Smart Growth Policy Plan for Suffolk County

Suffolk County Planning Department
October 2000

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Prepared by the
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October, 2000

Smart Growth Policy Plan for Suffolk County: Summary

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"Growth means change, and change involves risk, stepping from the known to the unknown"

George Shinn

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Background

Resolution No. 212-2000, ESTABLISHING A "SMART GROWTH" POLICY FOR SUFFOLK COUNTY IMPLEMENTATION was adopted by the Suffolk County Legislature and signed by the County Executive on March 30, 2000. The bill requires the Planning Department to prepare a written master plan for smart growth in Suffolk County after holding three public hearings. A series of principles are outlined in the legislation. Appendix I contains copies of the resolution, public hearing notice and minutes of the three public hearings.

Also in March 2000, the County Planning Commission published a document entitled *Smart Communities Through Smart Growth - Applying smart growth principles to Suffolk County Towns and Villages*. This document, available on the Internet at www.co.suffolk.ny.us/planning, outlines smart growth principles very similar to the goals set out by the legislation. It also gives a brief overview of growth in the county and how smart growth principles can be applied. By example, the Planning Commission overview of Smart Growth shows locations or projects in Suffolk County which embody the various principles.

Personnel assigned by the County Legislature were made available to create a verbatim transcript of the three hearings which were held at the three campuses of the Suffolk County Community College. These transcripts, in addition to a wealth of accumulated research and information are on file in the Arthur H. Kunz Memorial Library located in the Planning Department and are available for research purposes and for further background information.

It is *not* the purpose of this document to recommend a preferred land use for each and every one of the half-million parcels in Suffolk County. Rather, smart growth is a process; a planning process which can be applied to situations involving the location of various land uses, transportation and community facilities. Because so much of smart growth has to do with reuse of already built land and buildings, approaching a land use plan in the traditional way would be futile and presumptive.

It *is* the purpose of this document to highlight and concentrate on some of the various laws, regulations, policies and programs of Suffolk County which might be examined and measured against smart growth principles and to recommend changes to encourage smart growth. Towns and villages in New York State are vested with the planning, zoning and subdivision powers necessary to control land use, commonly known as Home Rule. While this document may make some suggestions which may impact on the prerogatives of the towns and villages, it is done so with the utmost respect for the New York State Constitution and the powers delegated by the State directly to the towns and villages.

The Smart Growth Process

Smart Growth, while a clever term, has unfortunately become a term defined by its users, to mean any number of things, usually applied to the user's advantage. Nonetheless, a broad survey of the available literature yields up a common theme:

> **Anticipating and providing for sensible growth, balancing jobs and economic development with the preservation of the natural environment and the historical community fabric.**

Figure 1

Conventional Wisdom
...Increased highway capacity relieves congestion..

Figure 2

Conventional Wisdom
...Filling solves flooding..

This definition, in all its simplicity, actually flies in the face of many myths and many of the principles which have guided government officials and community leaders over the years. Following is some **conventional wisdom** challenged by smart growth principles:

1. Planners know what is best and planning should be left to the experts.
2. Open spaces and farmland are vacant, unused properties which will eventually be developed.
3. Development is *always* beneficial for jobs and growth of tax ratables.
4. The projects that sell reflect the market and should be replicated.
5. Developers are "them", we are "us".
6. Habitat for humans is more important than habitat for other animals, and plants.
7. Zoning provides the principal protection for property values.
8. Increased highway capacity will relieve traffic congestion.
9. Widened roads are safer roads.
10. Flooding can be eliminated by filling low areas.
11. Smart growth is really just about one group telling another group how they must live and is just trying to bring the city out to the suburbs.

Smart Growth Principles and Recommendations

Introduction

Following are a number of smart growth principles which correspond to the principles as outlined in Resolution 212-2000 and the March, 2000 Planning Department report. In an effort to make this document easy to read and assemble the information for the direct consideration of the County Executive and the Legislature, the following recommendations principally involve County matters and not extensively those associated with towns and villages. Some of these recommendations can be accomplished with Executive Orders, others through county legislation. Some recommendations may require a home rule message to the state legislature to modify state law.

Encourage Consultation and Collaboration among communities

This principle is the cornerstone of smart growth. The national smart growth movement began because interested, civic minded citizens were concerned that they had no say in formulation of government policy, decision-making and especially the process whereby land uses, roads, and community facilities were to be established or modified.

Locally, each town and village in Suffolk County is empowered by the Municipal Home Rule Law to plan and zone within its boundaries. Regional (inter-municipal) planning and zoning recommendations are advisory only, except as specified by county charter via the county planning commission.

There is no singular forum for inter-municipal communication, cooperation, and idea exchange although citizen participation in the planning and development process has been evolving over the last few decades. Establishment of citizens advisory committees was a requirement to receive funding via Section 208 of the Federal Water Pollution Control Act of 1972. The State Environmental Quality Review (SEQRA) Act, passed in 1975, provides for interested parties to participate in the review and approval of projects impacting the environment.

Locally, drinking water supplies and land use have been controlled regionally through the plan for the Central Pine Barrens (1994). Regional interests are also coalescing around the Peconic Bay Estuary, the South Shore Estuary Reserve and the Long Island Sound Estuary. The New York State Department of Transportation has undertaken a broad effort at regional collaboration on transportation issues through Long Island Transportation Plan 2000 (LITP 2000) while a number of towns and villages have worked with the state on formulating Local Waterfront Revitalization Plans (LWRP).

What can the County do to encourage further collaboration?

1. **Fund the Suffolk County Planning Federation.** The County should fund the Suffolk County Planning Federation (SCPF), begun by County Executive Gaffney in 1994 as a voluntary training entity for local planning and zoning board members in towns and villages. The SCPF has had limited success, due to its lack of funding and inability to pay for outside experts to come and share national experiences with new planning and zoning techniques. (See Appendix II "Planning and Zoning Board Training", James F. Gesualdi)

Figure 3

February 5, 2000
Gerard St. Workshop, Vision Huntington

2. **Fund Community Charrettes via the Downtown Rehabilitation Grant Program.** The County could expand the downtown rehabilitation grant program to fund community "charettes" or extended open design discussions, regarding particular development proposals, especially in downtown areas. Charrettes bring together design professionals, discussion facilitators, citizens, business interests, government officials and developers to settle on a shared vision for a development project at the earliest possible time in the process.

3. **Amend the Community Greenways Act.** The Community Greenways Act should be amended to clearly delineate how the county, towns, villages and private recreational providers would work with community groups to create not only new recreational opportunities, but other public meeting spaces as envisioned by the Act.

Currently a number of projects have stalled for a lack of coordination amongst interested agencies willing to sponsor projects for various purposes.

4. **Provide financial support for community collaboration.** The County should consider financial participation through targeted grants for groups such as Sustainable Long Island, Vision 2020, Study Circles, or other umbrella groups or foundations whose mission is community collaboration.

5. **Get community input *before* the design process for public building and road improvements.** The design process for public buildings and public road improvements on both the county and state level needs to be changed. Currently designs are first formulated and then the community is permitted to see and comment on the design. Various techniques such as real time computer driven imaging, renderings and community workshops run by third parties may be employed to gain community input *before* the design process, rather than afterward. This altered process can save tremendous time and tax dollars by consensus building, instead of reactionary protesting.

