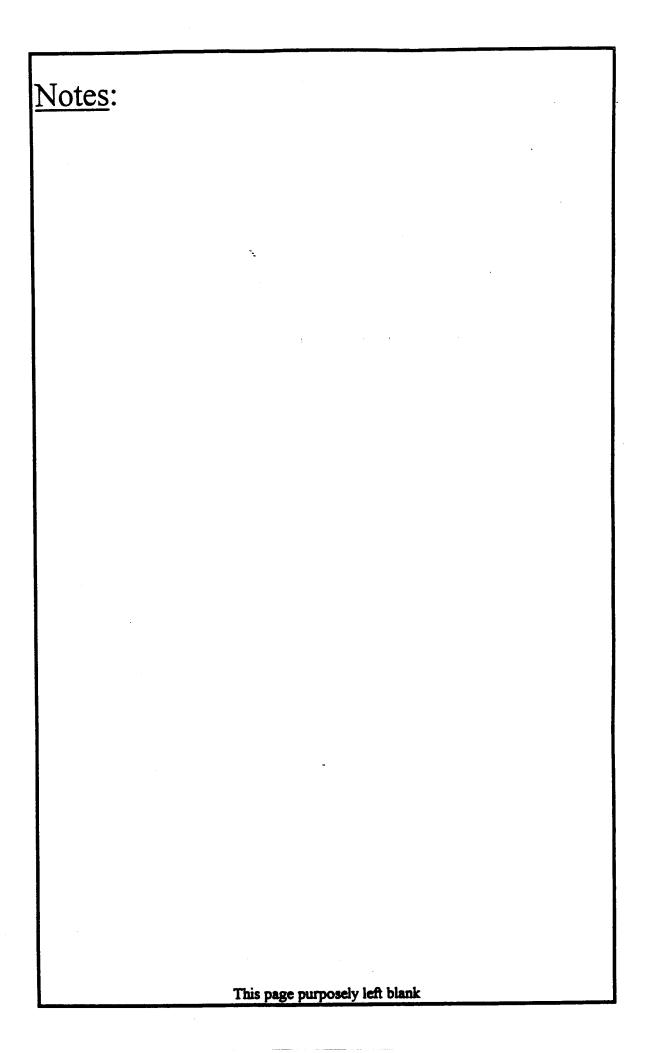
90+ Acres

Parcels Proposed for Public Acquisition (See Table 7-3)

Major Parcels with Development Applications Under Review

Figure 7-3

Open Space



available. Although these are not the only important properties in Huntington, it must be recognized that the opportunities for public funding of land acquisition are exceptionally limited and likely to secure only a few of these special properties (see Table 7-3)

There are a number of other methods by which the town may secure parkland. Section 198-114 of the Town Code offers a partial solution by authorizing the Planning Board to modify subdivisions in order to provide private open space among other amenities. The town's greatest opportunity to preserve its remaining special assets appears to lie in a combination of dedication as required by the Planning Board's <u>Subdivision Regulations and Site Improvement Specifications</u> and the aforementioned Section 198-114 of the Town Code in tandem with covenanted deed restrictions and possibly tax incentives on private lands.

At present, recommendations for public park dedications originate in case-by-case SEQRA reviews in the absence of a comprehensive plan with a focused open space objective. This current approach results in segmented protection at best. The alternative to the land set-asides is the Park and Playground fee, which at present is only a small fraction of the land's true market value, and thus, a less than equitable trade-off that favors the levy. Often the case against land dedication is framed in the opinion that the town already has removed sufficient lands from the tax rolls and that it owns more than it can reasonably care for. By neglecting stewardship opportunities (e.g., educational interpretation and ecosystem management and maintenance), the town has not taken full advantage of its valuable passive parkland.

There have been instances in which individual communities have argued against having additional parkland set aside through the subdivision process, due to management concerns. In most of these cases the preservation of open space and/or active park use would have been an asset to the community as well as wildlife, and the opportunity was lost because of the lack of a clear policy and an active program for the upkeep of such lands. While the preliminary Schools and Parks report to the 1965 Plan noted, "the adoption of a long-range park plan and program is basic," the impetus of short-term appropriate stewardship will drive the town's ability to expand its parks portfolio. More aggressive coordination between town departments is necessary for the success of efforts to dispel concerns by the residents and Boards involved in making decisions on park additions and on new park establishment via the subdivision process.

TABLE 7-3

<u>Iap</u> Key	Parcel	Acres	Status
	Hobart Beach Tern Colony Addition	20	Nominated for EQBA® Acquisition
	Waterside Avenue Wetlands/ Ingraham Property	32	Nominated for EQBA Acquisition
	Crabmeadow Watershed	72	County-Designated CEA/Nominated for SCOSP** and IGTS-LPEP*** Acquisition
	Blanchard Lake Wetlands	29	Nominated for EQBA and IGTS-LPEP Acquisition
5	Indian Hills Golf Course	123	Nominated for SCOSP Acquisition
5	Fresh Pond Greenbelt	21	County-Designated CEA/Acquired via SCOSP
7	Gucker Property	54	Nominated for SCOSP Acquisition
В	Grace/Twin Ponds Linkage	17	Nominated for EQBA Acquisition
9	Froehlich Farm	209	Nominated for EQBA Acquisition/ Acquired via SCDWPP****
10	Wicks Farm	98	Nominated for EQBA Acquisition/Acquired SCDWPP
1	Sweet Hollow Farm/	31	Nominated for & Acquired SCDWPP
	Plimpton Estate		Conservation Easement.
12	Berkeley-Jackson Park Addition	102	Nominated for EQBA Acquisition
13	Melville Watershed/	107	Nominated for EQBA and SCDWPP
	Pineridge Park Addition		Acquisition - 32 acres to be ded. (Carmel)
4	USDAN/Federation of Jewish	97	Nominated for EQBA and SCDWPP Jewish
	Philanthropies		Philanthropies Acquisition
15	Multi-Town Solid Waste	33	Included in Town-Designated CEA/
	Authority Site		Nominated for EQBA Acquisition
16	Edgewood Oak Brush Plains		Town-Designated CEA/most acquired by
17	West Hills Wetland	15	Nominated for SCDWPP Acquisition
	-Northport Bay		State-Designated Fish & Wildlife Habitat
	-Huntington Bay		State-Designated Fish & Wildlife Habitat
	-Cold Spring Harbor		State-Designated Fish & Wildlife Habitat
	-West Hills Ponds		State-Designated Fish & Wildlife Habitat
	-Sand City Tern Colony		State-Designated Fish & Wildlife Habitat
	-Lloyd Harbor	-	State-Designated Fish & Wildlife Habitat
	-Lloyd Point	-	State-Designated Fish & Wildlife Habitat

eee IGTS-LPEP is the Iroquois Ges Transmission System Land Preservation and Enhancement Program which has made protection funds available in local communities.