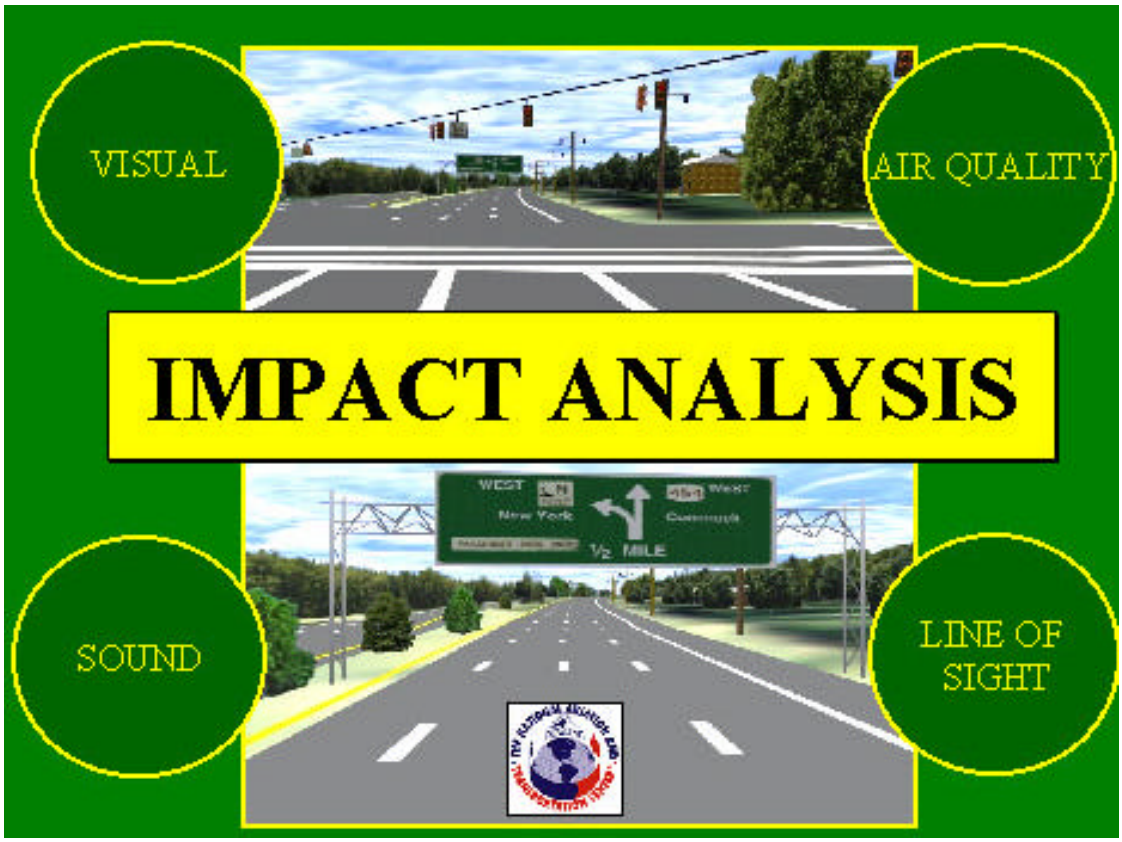

Figure 4
Components of traffic impact - National Aviation and Transportation Center Dowling College, August 2000

Direct development to strengthen existing communities

Suffolk County is dotted with many communities which were developed prior to World War II and the advent of zoning in towns and villages. These communities had compact business areas which contained community facilities, houses of worship, public spaces, and transportation centers. Many buildings had, and still have, mixed uses within them. Surrounding these areas were homes, built at low to medium density, within walking distance (1/4 mile) of the town center. This development pattern predominated nationally prior to zoning.

The implementation of zoning segregated and spread out land uses, ostensibly to protect people from the noise, dust and odors of heavy industry. Some zoning codes *still* refer to lamp black manufacturers and abattoirs!! Applying zoning also provided people, especially in inner cites, with adequate light and air. Much has been written about the evils of sprawl development, yet many areas of the county embraced this type of development precisely because it is what people wanted.

The dilemma rages on as to which is the preferred development pattern. In 1973, a Rockefeller Brothers Fund task force concluded that no ideal pattern of development exists. The most important goal in the view of the task force, was **quality of development**. The task force wrote:

> *" Quality is marked by respect for human and natural values. It is harder to create quality than to preserve it, for creation requires more choices and its goals are inherently complicated. In conservation, quality values are readily translated into physical ideals and in many cases, the ideals already exist - a community in harmony with its surroundings..."*
>
> *" If the community...is instead to be transformed by development, there are no convenient ideals. At what population level is there likely to be the greatest concern for the humanity of each inhabitant? Is it better that people live close together or far apart? That they walk to work, drive, be carried by mass transit, or perhaps by elevator within a futuristic megastructure? How much social contact should we aim for among people of different temperaments, incomes, races, and ethnic backgrounds?"*
>
> *" No consensus exists on these issues, and none is likely to be forthcoming soon...For the foreseeable future, the decisions that create and shape our communities and regions will continue to be made without ideal development patterns, social or physical."* [1.]

[1.] Blaesser, Brian W. and Janet R. Stearns. June 2000, The Importance of 'Process" in Smart Growth Initiatives: Ballot Box Versus Streamlining, *Land Use Law and Zoning Digest*, p. 3. quoting Rockefeller Brothers Fund Task Force Report, The Use of Land: A Citizens Policy Guide to Urban Growth (W. Reilly, ed. 1973)

Nevertheless, the smart growth movement reflects some yearning for the historic, pre-zoning model of development. This is not pie-in-the-sky, but very real and tangible. Numerous real estate developments either completed or now underway throughout the United States reflect this traditional community model.

Figure 5
Atlantis World is a new aquarium located in downtown Riverhead adding visitors to the business area.

Figure 6
The Westhampton Beach Theater is located along Main Street in the Westhampton Beach Central Business District.

Figure 7
Bird's-eye view of Patchogue, Long Island, NY by Hughes & Bailey published in NY:1906

What can the County do to foster this development model and essentially bring back or revitalize these "lost communities" of Suffolk County?

6. **Continue the Downtown Revitalization Fund.** The county can continue the downtown revitalization fund and especially fund community-based visioning as to how their downtowns can be brought back or strengthened through private real estate development. See Appendix III.

7. **Design County road improvements to strengthen downtown ambiance.** County road improvement projects passing through downtowns can be designed to enhance community facilities, historic fabric and public access and parking to improve these areas and make them more attractive to private development. See Appendix IV.

8. **Reduce sewer connection fees in targeted (Smart Growth) developments to encourage development and redevelopment**. The current fee structure for sewer connections does not make a distinction as to whether sewers are proposed for extension in low density new developments or whether sewer connections are proposed in an already developed area. Sewer connection fees might be modified to strengthen existing communities by dramatically reducing fees in areas of preferred development and consequently raising fees in areas in less preferred areas away from existing communities.

9. **Restrict new sewer districts to Smart Growth areas.** New sewer districts could be established in such a way as to strengthen existing communities by providing this important infrastructure only in those areas and not just on demand anywhere.

10. **Locate all new municipal office facilities in existing downtowns.** As is currently the case on an ad hoc basis, the county could begin locating all new county office facilities in existing communities, rather than industrial parks, commercial strip shopping centers or remote locations in order to strengthen economic activity in downtowns.

Figure 8
Courts on Main Street in downtown Patchogue Village

Preserve open spaces, natural and historic resources and working farms

Suffolk County's efforts at preserving open spaces, habitats, drinking water preserves and working farms over the last four decades are nationally known and need little discussion here. To the extent that lands preservation has always been paid for through development, either in the property tax or sales tax base, it is important that smart growth principles link preservation and development as well. Buying land for preservation without correlated development can become bankrupting to the public treasury and development without preservation can also bankrupt the public treasury through skyrocketing municipal service costs and a reduced quality of life. Sometimes municipal services costs can be avoided through preservation, and sometimes development can help preserve certain unique features, historic structures and sites and crucial animal and plant habitats. Guiding development to already developed areas can lessen the pressure on farms and open spaces so that these areas can remain natural or in farming and continue to contribute to the high quality of life we enjoy in Suffolk County. Our tourism economy is also based on these open areas to a great extent.

What can Suffolk County do to continue to preserve open spaces and working farms?

11. **Continue current land acquisition programs.** The current land acquisition programs should be continued, with particular emphasis placed on the protection of natural resources, wildlife habitat and recreational opportunities. The locations of these areas important for preservation should be thoroughly inventoried and agreed upon, and the means of preservation should include more aggressive private conservation efforts. The practice of blocking development projects already in the approval process by acquisition (which might preserve the backyards of an elite few) should be minimized wherever possible. Using intelligent forethought and appropriate acquisition criteria and standards is the most acceptable means to determine which lands should be preserved.

12. **Continue the Farmland Development Rights program.** The acquisition of Farmland Development Rights must be continued. Following is a portion of the draft Peconic Estuary Plan statement regarding the continuance of working farms which has applicability here.

Areas at the outskirts of large metropolitan regions are under the greatest threat of losing their farmland resources to sprawl, houses and commercial developments. This is well documented across the nation. The American Farmland Trust ranked Suffolk County as the 18th most threatened agricultural county in the nation.

While recent efforts to secure new funding for farmland protection have been successful, there is literally a race against time to secure the preservation of critical farmland in eastern Suffolk against the backdrop of ever escalating land values tempting farmers to cash out.

Conventional farming practices are typically fertilizer ... and pesticide dependent.... Nitrogen is soluble and is particularly mobile in Suffolk County's highly permeable soils. ... Many studies indicate that nitrogen from synthetic fertilizer is the most important source of nitrate in groundwater. ... Agricultural pesticides have also found their way into Suffolk County's groundwater.[2.]

[2.] Suffolk County Department of Health Services, (Draft - 8/7/00). *Peconic Estuary Program Comprehensive Conservation and Management Plan*: *Draft Report - Appendix H: Agricultural Nitrogen Management Committee Interim Report*. pp.3-5.)

13. **Enable the purchase of non-farm development rights**. Chapter 8 of the County Code (Development Rights to Agricultural Lands) should be amended to allow the County to purchase more than just the non-farm development rights. This would permit the County to financially assist farmers who voluntarily participate in New York State's new Agricultural Environmental Management (AEM) programs. In this way, not only farms would be preserved, but strategically located farms over groundwater recharge areas and adjacent to streams, ponds and embayments would be upgraded in their farm practices and help to clean up our surface and groundwater. This program could be akin to crop insurance and help farmers with the transition to unfamiliar farm practices.

Figure 9
Agricultural Environmental Management (AEM) cleans up water bodies

A more flexible purchase of development rights might also to be used to purchase scenic easements on farms where the placement of greenhouses or barns might impair shared community views across farm tracts from public highways or trails.

14. **Create an installment purchase program.** The county, after approval by the IRS, should participate in an installment purchase program, now permitted in New York State, to acquire development rights. This program, using income tax advantages, creates a multi-year payout for the rights as a coupon bond payment which is triple tax free. The buyer (the county) pays less overall for the rights, the seller (the land owner or bond holder) nets more income and the county can, for the first time, use the new 1/4% sales tax program as a dedicated funding stream to make the yearly payments. Appendix V is an excerpt from the Suffolk County Agricultural Protection Plan describing installment purchase in this context.

15. **Continue funding for farming industry support services.** The County should continue adequate funding for the Soil Conservation Service/ Natural Resources Conservation Service/Cornell Cooperative Extension to provide the necessary support for the farming industry during this crucial period of preservation and transition.

16. **Continue participation in coastline studies.** The County should continue to participate in coastline studies such as the Peconic Estuary Program and Local Waterfront Revitalization Plans which can determine, through a process of scientific inquiry and community participation, exactly where important preservation priorities should be placed to improve and enhance our coast and surface water embayments, streams, rivers and wetlands.

Figure 10 **The mouth of the Nissequogue River overlooking Short Beach and Smithtown Bay**

Figure 11
Historic preservation subdivisions preserve historic sites and allow development

Figure 12
Conservation plans preserve farms and allow development

17. **Establish guidelines to encourage creation of conservation and historic preservation subdivisions.** The Suffolk County Department of Health Services should establish such guidelines as may be desirable to encourage the creation of conservation subdivisions and historic preservation subdivisions. These subdivisions result in limited development and provide full recompense to landowners by linking preservation and development without regulatory taking.

18. **Amend Town Law 278 and Village Law 7-738.** The County Legislature should request the State Legislature to consider amending the "clustering" provisions of Town Law 278 and Village Law 7-738 to include historic structures and sites in addition to "natural and scenic qualities" as a reason to alter standard layouts. This might result in more flexibility to preserve these important elements of our community fabric and heritage. See Appendix VI for copies of laws.

19. **Provide funding for acquisition of interactive public spaces in downtowns.** The new 1/4% sales tax program for Special Environmental Protection (Drinking Water and Open Space) should be amended to allow for targeted land acquisitions which would improve interactive public spaces in downtowns and the creation, with local stewardship, of open spaces in the downtowns.

Figure 13
This Lindenhurst Village Square in the middle of the downtown business district was made possible with county funding.

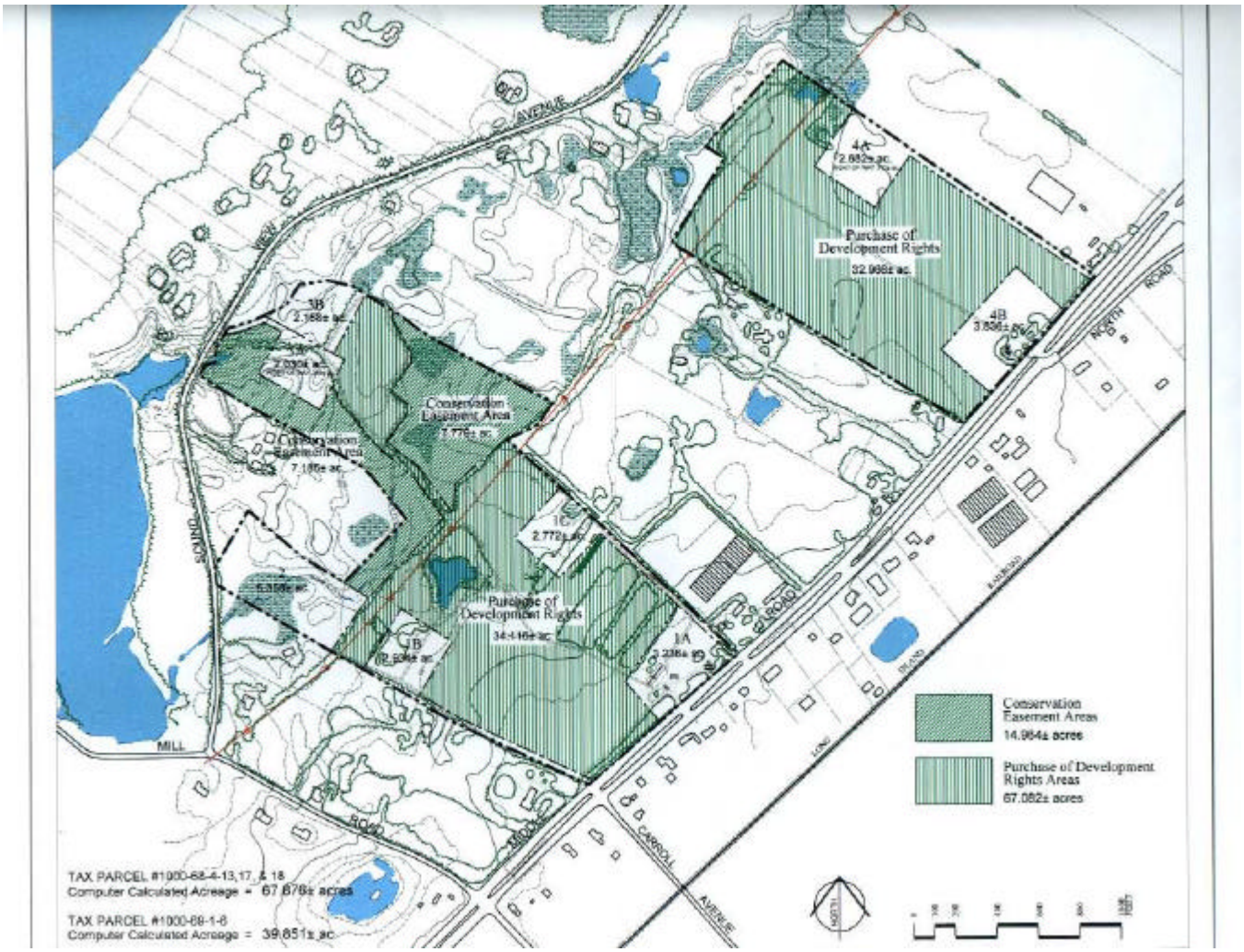

Figure 14

Conservation Subdivision: Lands in the Town of Southold, Suffolk County, New York

Source: Peconic Land Trust, PO Box 1776, Southampton, NY 11968, (631) 283-3195

Encourage compact and orderly development

Certainly development patterns in Suffolk County prior to World War II were compact. Downtown villages, principally along the coastlines, were surrounded by farms, forests, or scrub lands. While vast expanses of the landscape were subdivided on paper as part of the land development boom principally sponsored by the Long Island Railroad, not much development outside of the older downtowns occurred until highway construction and government mortgage subsidies made these areas both accessible and buildable. Local governments struggled with the process of coordinating development but orderliness was outstripped by demand as more and more people flocked to the suburbs. Schools, fire stations, garbage pickup, municipal facilities all were established in less than orderly fashion to keep pace with development.