<sup>\*\*\*</sup> SCDWPP is the Suffolk County Drinking Water Protection Program.

# 7.3.3. Needs Analysis

There are a number of critical open space needs which mandate the planned protection of sensitive landscapes in the face of mounting developmental pressures and rising land values. Many of Huntington's enduring private natural and scenic resources which deserve recognition and protection go without either.

Action is needed to protect the quality of groundwater resources, prevent erosion in areas of steep slopes, preserve the habitats of endangered plant and wildlife species, prevent the overburdening of existing infrastructure and generally preserve the quality of life and historic character of the town. Once destroyed these resources are usually never successfully restored. Most of these objectives can be achieved while providing passive recreational opportunities at the same time if the proper tools are availed to those responsible for the town's planning review.

Mirroring the situation Huntington is confronting at this time, The Regional Plan Association noted in its 1987 report, The Open Space Imperative, that:

"...Familiar landscapes and important recreation resources - such as golf courses and boy scout camps -have been lost. Efforts to preserve open space have met with remarkable success: the amount of protected land has nearly doubled in 20 years and now makes up more than 11 percent of the Region (NY-NJ-CT). But many crucial lands are still threatened with development including farmlands, valuable wilderness areas and wetlands which protect vital natural systems. This report on land use in the tri-state Region is a first step toward evaluating the need for open space. It cannot determine where land needs to be protected to provide adequate recreation or to preserve the quality of air and water, there simply is no general formula to gauge an area's open space needs. But it paints a vital picture of what is happening to the Region's land, and the message is clear: more open space needs to be protected throughout the Region and it must be done quickly, because the best land is disappearing fast."

Lands in need of planned protection generally include: (1) parcels with significant environmental qualities, particularly those needed for the protection and maintenance of groundwater recharge areas, wetlands, sensitive coastal areas, and wildlife habitats, and (2) parcels with unique aesthetic, image and/or scenic qualities, particularly those associated with historic sites and structures and/or the buffering of existing uses. The town's ultimate preservation goals must address both components as recognized by a number of local, County and State programs. However, no thorough directive has been established to determine what the most needed lands are and where they exist. Many privately-held open space parcels have not been evaluated and where there has been an attempt to identify critical parcels, the follow-through is missing. A thorough inventory of individual properties is needed to make the necessary final determinations and to prioritize a Land

Protection Program<sup>7</sup> for the town. Since the Open Space Index was adopted by the Town Board in 1974, only 161 acres of land had been set aside on filed maps (24 percent of which came from one plan, the Wodaembarc Subdivision). Significant open spaces have been lost with no recourse. The lands that have been secured thus far are a shining example of what can be accomplished for public benefit. Necessary guidance must be provided in the form of a separate Land Protection Plan which identifies those areas that must be saved as integral links in a townwide green space network. With the input of the Planning Board and the Town Board, such a dynamic document can guide Huntington's open space planning into the twenty-first century.

A major threat is emerging as properties held in the public trust or privately for such community benefit, lands previously considered solidly protected are becoming fluid. Recent examples are the partitioning of the federal Veterans Administration Hospital property in Northport, of The Nature Conservancy's Uplands Farm Sanctuary in Cold Spring Harbor, and of the American Museum of Natural History's Kalbfleisch Research Center in Dix Hills. Development of such properties is an issue that counters many of the assumptions of the 1965 Plan. It can no longer be accepted that these lands are a part of the established protected lands inventory within the town. Potential reuse upon surplus sale by the institutional, governmental, and non-profit concerns that control such lands must be considered and a plan for reservation of important open space elements therein projected.

# 7.3.4. Issues and Recommendations

At this time many of the town's most significant open space parcels are being considered for development. Time is of the essence. Unless aggressive action is taken over the next critical tenyear period, the town's precious dwindling open space resources may become history. The town should vigorously pursue all avenues for the preservation of remaining significant open spaces. Special attention should be paid to the various public acquisition efforts being pursued through County and State programs. Following individual site assessment, all of the properties nominated by the town for acquisition (see Figure 7-3) should be designated as "areas of critical environmental concern" in accordance with SEQRA, and the town's SEQRA Type I list should be revised to include any action occurring wholly or partially within or substantially contiguous to any publicly-owned or operated parkland, recreation area, or designated open space.

The Open Space Index should be continually updated (at least biennially) and a ten-year plan should be adopted, outlining strategies for the preservation of each parcel. This is especially true for major undeveloped tracts of land associated with large institutional uses (e.g., SUNY Farmingdale, LIDC, VA Hospital) which were previously not included in the 1974 Index. Where possible, these strategies should be proactive and not reactive. When developments are proposed the town should make every effort to inform land owners of open space policies and of specific preservation techniques that can be employed. The Planning Board's pre-application process for subdivision review can play an important role in achieving this goal and further identify preservation approaches.

Where acquisition is determined to be the best preservation strategy, the town should consider formulating its own Natural Areas Bond Program subject to public referendum. Such action could provide a mechanism for procuring ownership rights or availing matching funds to spur County and State participation in the highest priority local open space preservation efforts. Both private and not-for-profit land preservation and management groups (e.g., The Nature Conservancy, Trust for Public Land) which are often better able to operate in the real estate market with the aim of preserving open space can aid this process.

There are a variety of other strategies for the preservation of open space which can be implemented as part of a comprehensive open space plan. Where outright acquisition is not feasible, the town should pursue conservation and scenic easements. Such legally binding agreements insure that all, or selected portions of, environmentally and/or aesthetically valuable sites will not be developed. Scenic easements could be undertaken in conjunction with the granting of selective tax abatements as within the town's jurisdiction and credits to the holders of undeveloped parcels. In this manner, the town can provide an incentive to property owners to offer valued scenic and conservation easements in exchange for reduced property tax bills.