How can Suffolk County encourage compact, orderly development, especially where development has already occurred and is often contrary to any rational plans?

20. **Encourage re-developments of regional significance**. The County should encourage, through its direct or indirect involvement, redevelopments of regional significance at the former state hospitals, Calverton Enterprise Park, Brookhaven National Lab, Gyrodyne, and other areas of significant size (larger than 100 acres) to ensure that these areas are redeveloped with a mix of uses which take advantage of existing road patterns and infrastructure, strengthen the tax base, provide jobs and improve the quality of life. These properties, totaling thousands of acres present an opportunity to reshape the developed landscape for generations to come and at the same time create opportunities for transportation centers, affordable housing and development which might otherwise be accommodated on undeveloped land. Appendix VII contains a fact sheet and aerial photos of the above re-development opportunities.

Through judicious use of county funds for a variety of public works, the county can share some of the credit for the success of the Central Islip Hospital redevelopment effort. This formula for success was achieved through a continual and early collaboration with the Town of Islip and the Central Islip community, and not, at the end of the day, by threatening to withhold county permits or county funds

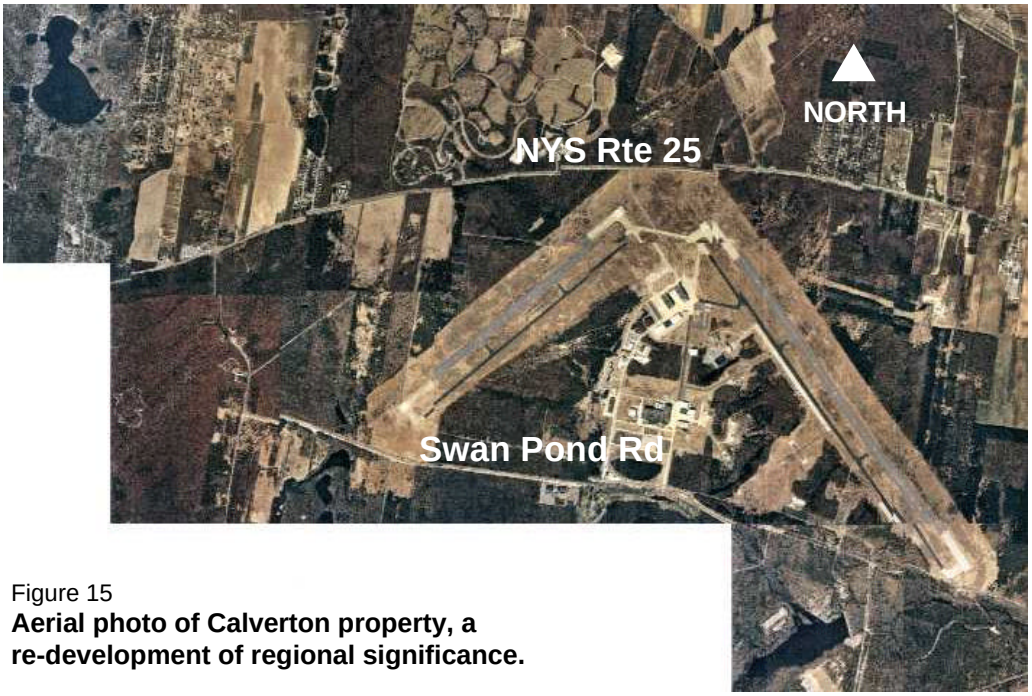

Figure 15
Aerial photo of Calverton property, a re-development of regional significance.

Figure 16
Aerial of Central Islip State Psychiatric Hospital, 1966

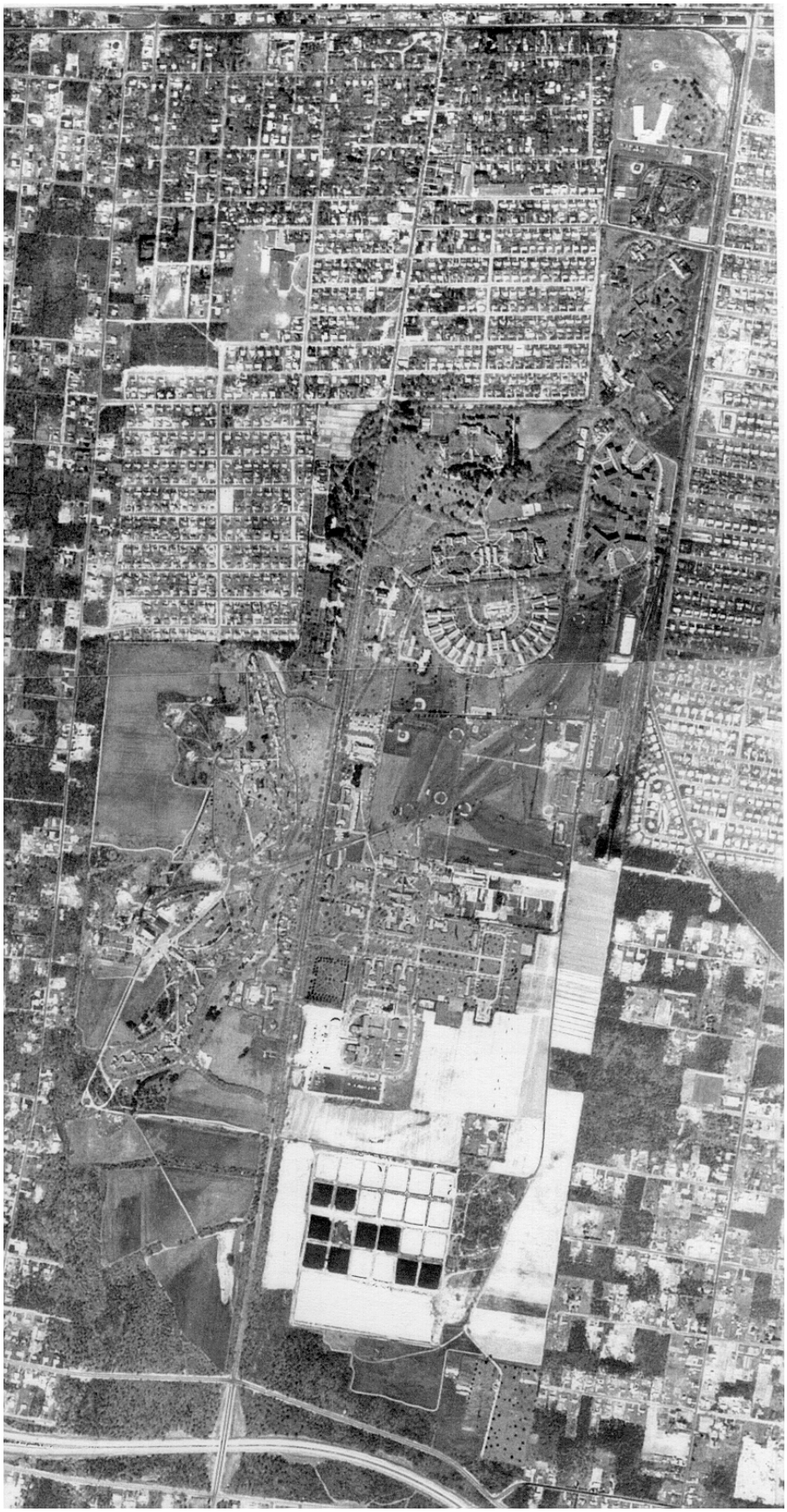

Figure 17
Aerial of Central Islip Psychiatric Center, 1999

Public School

Town Recreation Center

Park Row

Bishop McGann Village

New York Institute of Technology

Commercial/ Industrial

Public Nine Hole Golf Course

Economic Development Zone

New York Institute of Technology

Courthouse Square Offices

EAB Ballpark

Islip Department of Public Works

Cohalan Court Complex

NYS DOT

Federal Court House

21. a. **Review county preservation programs for appropriateness to generate density credits.** All County land preservation programs resulting in land purchased for open space or farmland use should be analyzed as possible generators of development density credits. These credits can be used to permit increased density where county health rules are more stringent than local zoning. Density credits can be a useful tool to encourage compact development when the preservation lands are within the same town and hydrogeologic zone as the receiving development.