Common lands resulting from cluster subdivisions are already assessed based on these areas being open space and/or recreational areas. Such areas are given a zero assessment, and the assessment records prepared both for the common areas and all the affected properties within the subdivision show that the value of the common areas is reflected on the tax rolls by adding the proportionate share of the value of the common property to the value of the remaining properties in the subdivision. Some tax advantage could be offered to the homeowner of such a development if, as an example, more then the usual set-aside is allowed for open space or if the set-aside land is opened for use by the public, even if only on a limited bases. The incentive to the developer would be that the houses he sells are more marketable because of the possibility of lower taxes to the homeowner. Since the town is responsible for only a small portion of the tax bill (about 4% of the total property tax) it would be a major advantage if other government agencies and districts joined in the tax abatement program.

The town should be alert to the need to seek rights of "first refusal" for properties with the highest preservation priorities, to insure the town ample opportunity to acquire the sites before development proposals are submitted. Long or short-term leases for park purposes should also be considered, particularly when school properties or private recreational resources are threatened by sale or change of use.

Consideration must be given to the enactment of a formal cluster ordinance which would allow the Planning Board to require developers to concentrate development on a given portion of a sitewhile leaving other portions permanently open, provided that overall density levels do not exceed the limits set by zoning and other development regulations (e.g., steep slope ordinance). Such classification would be a principle feature of a townwide Open Space Plan determining

where sites must be preserved in part and restrictions placed. There has been a clear public misconception that increased residential densities accompany clustering. Educational outreach must precede any such ordinance to insure its successful implementation. Cluster zoning may prove to be a most effective tool, available to the town, in protecting threatened open space resources. Such a mechanism might have preserved open spaces (e.g. Kalbfleisch in Dix Hills) that were lost by the community's failure to understand and thus, support cluster development.

The town should furthermore consider land swaps. Under a land swap arrangement, the town would offer a piece of (non-dedicated) publicly-owned property which is suitable for development in exchange for a parcel of privately-or publicly-owned land worthy of preservation. This tool could be especially useful in gaining public ownership of sites on or near the waterfront. Also important is the pursuit of interagency transfer of properties that are important to the town. Such properties may periodically become available from Suffolk County through property tax default.

In 1991 the Town Board enacted a transfer of development rights (TDR) law that has the potential to be one of the more effective conservation tools available. Under this approach, the town could prevent or limit the development of a commercial, industrial, or residential parcel (or selected portions) by allowing its owner to sell the development rights attached to that parcel. The development rights of "sending sites" may be sold or transferred only on a one-time basis. Upon transfer to a similarly-zoned property, the sending parcel could be designated a town "park preserve" (Section 159.2 - Town Code) which, as "land found to possess unique flora or fauna, geological formations, marine wetlands, freshwater wetlands, shorelines, unique scenic values or any other features that may qualify for recognition or protection," would permanently remain undeveloped or be limited to certain specified purposes.

The effectiveness of the TDR concept in Huntington may be limited because there fewer eligible receiving sites then sending sites. Transfer of development rights has been most successful where common ownership and location within the same taxing (school, sewer, garbage, etc.) districts occur and is advocated for application in such context unless extenuating circumstances prevail. However, a spin-off of this technique is for a developer to sell only the development rights to a municipality (Suffolk County farm land preservation program). Under this scenario existing uses may continue but the land can not be sold for development or any other use.

Land preservation tools including, but not limited to public easements, rights of first refusal, leases, cluster ordinances, land swaps and the TDR ordinance can be used in tandem. Lands required for park development, historic preservation, waterfront public ways, and open space preservation can be designated as "sending sites" under the TDR ordinance. The "receiving sites" could be any subdivision or site plan, including cluster subdivisions. But the development rights can be "sent" only if there is some public benefit derived from the action. The total development rights to be "received" should not exceed or infringe upon any open space requirements. The transfer would also have to be subject to town Board review to assure that public purposes are met. In effect, the TDR would provide the basis for the town to swap an often limited-

value open space set-aside for meaningful open space amenities.

The Planning Board should continue to consider every opportunity to acquire land through the subdivision process (Town of Huntington Planning Board Subdivision Regulations and Site Improvement Specifications requires a 10% dedication or, in lieu thereof, payment of a park and playground fee). The Board in making its decision to acquire such lands must take into consideration the ever diminishing stock of open space and the value of connecting parcels of public property and the need for both active and passive parkland in the town. Land that is available for expansion of existing parkland with out capital investment is particularly important to consider.

Also the regulations should be amended to require a natural buffer area be retained where an indigenous habitat is present and may reasonably be sustained. The scale and structure of the Park and Playground fee should be adjusted to more clearly reflect present market value. More realistic fees will diminish the incentive countering the set-aside of public land as presently exists.

One of the unifying goals of the town's open space acquisition and preservation programs should be the development of "greenspace networks" which would link open spaces (e.g., school grounds, historic sites and wildlife habitats, natural buffers associated with highway and utility rights-of-way) into an unbroken system of parks and trails. The National Recreation and Park Association recommends that 25 miles of trails be provided for every 50,000 people in an urbanized area. Multi-purpose trails that would allow jogging, hiking, bicycling, cross-country skiing, and horseback riding are not prevalent in the Town of Huntington. Such a trail system would greatly enhance the recreational value of its component parcels by affording continuous public access to a variety of open space resources. Networks are also valuable from an environmental perspective, as they prevent the physical division of natural habitats, which can have adverse impacts on plant and wildlife populations.

It should be noted that while the Comprehensive Plan may offer recommendations on the tools to be utilized in securing natural lands preservation and public recreational use, any site-specific recommendations will quickly become outdated. Therefore, the responsibilities of the Town Planning Department's Land Management Division must be broadened to revise, implement and continually update a viable Open Space Plan for the town. Appropriate staffing of the Land Management Division, together with the Department of Parks and Recreation and the Department of Environmental Control is necessary to assume full custody for the advancement and administration of a dynamic, ever-evolving town Open Space/Passive Parks Program to accomplish the objectives that have been deemed necessary in the Comprehensive Plan Update. Personnel from all involved departments, in cooperation with the Town Board, should be actively seeking grants to achieve such goals. The following section outlines an administrative program of operation to augment existing on going management of active park resources. The Comprehensive Plan Update as well as any Open Space/Passive Parks Plan, must avoid creating land use problems that will force hard choices between competing benevolent uses (e.g. affordable

housing and open space protection) now or in the future. Success will be measured in the goals achieved for the benefit of all Huntington residents.

# 7.3.5. Administrative Program

Huntington Town Code should be amended (Section 52A-4) to reflect broadened powers and duties of the Planning Department's Land Management Division and the Parks Committee should be reactivated. In addition to duties already enumerated in the Code (see appendix), new land management duties within the Planning Department should include:

<u>I. Park/Preserve selection and design</u> — identification of key parcels that require protection/acquisition as passive parks and active recreational use sites including;

- Draft an Open Space Plan for review and recommendation of the Planning Board to the Town Board to include three components: 1) protected open space inventory; 2) open space index; 3) proposed greenway corridor network. Said plan shall be revised biennially.
- Prepare and continuously update an Open Space Inventory that identifies all properties under
  control of a governmental agency or public authority, those properties already
  designated/restricted for passive uses (e.g., common areas associated with cluster residential
  development, private preserves, utility corridors, covenanted natural buffer areas),
  undeveloped rights-of-way, parkway and expressway buffer, and those properties serving
  parks purposes while not necessarily dedicated for such (i.e., undeveloped/developed school
  district/BOCES sites and institutional holdings e.g. LIDC and the Northport V.A. Hospital).
- Update Town Open Space Index continuously, in cooperation with Huntington Conservation Board, biennially reevaluating preferences/ranking for open space protection and identify those properties in greatest need of special scrutiny.
- Plan for greenways (land and water corridors) to provide open space access to link the suburban and rural landscape and thereby establish a network of public and private open spaces which may include parks, trails, schools, historic areas, and wildlife habitats. Identify where lands must be reserved/protected.
- Utilize data relative to New York State Natural Heritage Program; State-regulated freshwater
  wetlands, tidal wetlands, coastal erosion zones; federally-designated flood plain management
  areas; significant fish and wildlife habitats; Special Groundwater Protection Areas; scenic
  landscapes; etc. and review locations of all active and passive parkland within the town for
  expansion potential (open space opportunities) to establish a ranked listing of priority
  properties for acquisition with proposed takelines that would be justified.

- II. <u>Land preservation</u> provision for long-term security to specified land resources, incorporation of open space planning in the town land review process and expansion of the town's open space portfolio should include;
- Nominate and actively pursue continuous oversight of selected priority properties utilizing the
  full range of (fee and non-fee title) tools recommended by the Town Comprehensive Plan,
  including but not limited to: administration of a townwide Transfer of Development Rights
  Program, solicitation of easements, land donations, rights of first refusal, public access
  corridors and codification of revisions to the Town Code to support such activities.
- In cooperation with the Town Attorney, act on the town's behalf in lobbying, negotiating for, and acquiring fee interests in environmentally sensitive and important recreational properties through active participation in the public and private funding programs. Such action may include solicitation of land donations, conservation/scenic easements and/or management/use leases and lobby to secure tax incentives at the County level.
- In cooperation with the Town Board, request grant funding to sponsor town acquisition of key threatened lands and develop a revolving capital base for land purchases.
- Designate existing greenbelt areas (e.g., LILCO rights-of-way, former Northport-Babylon Expressway corridor, abandoned LIRR right-of-way, Nassau Greenbelt Trail, Nathan Hale Trail) and secure perpetual easements for passive use of these lands.
- Delineate special overlay districts and specific standards therefor (e.g. aquifer protection areas, critical wildlife habitat, scenic landscapes) as recommended in the Environmental Conditions Chapter.
- III. <u>Passive park stewardship</u> active management of town-held open spaces to perpetuate ecological integrity in tandem with planning appropriate site uses;
- Reactivate the Parks Committee (Section 159-3 Town Code) and codify the broadening of its responsibilities to: analyze and recommend master plans for use, design, development, and management of all existing and proposed passive parkland as identified in the Open Space Plan, not simply park-preserves. Codify the composition of said committee to include the Directors of the Parks and Recreation, Environmental Control, and Planning Departments; Chairpeople of the Conservation Board and Beautification Council; a town Councilperson, a Planning Board member and three ad hoc members to be appointed from the community at large by the Town Board. The Parks Committee should serve in an advisory capacity to the Town Board, Planning Board, and Zoning Board of Appeals making recommendations to those agencies as needed. Staff of the represented town agencies should provide input in the

way of reports, recommendations and when asked by oral presentation, to the committee as requested.

- Recommend and secure designation of select passive parkland as park-preserve per Town Code Section 159-3.
- Prepare and coordinate implementation of site specific management plans for all of the passive parks with annual long- term and short-term goals defined.
- Administer/coordinate a volunteer Park Stewardship Program, in cooperation with the Conservation Board and Parks and Recreation Department.
- Assist preparation of conservation management plans for privately-held open space (e.g., set-aside as the result of approved cluster plans) and serve as monitoring agent therefor via registry agreements.
- Solicit specialized grant funding from public and/or private sources to implement an educational use program to focus on in- service teacher training, support for group use, and the development of select areas and interpretive materials to enable broader public use of the town's passive parks by both general and special use segments of the community (e.g., handicapped persons, senior citizens).
- Develop and implement a long-term phased plan for establishment of town interpretative center with potential to support satellite operations.
- Prepare a comprehensive passive parks conservation master plan/policy aimed toward:
  - 1. identifying site characteristics (biological inventories, etc.):
  - 2. securing the best possible protection for each site;
  - 3. managing the sites for improvement of existing habitat;
  - 4. availing those sites able to support educational use; and
  - 5. opening natural buffer areas to existing active use parks for interpretive/passive recreational purposes.
- Establish a townwide passive parks stewardship endowment or mechanism (i.e. percent of park and playground fees received) therefor.
- Adjust park and playground fee structure and/or mechanism to be more closely tied to fair market value of the land under consideration in lieu thereof.

In addition to the specific responsibilities to be attributed to the Land Management Division of the Planning Department and recommended Code changes to enable such, the open space directive of

the Comprehensive Plan Update warrants that other amendments be added to Town Code which shall include the following:

- Codify tools for protection of unrestricted properties, including, but not limited to;
  - 1. Mandatory cluster ordinance;
  - 2. Management leases;
  - 3. Conservation easements:
  - 4. Selective tax abatement; and
  - 5. Dedication of property upon subdivision
- Codify tools for protection and planned use of public and quasi-public properties, including, but not limited to:
  - 1. Conservation and Recreation District Zone;
  - 2. Natural buffer reservation; and
  - 3. Multi-purpose trail designation.
- Require the most stringent environmental review of projects whether they are on the "Type
  I" list or are "unlisted" actions (6 NYCRR 617 SEQRA) for actions occurring wholly or
  partially within or substantially contiguous to any publicly-owned or operated parkland,
  recreation area, or designated open space.
- Designate all park-preserves and properties nominated for acquisition, upon formal assessment, as areas of critical environmental concern per 6 NYCRR 617.4(h) (SEQRA).