    For example, a restaurant in a downtown may want to expand but SCDHS regulations would block the expansion because such an expansion would increase the effluent flow beyond acceptable SCDHS parameters. The purchase and application of density credits to the expansion would alleviate the flow shortfall, would transfer density to an area already developed and retain open space in a less developed area outside the downtown.

    The analysis will provide criteria which will act as a guide to determine which, if any, acquired land would generate density credits. A methodology to determine density credit yields will be developed for land that would have been developed. The density credit component of the parcel would be determined prior to the parcel's purchase and would be part of the covenants and deed restrictions placed on the parcel at time of purchase. A parcel would not generate any credits if a parcel would not have generated any development.

    b. Stockpile density credits. These credits can be held by the County and either resold for specific purposes or applied to affordable housing projects or other targeted Smart Growth developments. The Legislature would have the authority to sell and distribute density credits in compliance with the covenants and restrictions attached to such credits.

22. **Facilitate density transfer from tax default lots to locally approved development projects.** The County Legislature should facilitate the process of density transfer from scattered county-owned tax default lots to development projects which already have local approvals through zoning, but which fall short of Health Department approval. In this way, the scattered parcels can be sold to adjoining owners with covenants prohibiting development or dedicated for open space purposes; the locally desirable projects can move ahead; and the county can recoup some of its tax liabilities with the auctioning of these density credits. By computing the credits on a per square foot and not a "single and separate" basis, the transfers would actually result in less overall, but more compact, development.

23. **Facilitate Brownfields redevelopment by waiving tax liability.** To the extent that it is lawful, the Legislature should waive tax liability, as a matter of policy, on Brownfields sites taken through tax default, to encourage their redevelopment in an orderly fashion.

24. **Investigate accommodation for redevelopment in compact areas in downtowns**. The County Health Department should examine ways to accommodate redevelopment in compact areas such as the older downtowns to encourage restaurants or other uses where lot area might be insufficient for sanitary disposal. See Recommendation #22.

25. **Assist towns and villages to create as-of-right mixed use areas.** The County Planning Department should assist the towns in the creation of special downtown development districts and other planned development districts containing standards and criteria, which, if met, would permit as-of-right flexible development of vibrant, mixed use areas.

26. **Measure the growth impact of planned public works and insure the orderly and compact development of same.** The County should carefully examine its planned public works to measure the growth inducing aspects of these improvements and insure that compact and orderly development is being fostered and guided into areas capable of handling additional development.

Provide for transportation choices

It is accurate to say that Suffolk County has a transportation system that only an automobile can love. However, even this tenet is becoming less so. The same sleek autos which speedily traverse remote, rain slicked roads in TV commercials, spend an awful lot of time in Suffolk County standing still in traffic. Ironically, the county's worst traffic congestion is in it's most rural areas.

Smart growth is not anti-automobile, nor does it pretend to ignore a fact of life: The automobile is an integral part of our lives, our culture and our developed landscape. What smart growth tries to achieve is a somewhat different perspective on the automobile. Development planners usually design for market opportunities and site constraints. A street layout is then fit in to serve the development program, which a traffic engineer fine tunes, "to make the traffic work". Moving traffic ***quickly***, efficiently, and safely is the ultimate goal.

Smart growth is the tortoise to the high speed car culture hare: "Slow and steady wins the race". Smart growth attempts to preserve options for people who may not want or need to drive everywhere for everything. Currently our major highways are designed to accommodate speeding drunks. Traffic and transportation design should emerge from a variety of considerations during the development process; the automobile should not "drive" the design. One overall goal is to reduce the total number of vehicle miles traveled.

Figure 18
A Smart Machine which is a radar unit that shows your speed.

What can the County do to expand transportation choices, and improve engineering, enforcement and education about traffic and transportation?

27. **Analyze the county road network for opportunities to apply Smart Growth transportation methods.** The County Departments of Planning and Public Works should collaborate on the creation of a county Official Map, authorized by the Legislature in Local Law No. 38-1999, A Charter Law to update and implement the Official Map of Suffolk County, adopted 9/14/99. This official map would be a means to examine the county road network to determine not only where roads might be widened, but where they might be narrowed as well; where roads are passing through neighborhoods and downtowns and how they might be modified to lessen neighborhood divisions, and complement downtown revitalization**;** where access should be limited or denied, if other access is available, to limit the proliferation of traffic generating commercial developments clogging corridors designed for through traffic; where sidewalks exist or are lacking.

28. **Apply for funds under the "Local Safe Street and Traffic Calming" program.** The County should apply immediately for funds under the " Local Safe Streets and Traffic Calming" program of the NYSDOT to construct a number of demonstration pedestrian crossings in selected downtowns where the county road is the main thoroughfare. These demonstrations can lead the way in formalizing more pedestrian-friendly crossings, which technically exist now, but are not highly visible to motorists and do not slow traffic sufficiently for pedestrians to feel safe. Sayville, Patchogue, Bellport, Greenlawn, Lake Ronkonkoma, Center Moriches, Central Islip, Brentwood are all possible locations.