# 7.4 Historic Resources

# 7.4.1. Existing Conditions

As shown on Figure 7-4, there are presently six town-designated (Pursuant to Article VI of the Town Code) historic districts. These include the Cold Spring Harbor Historic District, the Old Town Hall and the Old Huntington Green Historic Districts in Huntington Village, and the Sweet Hollow Historic District in Melville. In addition, the Vanderbilt Parkway right-of-way (from Half Hollow Road to the Smithtown border), and the West Neck Road right-of-way (from Route 25A to the Village of Lloyd Harbor) are town designated historic districts. There are eight (8) National Register historic districts within the town, four (4) of which are located in the Cold Spring Harbor area (the Harbor Road, Main Street, Shore Road, and Goose Hill Road Historic Districts), and four (4) in the Huntington Village area (the Old Town Hall, Old Town Green, West Neck Road, and East Shore Road Historic Districts).

The Town and National Register historic districts overlap in some areas. The Harbor Road, Main Street, Shore Road and Goosehill Road National Register historic districts lie wholly within the

town-designated Cold Spring Harbor historic district. The Old Town Hall and Old Town Green National Register historic districts in Huntington Village also largely coincide with the town-designated historic districts. However, the East Shore Road National Register historic district is not a town-designated district, while the West Neck Road National Register District extends beyond the town-designated right-of-way to encompass properties with frontage along West Neck Road.

The town has designated, to date, 80 individual sites and structures (see Table HP-1) and 46 historic cemeteries as town landmarks. Forty six (50%) percent (40) of town landmark buildings and sites are within the Huntington Village areas. Of the 68 National Register historic sites and structures (all of which are also on the State register of historic places), 37 have been dually designated as individual town landmarks (see Table 7-4).

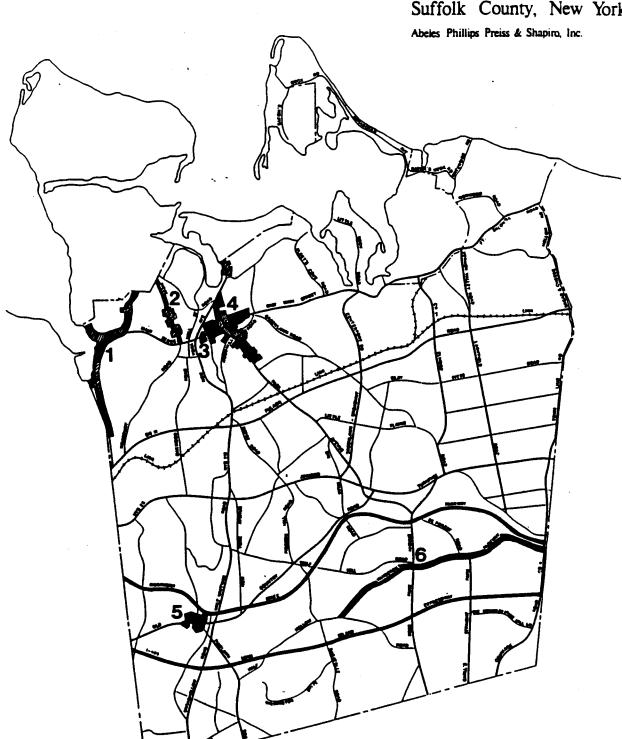
Responsibility for the preservation of historic landmarks in the town rests with the Town Board and the Historic Preservation Commission, which presently serves in an advisory capacity to the Town Board. The Historic Preservation Commission is composed of seven members, four of whom must be professionally qualified in either architectural history, history, law or real estate. The Commission's chief responsibility is to make recommendations to the Town Board (pursuant to Article VI of the Town Code) regarding the designation of places, sites and buildings as historic landmarks and the designation of areas as historic districts. The Commission is also responsible for making recommendations to the Town Board regarding the granting of "Certificates of Approval" which allow owners to make alterations to historic structures or sites. Given the ever-increasing need for effective and timely decisions on critical historic preservation issues, several recommendations are offered in the final section of this chapter for expanding the role and the duties of the Historic Preservation Commission.

# 7.4.2. Comparison with 1965 Comprehensive Plan

The 1965 Plan devoted considerable attention to the issue of community appearance, noting in particular the need to encourage new development which would complement and enhance the historic character of the town. Offering several recommendations for controlling and monitoring the appearance and design of new buildings, the 1965 Plan stressed the need to relate future development to past development. In stating that "the town's appearance can be perfected only by combining a respect for the old with pride in the new," the 1965 Plan indicated that "the responsibility for maintaining a good level of appearance, and improving it where necessary, rests with individual citizens and agencies as well as with public officials," further adding that "it is through general community interest, and positive leadership by town officials and interested citizens that the greatest impact along these lines can be made."

The Town of Huntington has done much since the 1965 Plan to further the cause of historic preservation. The town has had a historic preservation ordinance [Chapter 198 Zoning) Huntington Town Code, Article VI Historic District, Buildings and Landmarks], and a Historic

# TOWN OF HUNTINGTON Suffolk County, New York



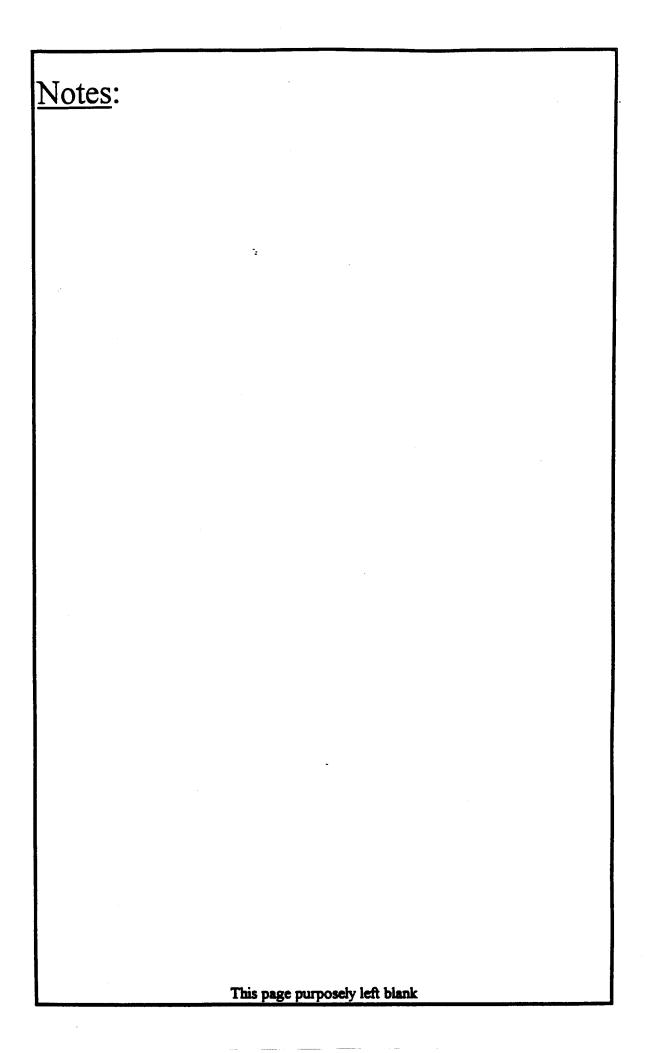
# **Town of Huntington Historic Districts:**

- 1. Cold Spring Harbor Historic District
- 2. West Neck Rd. Historic District
- 3. Old Town Hall Historic District
- 4. Old Huntington Green Historic District
- 5. Sweet Hollow Historic District
- 6. Vanderbilt Parkway Historic District



**Historic Districts** 

National Register Historic Districts



Preservation Commission for 25 years. In 1984, the historic preservation ordinance was amended to provide more specific procedures for the designation of historic districts, buildings and landmarks, and for the issuance of Certificates of Approval for undertaking demolitions, alterations and additions to individual sites and buildings, and new construction in historic districts.

The Town Historic Sites Survey of 1979 identified over 1,000 sites and structures of historic, architectural and/or archaeological significance. While many of the more noteworthy structures and sites have since received either national and/or local landmark status, there is a need (as discussed in the next section) to consider mechanisms for preserving many of the remaining historic resources identified in the survey, particularly those that are vulnerable to the dual development pressures of high land values and rapidly diminishing open land.

# 7.4.3. Needs Analysis

A significant number of the structures and sites listed on the 1979 historic and archaeological resources inventory are worthy of local landmark status. However, many of these have not yet been designated as local landmarks and are therefore only minimally protected from encroaching development and unsympathetic alterations. The unprotected status of these historic structures and sites is particularly critical at this time. Development pressures are strong, open land is scarce and there is increasing interest in the redevelopment of land, which often involves the demolition of existing structures. Given this development climate, it is extremely important that all buildings and sites of genuine historical interest be protected as quickly as possible. Local landmark status confers the greatest protection to all properties and is especially important for those properties which do not have National Register status.

Although the State Environmental Quality Review Act (SEQRA) procedures require that the impact to historic resources be considered when evaluating the environmental impacts of development proposals, only actions identified on the Type I list and unlisted actions directly involving, or contiguous to, structures, sites or districts listed on, or proposed to, the National Register of Historic Places can be classified Type I actions (i.e., actions which are more likely to have a significant effect upon the environment).

The recommendations that are offered in the next section of this report fulfill the objective to protect our remaining important historic resources. Greater effort needs to be made both to evaluate and formally designate the town's remaining historic resources and to establish a procedure to facilitate their protection in the review and approval of development and redevelopment plans involving these resources.

#### 7.4.4. Issues and Recommendations

One of the primary issues concerning the preservation of historic resources in the Town of

Huntington involves the role of the Historic Preservation Commission. Another important aspect is the support and involvement of the Historic Preservation Commission in the development review process. The Town Board, Planning Board and Zoning Board of Appeals should be relying on the Commission for input when ever there is a development proposal that may involve an historic structure or site.

In order for there to be continuity in the designation of historic landmarks and granting of Certificates of Approval for the construction, reconstruction, moving, alteration or demolition, in whole or in part, which will affect the exterior design or appearance of any structure, building or any other improvement in a Historic District or town landmark there is a need to make the Preservation Commission an agency with full review and approval powers. The application and approval process should be streamlined to eliminate any unnecessary steps (e.g., it may be superfluous to require a public hearing on the issuance of a Certificate of Approval, after the Preservation Commission and an applicant have agreed on the nature and extent of alterations). A public hearing by the Town Board would be eliminated except were a dispute arises between the Commission and a property owner about the alteration of a designated site or building. At the same time, the town ordinance needs to be revised to provide specific criteria for evaluating hardship cases. Lack of suitable information on this issue is one of the major obstacles to encouraging greater support for historic preservation efforts in the town.

In addition, the following recommendations will help to produce a comprehensive preservation program for the Town of Huntington, furthering its position as a leader on Long Island in the protection of historic resources, and will address some of the problems of protecting historic resources which are threatened by development.

- Properties and districts presently listed on the National Register of Historic Places, which
  have not been designated under Article VI, should be given top priority for designation as
  local landmarks and historic districts.
- All properties identified on the New York State Building Structure Inventory Form as possessing historic merit should be reviewed, and where considered appropriate, should be designated pursuant to Article VI. Consideration should be given to designating areas where there is a high concentration of historic structures (e.g., the Green Street/Prospect Street/Woodbury Road area, and the previously proposed Old Village Historic District located south of Main Street between Nassau Road and New York Avenue, and the National Register East Shore Road and West Neck Road Historic Districts) as town historic districts.
- The town should adopt its own Type I list pursuant to SEQRA to include any land use actions
  involving or contiguous to historic resources that are contained on or are proposed to be on
  the National Register, designated pursuant to Article VI of the Town Code, or identified on
  the New York State Office of Parks, Recreation and Historic Preservation Building Structure
  Inventory Form or Archaeological Site Inventory Form.