Traffic Calming Measures

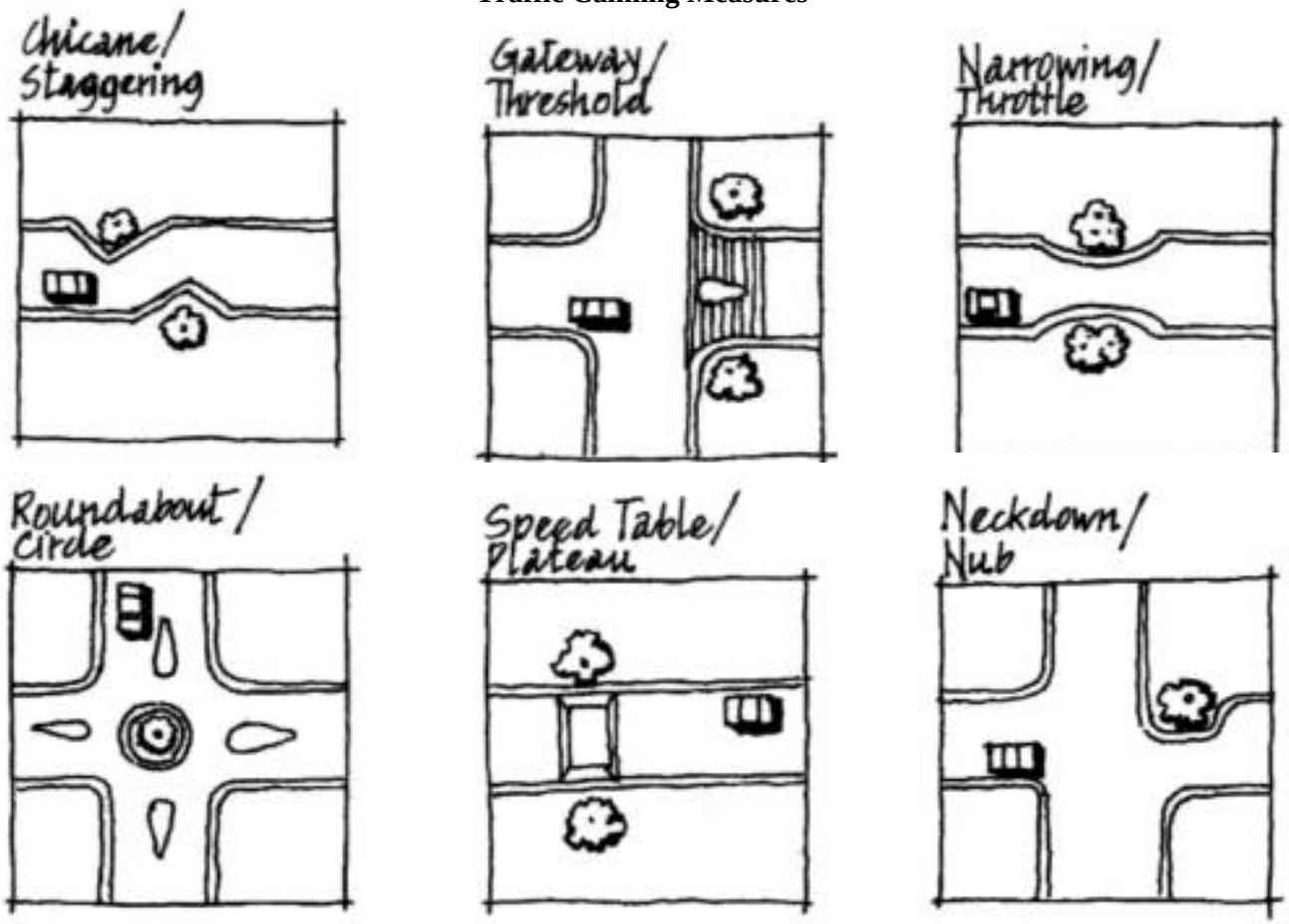

Figure 19
Traffic Calming Measures

Source: Reid Ewing with Robert Hodder, 1998 *Best Development Practices: A Primer for Smart Growth* (American Planning Association), p.13.

29. **Planning and zoning training should highlight implications of traffic design and pedestrians.** Any local training programs in planning and zoning should include a heightened awareness as to how zoning codes and subdivision regulations tend to favor automobiles over people, impair dispersion of traffic and easy pedestrian movement and make little provision for mass transportation alternatives.

30. **Heed the recommendations of the Executive/Legislative Transportation Task Force.** The recommendations of the Executive/Legislative Transportation Task force, currently deliberating, should be heeded. This task force will be making recommendations as to where the county should target its operations and financial resources, especially in light of the LITP2000 planning initiative of the NYSDOT.

31. **Support railroad related planning initiatives.** The County should support railroad- related planning initiatives such as the NYSDOT Intermodal center at Pilgrim State Hospital, the East Side Access project, rail/plane connections at Ronkonkoma Train Station, the east end GPS (Global Position System) Project, parking and station improvements, all of which encourage train use and lessen auto congestion, or truck use.

Provide for a variety of housing choices

The pre-World War II downtowns in Suffolk County provided a variety of housing choices, with small apartments over stores, small single family homes, small apartment buildings and duplexes adjacent to the downtowns. Large estates, cottages, other small units and farms were scattered throughout the outlying areas. These areas were washed over by a veritable tidal wave of single family detached homes which developed in the 1950's and on-ward to the present day. In some areas of the county, single family detached homes represent over 90% of the housing stock. Since the 1970's, townhouses, cooperatives, condominiums, senior citizen units and legalized accessory apartments have been added to Suffolk's housing stock via enabling zoning. These new additions are a small part of the housing stock which is predominated by single family detached homes. Housing has been segregated by type, by the incomes and ages of the dwellers and often separated from community facilities by high speed roadways or intentional dead-ending of internal streets.

Housing in Suffolk County has been driven by a social compact between older residents and their elected officials reflecting a long and shared distaste for the urban renewal and relocation projects spawned by Robert Moses in and around New York City (1945 to 1958 [3.]). These projects destroyed human scaled neighborhoods, helped drive the middle class from the boroughs, and concentrated poor people in high rise blocks with few neighborhood amenities. The unspoken agreement is that this type of planning is not to be repeated in Suffolk County!

With the passage of time, the suburban pioneers have aged and many have moved away or died. Their progeny, while espousing many of the same attitudes derived from their parents, are less tradition-bound. New housing types at varying densities are being offered in Suffolk County, affordable housing is generally more accepted (provided it's not a "project"),but people are still generally segregated at different stages of their lives. Housing is grouped into homogenous price range, type, and size. Roots are put down only temporarily because of the lack of "life cycle" housing. As you move through the life cycle, you move in and out of life stage specific housing. Social networks are disrupted for children, parents and elders.

Cycles in the economy impact Suffolk County's housing. When the economy is booming, the finite housing inventory is in greatest demand. There is more disposable income and immigrants as well as people who may have shared residences in a moderate economy create new households which demand additional housing. The result is increased housing costs. The affordability threshold is raised and poorer segments of the population are priced out of the market. Housing shortages dampen job creation, business retention and quality of life

Such is the case now with a severe lack of affordably priced housing for first time home buyers. Beginning with the suburban pioneers in the 1950's, home ownership has been the gateway to the creation of wealth for the middle class, the bedrock of neighborhood stability and a shared social value for families with children.

That has all changed. Nationally, families are not what they used to be, work and work habits have changed, and mobility has increased for people, businesses and institutions.

Smart growth recognizes these changes and calls for adaptations in housing types, sizes, and price ranges as well as the creation of "life cycle" housing. Housing markets in the past three decades at least, have been driven by the private sector. Zoning laws and building codes have been altered only in response to real needs on the part of housing providers. Housing construction and alteration continue to play a very powerful role not only in the national economy, but locally as well.

[3.] Robert Caro, 1974, *The Power Broker, Robert Moses and the Fall of New York* (New York: Random House, Inc.), pp. 6-7.

Figure 20
Village Green, Kentlands Maryland

Smart growth seeks to be proactive and not reactive in the creation of flexible codes and ordinances which allow for mixed housing types, sizes and price ranges within common developments. These new neighborhoods are springing up all over (but not yet on Long Island) and are showing themselves off as high quality, high style planned developments which appreciate in property value because of their popularity amongst the majority of families (only 1/3 of households in Suffolk County have a mom, a pop and kids under one roof).

Figure 21
Park Row, affordable attached housing on the former Central Islip Psychiatric Center grounds

Figure 22
Bishop McGann Village, senior housing on the former Central Islip Psychiatric Center grounds

What can Suffolk County do to help provide a wide variety of housing choices?

32. **Continue county housing initiatives to promote affordably prided homes.** The County should continue in its recently created housing initiatives to promote affordably priced homes for first time home buyers, by working with towns on new sites to provide for deferred land costs, and disposing of tax defaulted land and "handyman specials" in the County land inventory**.**