- Article VI should provide more specific criteria for designating historic buildings, sites and districts of local significance (non-National Register properties).
- Article VI in the Town Code should provide specific criteria to be used to evaluate the
  appropriateness of alterations and additions to historic buildings, in order that a homeowner
  may be aware of the issues and standards that must be upheld. This would carry over to new
  construction within or adjoining a historic district as well. A citizen guide should be prepared
  which describes and illustrates the guidelines.
- Article VI in the Town Code should provide specific minimum maintenance criteria in order to
  help the homeowner in decision making concerning the ownership of an historic home in the
  town. A guide should be prepared for this purpose as well.
- The Historic Preservation Commission should provide input, as an interested agency pursuant to the SEQRA regulations to the various Boards in the town concerning all development applications which could have an impact on the "context" of historic sites and structures.
- When the Planning Department was created (Sept. 1, 1988) a Archaeologist position was included in the staffing that was approved by the Town Board. Such a position should be recreated and established and the designated job duties would include preparing reports for the Planning Department, Planning Board and the Environmental Review Division concerning historic buildings and sites and archaelogical sites which may be affected by development plans, and making recommendations for appropriate measures to be undertaken for the preservation of such sites and buildings, where warranted. Such duties would include the site inspection and research necessary to document historic structures, the review of all Cultural Resource Assessments conducted as part of a SEQRA review for development applications. The position could also support the Huntington Historic Preservation Commission to assist them in preparing reports, review of applications for changes or demolition of historic buildings and sites, applications for new construction in historic districts and to provide liaison support in all development reviews.
- The town should seek certification as a Certified Local Government (National Historic Preservation Act, as amended 1980). Status as a Certified Local Government would enable the town to be eligible for State grants for activities related to comprehensive community planning, such as providing staff support for the historic preservation commission, developing published design guidelines for use by the historic preservation commission in their review of new construction and alterations to properties within historic districts, to pay for technical services to amend preservation ordinances and preparing preservation plans for the protection of local historic resources. Other grants are available for testing archaeological sites to determine their significance and for public education programs.

- The town should apply for tax certification for all its locally-designated historic districts (36 CFR part 1208). This has been done in the case of the Cold Spring Harbor Historic District, but should be done for other historic districts. This would enable owners of income-producing (depreciable) property to obtain favorable tax treatment for rehabilitation by amortizing the costs of the rehabilitation over a 5-year period or by depreciating the costs of the rehabilitated structure at an accelerated rate.
- Iniate an aggressive historic resources public education program in order to provide homeowners with the standards and guidelines and reduce the apprehension that some people have about owning an historic home.

# **FOOTNOTES SECTION 7**

<sup>1</sup> Represents approximately one-half of the total school ground acreege available for recreational use, the remainder being accounted for by buildings, parking area and other improvements.

<sup>&</sup>lt;sup>2</sup> 10.4 acree/1,000 residents, based on 1990 U.S. Census Town population of 191,474.

<sup>3 17.23</sup> acres/1,000 residents based on 1990 U.S. Census Town population of 191,474.

<sup>4 27.67</sup> acree/1,000 residents based on 1990 U.S. Census Town population of 191,474.

<sup>5</sup> In addition to the low active peridand ratios, there has been very poor progress in the acquisition of passive parks in these areas which would serve to augment the limited acreage in active perios. Acquisition of passive parkland in these areas is minimal due to the high density of homes. However, any opportunity to acquire parkland, either active or passive, and retention of existing openspace/park resources must be given first priority.

<sup>&</sup>lt;sup>6</sup> "Growth of the Community, Preliminary Report Number Two: Land Use and Zoning," Harland Bartholomew and Associates, April 1962, P.23.

<sup>&</sup>lt;sup>7</sup> A Land Protection Program involves a broad range of options that may be utilized individually or in tandem to best protect the elements of a particular site as well as maintenance of community character and preservation of special resources.

#### Historic Addendum Section 7

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HISTORIC ADDENDUM - SECTION 7

Skidmore House 1

Woodbull Road

Henry Williams House\*

Weeks House\*

43 Mill Lane

76 Mill Lane

#### DESIGNATED LANDMARKS IN THE TOWN OF Woodhull House 1 70 Main Street 42. HUNTINGTON Old First Church\* (1) 12.5 Main Street 43 44. Harry Wood House\* 481 West Main Street Conklin House 2 High Street 45 A. On the National Register of Historic Places 46. Carll House 79 Wall Street Potter-Williams House 165 Wall Street 47. Centerport 117 West Shore Road Daniel Smith House\* 42. Van Idenstine Mansion Idle Day Drive 1. 49. Henry Townsend House 231 West Neck Road Vanderbilt Museum & Estate 120 Little Nock Road 2. 302 West Neck Road 50. Siles Semmis House ("Eagle's Nest")\* 51. William Wooden Wood House\* 90 Preston Road 22-24 Fort Salonga Road 3. Velzer House Gilsey Mansion 36 Brown's Road 52. 4. Harned-Woodbury House\* 26 Little Neck Road George McKesson Brown 53. 5. Jarvis-Fleet House® 138 Cove Road ··· Estate ("Coindre Hall")" Brown's Road Fort Salonga & Centerport 6. Suydam House\* 54. Huntington (a/k/a Lloyd) Roads Lighthouse\* **Huntington Harbor/Bay** Cold Spring Harbor **Huntington Station** 159 West Rogues Path 7. Eliphas Buffet House\* 55. Philip Valentine House\* 195 Pidegon Hill Road 2 Joseph Buffet House\* 169 West Rogues Path 121 McKay Road 56. John Wood House 210 West Rogues Path 9. Dowden Tannery Ezra Caril Homestead® 49 Melville Road 57. 473 Woodbury Road 10. John Bumpstead House 11. Hewlett House\* 559 Woodbury Road Melville **Cold Spring Harbor** Everit (a/k/a Conklin)House® 130 Old Country Road 52. Library O 1 Shore Road Sweet Hollow Parsonage\* ① 59. 152 Old Country Road 7 Goose Hill Road Titus-Bunce House ① 13. 60. M. Beylis House 1 530 Sweet Hollow Road Commack West Hills 14. Carll Burr, Jr. House 293 Burr Road Walt Whitman House 246 Walt Whitman Road 61. Hubbs-Burr House 15 303 Burr Road Joseph Whitman House 365 West Hills Road 62 16. Carll S. Burr Mansion 304 Burr Road 63. Whitman-Place House 69 Chichester Road 17. Marion Carll Farm® Commack Road 64. Peace & Plenty (a/k/a 12. Commack Methodist Church 486 Town Line Road 107 Chichester Road Chichester's) inn® and Cemetery 65. John Oakley House Sweet Hollow Road Halesy Estate ("Tallwood") 66. Sweet Hollow Road Dix Hills **67**. Wallace K. Harrison Estate 140 Round Swamp Road 19. Carli House 380 Deer Park Road Jacob (Solomon) Smith House\* High Hold Drive 62. John Rogers House ("Five 20 Gates") 627 Half Hollow Road Designated By Town of Huntington, R. Seeman Farm 1378 Carll's Straight Path Town Code Article VI **Eston's Neck** 22. Donnell House 71 Locust Lane Centerport 23. Eaton's Neck Lighthouse Suydem House Fort Salonga & Centerport Roads 1. Harned-Woodbury House\*\* 26 Little Neck Road 2. Fort Salonga Vanderbilt Museum and 3. 24. Waterside Road E.G. Lewis House Estate\*\* 180 Little Neck Road Ketchem House\* 237 Middleville Road 25. Residential dwelling 4. 115 Centershore Road 22-24 Fort Salonga Road 5. N. Velzer Cottage\*\* Greenlawa Longo House 64 Prospect Road 6. Romp House\* **42 Godfrey Lane** 7 138 Cove Road Jarvis-Fleet House\*\* Ireland-Gardiner Farm® 27. 263 Lake Road 22. Brush Farmstead 344-347 Greenlawn Road Cold Spring Harbor Brush House 311 Greeniewa Road \$. Eliphas Buffet House\*\* 159 West Rogues Path 169 West Rogues Path Joseph Buffett House\*\* Huntington 10 Hewlett House\*\* 559 Woodbury Road Adams House®® Harbor Road at Water's Edge 30. 244 Park Avenue 11. Residential dwelling 31. isaac Loses House\* 1 269 Park Avenue 12. Otto H. Kahn Estate\*\* East Gate Drive Dowden Tarmery 32 Bethel AME Church & Manne @291 Park Avenue (a/k/a Drumhead Factory)\*\* West Rogues Path Wiggins-Rolph House® 33. 518 Park Avenue 34. Smith Farmatead\* 900 Park Avenue Commack Prime Houses 35 Prime Avenue 35. Marion Carli Farm\*\* 14. Commack Road 36. Prime-Octagon House® 41 Prime Avenue 15. Commack Methodist Church\*\* 486 Town Line Road **37**. Heckscher Park ① Prime Avenue 31. 136 Spring Road Rogers House Dix Hills