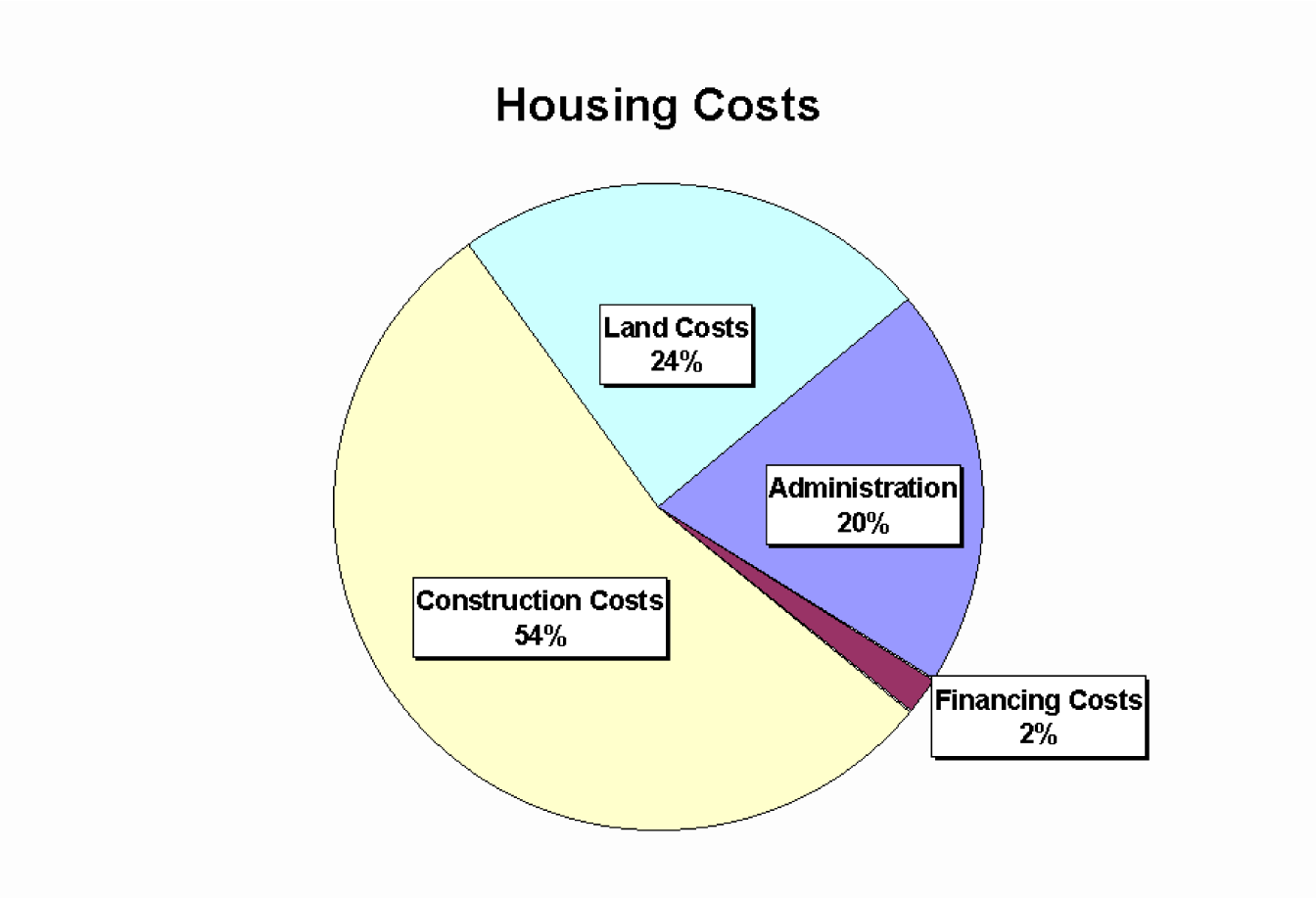

Figure 23
The components of housing costs

33. **Support acquisition of previously developed sites in downtowns for redevelopment.** Whenever possible, the County should favor acquiring previously developed sites with town partners which are located near downtowns, community facilities, parks and transportation**.** These community "eyesores" can once more become attractive developments, complementing surrounding neighborhoods, stabilizing property values, and providing amenities for new residents in accordance with smart growth principles.

34. **Include national housing models in local training programs and community charrettes.** County-sponsored local training programs and community charrettes should make provision for an examination of housing developments off Long Island which can be successful models and examples of mixed use developments with housing of varying types, sizes and price ranges.

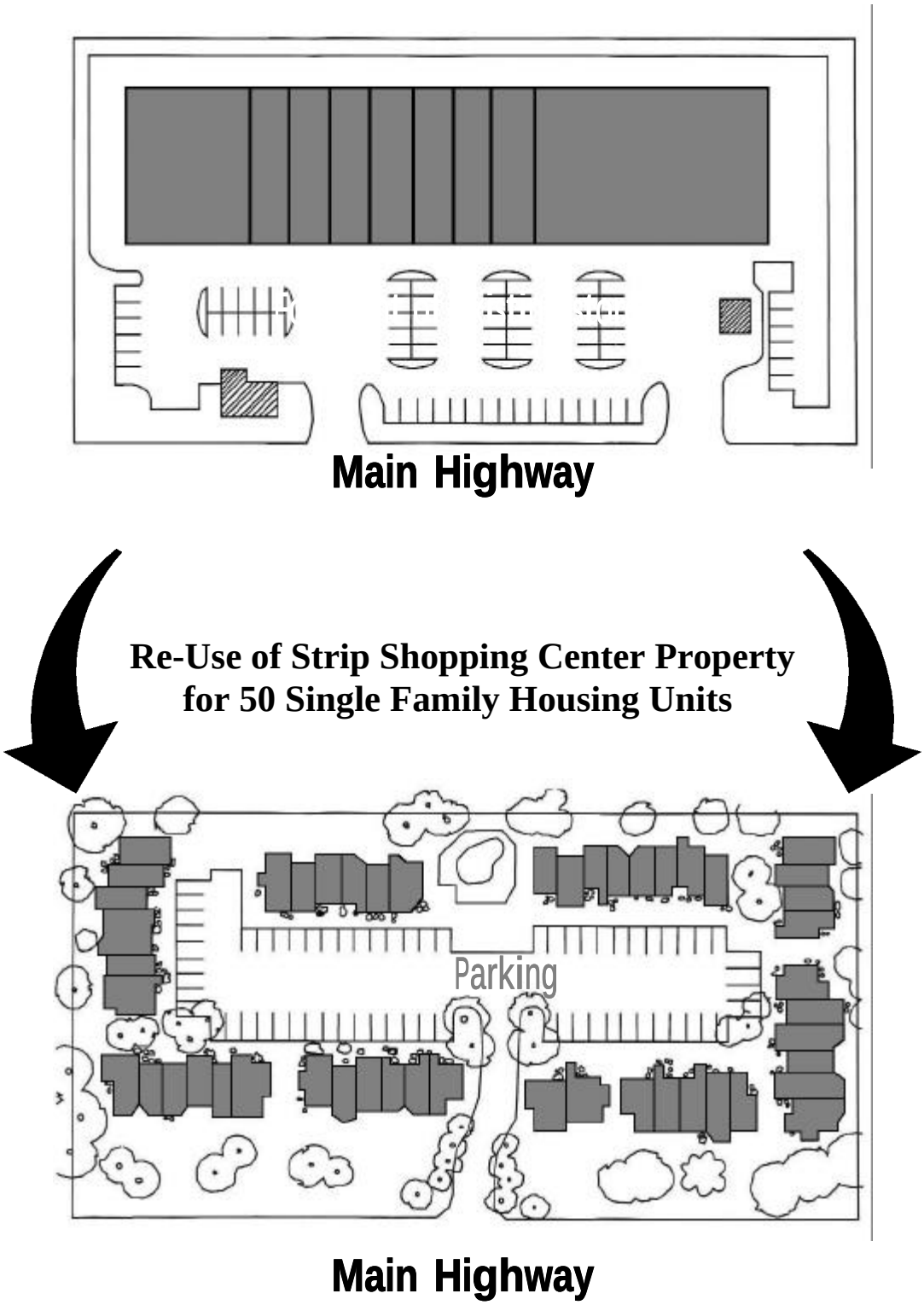

Figure 24
Re-use of Strip Shopping Center Property for 50 Single Family Housing Units

Encourage Permitting Processes which are predictable, certain, efficient and final

Horror stories abound in Suffolk County of prolonged development processes, retracted approvals, promises made, promises not kept, land raped, habitats violated, and life-as-we-know-it ending if a particular development is approved. All of this is part and parcel of a public discourse which is disjointed, uncoordinated and conflicted. It results when there is no meaningful collaboration between interested parties and leads inevitably to confrontation, criticism and (from a developers viewpoint), crucifixion.

The public hearing has been an American institution since democracy's early days. But in fact, for land development proposals, the hearing is often too late and it's "all over but the shouting". Our culture generally admires risk-takers and entrepreneurs who strike it rich, but while land developers are risk takers as well, they are easy targets for vilification. One person's "investment" is another's "speculation". Our homes are our castles and the last one across the moat often wants the drawbridge pulled up.