Carmen-Regan House

361 Half Hollow Road

# Historic Addendum Section 7

17.	John Rogers House ("Five		49.	Hoover House	38 Fairview Street
	Gates")**	627 Half Hollow Road	<b>50</b> .	Schaub House	2 Murray Court
	East Northport		<b>51</b> .	George McKesson Brown Estate	
18.	Glynn House	635 Larkfield Road		(a/k/a/ Coindre hall) **	Brown's Road
			<b>52</b> .	William Wooden Wood House*	
	Elwood		53.	Prime House**	35 Prime Avenue
19.	Old Post Office	462 Elwood Road	54.		. 41 Prime Avenue
20.	Old Tavern	483 Elwood Road	<b>55</b> .	Cobb House	17 Cherry Lane
21.	Old Methodist Church	573 Etwood Road	<b>56</b> .	Conklin-Renz House	303 Cuba Hill Road
			<b>57</b> .	Smith-Gardiner Farmhouse**	900 Park Avenue
	Fort Salonga		58.	Henry Williams House **	43 Mill lane
22.	Ketcham House **	429 Bridge Road	<b>59</b> .	Charles M. Weeks Houses	76 Mill Lane
23.	Ketchem-Peters House	386 Bread & Choose	60.	House at 35 Greenlawn Road	
		Hollow Road	61.	House at 8 Lawrence Hill Road	
24	Breeze Hill Stock Farm 44 Br	eeze Hill Road	62.	House at 14 Highland Court	40 C - 45 1
			63.	Michael Remp House **	42 Godfrey lane
	Greenlawn	<b></b>	64.	Henry Funnell House	491 Main Street
25.	Bartow House	71 Arbutus Road		a/k/a Harry Wood House** Daniel Smith House **	481 Main Street 117 West Shore Road
	·		65.	Demei 2mmi uome	117 WER SHOTE KOM
	Huntington			TV 41	
26.	George Scudder House ①	194 Park Avenue		Huntington Station	49 Melville Road
27.	Adams House <sup>ss</sup> ①	244 Park Avenue	66. 67.	Ezra Carli Homestead <sup>ee</sup> Valentine House	389 West Hills Road
28.	Isaac Losee House**	269 Park Avenue	67. 68.	Philip Valentine House**	195 Pidgeon Hill Road
29.	Residential dwelling	420 Park Avenue	69.	Walker House	33 West Eleventh Street
30.	Float-Jervis House 2	424 Park Avenue	. 65.	Walker Floors	
31.	The Amenei (2)	425 Park Avenue		Melville	
32.	Powell House 2	434 Park Avenue	70.	L'Hommedieu House	127 Old Country Road
33.	_	495 Park Avenue	71.	Dr. Conklin House	130 Old Country Road
	Residential dwelling ①		72.	Old Manse (Sweet Hollow	152 Old Country Road
34.	Wiggins-Rolph House** ①	518 Park Avenue		Parsonage)****	,
35.	Universalist Church @	6 Nameu Road			
<b>36</b> .	Conklin House**	2 High Street		West Hills	
37.	Old First Church**  ①	125 Main Street	73.	Walt Whitmen House	246 Walt Whitman Road
38.	Old Trade School 2	209 East Main Street	74.	Whitmen Rome House	25 Chichester Road
39.	Soldiers and Sailors	228 East Main Street	75.	Peace & Plenty Inn**	107 Chichester Road
	Memorial Building ②		76.	Colver House	26 Mt. Misery Road
40.	Huntington Village		77.	Jacob (Solomon) Smith House**	High Hold Drive
	Green 2	Main Street and Park Avenue	<b>78</b> .	Joseph Whitman House**	365 West Hills Road
41.	Old Burial Ground 2	Main and Nesseu Streets		•	
42.	St. John's Episcopal Church	Main and Prospect Streets		Other	
<b>43</b> .	Ketewornoke Yacht Club	New York Avenue	<b>79</b> .	Huntington (a/k/a Lloyd)	
44.	Mother Chick's (Chic's) Inn	124 Bay Road		Lighthouse**	Huntington Hbor/HuntingtonBay
45.	Funnell House	24 East Carver Street	<b>\$</b> 0.	Service Station	Northern State Parkway
46.	Elm Cottage 3	47 West Neck Road			
47.	Leffert's House	116 High Street			
48.	Powell House	105 Southdown Road			
→•.	· ····································	142 SAMPASWE NAME			

- (1) Unincorporated areas only.

  \* designated Town of Huntington landmark

  to listed National Register landmark
- ① located within Town of Huntington historic district
- O located in National Register & Town Historic district
- (3) Located in National Register District

Source: Town of Huntington Planning Department, April, 1993
Additions to this list subsequent to 4/93 are listed in the Town Code upon designation.

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