We need only to go back to 1990 and a quick examination of the local economy at that time to see how important the real estate market was and is to Suffolk County's economic health.

Two aspects of smart growth which relate to a healthy real estate economy and predictable, efficient permitting are: Quality and Amenities. Remember the quote from the Rockefeller Brothers Fund report that "quality is harder to create than to preserve"? Developers take risks to control sites and then develop them. Their business plans allow for a modicum of delay which is inevitable. But when delays pile on delays and years pass by without approvals in sight, projects which are eventually approved, suffer. They suffer because quality and amenities are sacrificed to pay for the unanticipated delays.

A predictable and efficient process which includes the community, regulators, developers and other interested participants at the outset can be rewarding for everyone because everyone can get some of what they want. Quality and amenities don't need to be sacrificed. Corners don't need to be cut to salvage an investment. The words arbitrary and capricious need not apply.

How can Suffolk County encourage permitting which is more predictable, efficient, certain and final?

35. **Modify the State Environmental Quality Review process.** The County should work with the State to modify the State Environmental Quality Review (SEQR) process to be less self-serving in the hands of developers and less of a weapon in the hands of alarmed protesters. The process can be a good way to meld regional interests, local regulations, community concerns and development plans into something cohesive. More listed Type II actions which conform to smart growth principles and less ambiguity of unlisted actions would be a good start. Mitigating measures help to contribute to site amenities and coordination of land use, transportation and community facilities.

Figure 25
Housing project under construction on Smith Street in Bay Shore.

36. **Amend the Suffolk County Planning Commission Guidelines to reflect Smart Growth Principles.** The Suffolk County Planning Commission should amend its guidelines for subdivision development and municipal zoning advice to reflect smart growth principles. A draft of suggested modifications is being prepared as part of this plan. These development guidelines can continue to be a predictable source of guidance for local towns and villages in their review of zoning actions and subdivision proposals.

37. **Expand computer based permitting networks.** Computer-based permitting networks should be expanded to include the various levels of government for tracking, log entry, retrieval and approval to reduce paper-work, misfiling and loss of papers and allow for instantaneous entry of permit actions.

38. **Streamline legislative authorization for land exchanges.** The County should amend Section 102 of the County Code (Land Exchanges) to allow for a more streamlined legislative authorization and allow for exchanges, not only for preservation of sensitive lands but for efficiency of development as well.

39. **Allow compliance with accepted local Smart Growth Plans to expedite required county permits.** The County should establish a procedure to accept smart growth plans generated by local towns and villages and direct all involved County agencies to expedite permitting of development projects which conform to these plans.

Figure 26
Industrial project under construction on Veterans Memorial Highway, Bohemia - October 2000.

Ensure consistency of government policies and programs

The creation of the National Environmental Protection Act (NEPA) and the State Environmental Quality Review Act (SEQRA) have both done a lot to improve consistency in government actions. Plans such as LITP 2000, a NYSDOT planning initiative to explore all possible solutions to congestion mitigation, the Long Island Regional Planning Board "Streamlining Local Government" study, numerous business and community round tables, ESDC Community Task forces on the disposition of the State Hospitals, seminars and conferences all serve the purpose of improving how the government operates and affects the lives of everyone in the region. The actions of various levels of government especially at the confluence of land use and transportation decision making have yet to be fully explored.

Years ago, laying out a new road was considered a good thing. It opened new areas to development, improved the tax base, moved goods around more efficiently, improved people's commuting time, and dispersed traffic. Such is no longer the case. In many areas of the country, and Suffolk County is no exception, land development sometimes comes first, spread out along country roads incapable of handling large volumes of traffic. Traffic engineers and regional government are then left to solve the problem.

Every town in Suffolk County has a commercial thoroughfare with traffic congestion, hopeless bottlenecks and unsafe conditions. Every town blames the state or county for the traffic mess and the state and county blame the towns for permitting traffic generating land uses along the road corridors, some of which are still called "by-passes". It seems that, in Suffolk County anyway, the Land Use/Transportation nexus seems to be without resolution.

Figure 27
Abandoned shopping center site along County Route 58 and Mill Road, Riverhead.

Suffolk County Planning Department

How can the County become more involved in coordination, consistency and cooperation.

40. **Recommendations regarding notice of proposed county activities.** The County Council on Environmental Quality should make recommendations to the County Executive and Legislature regarding notice of proposed county activities to state and local governments. The notification procedure as well as inter municipal coordination of these proposed activities should be improved as soon as possible.

41. **Allow community based collaboration prior to the design process.** The County should urge that the Transportation Improvement Program (TIP) process of the NYSDOT and the Federal DOT should be altered to allow for more community based planning and collaboration, *before* a funding time line is established and engineering design begins on road, bridge and transportation projects.

42. **Fund the federal A-95 review process.** The County should adequately fund the federal A-95 review process, which is required by federal law, for local notification about projects of federal agencies or contract agencies of the federal government. Post Office relocations, airport modifications, large grant programs to state, county and local government all must comply with this procedure. Local notification can become expensive and time consuming, however, without adequate support.

43. **Establish an ad hoc Smart Growth committee.** The County Legislature should consider the creation of a Smart Growth committee. The Smart Growth committee would be assigned all executive or legislative proposals that would implement any of the recommendations contained in this plan. The committee would also review any other initiatives implementing the principles of Smart Growth on the county level. This committee could consider legislation and invite developers, government officials and community leaders to comment on county Smart Growth initiatives.

Glossary

Charrette - A charrette-style workshop is a visually engaging, interactive, and collaborative series of public workshops, focus groups, field condition inventories and design sessions. It offers opportunities for friendly, informal discourse and debate among community citizens, and the process achieves workable visions and solutions for specific neighborhoods or a whole community. Town building charrettes require a minimum of five days. Preferably they include seven days of work product development. Shorter length charrettes may be used for easily addressed issues. (Source: http://www.walkable.org/download/download.htm September 14, 2000)

Type II Action- (a) Actions or classes of actions identified in subdivision (c) of this section are not subject to review under this Part. These actions have been determined not to have a significant impact on the environment or are otherwise precluded from environmental review under Environmental Conservation Law, article 8. The actions identified in subdivision (c) of this section apply to all agencies. [4.]

Acronyms

AEM- Agricultural Environmental Management

EPCAL- Enterprise Park at Calverton

ESDC- Empire State Development Corporation

GPS- Global Position System

LITP 2000- Long Island Transportation Plan 2000

LWRP- Local Waterfront Revitalization Plan

NEPA- National Environmental Protection Act

NYCRR- New York Code of Rules and Regulations

NYSDOT- New York State Department of Transportation

SCDHS- Suffolk County Department of Health Services

SCPF- Suffolk County Planning Federation

SEQRA- State Environmental Quality Review Act

TIP- Transportation Improvement Program

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4. *SEQR Regulations: 6 NYCRR Part 617*, 617.5 Type II Actions (a) p.9., September 20, 1995

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APPENDIX

Appendix I

A. Resolution No. 212-2000, ESTABLISHING A "SMART GROWTH" POLICY FOR SUFFOLK COUNTY IMPLEMENTATION
B. Announcement of Public Hearings regarding SMART GROWTH in Suffolk County
C. Smart Growth Public Hearing Transcripts
   1. July 17, 2000
   2. July 24, 2000
   3. July 31, 2000

Appendix II

Planning/ Zoning Board Training, James F. Gesualdi, June 6, 2000.

Appendix III

A. Rules and Regulations for Grants for Downtown Revitalization
B. Resolution No. 625-1999, Amending the 1999 Operating Budget and Transferring Funds in Connection with Downtown Revitalization

Appendix IV

DRAFT: List of County Roads in Downtowns

Appendix V

Description of Installment Purchase excerpted from Suffolk County Planning Department, *SUFFOLK COUNTY AGRICULTURAL PROTECTION PLAN: June, 1996*. http://suffolkhome/planning/z18act.html, September 20, 2000.

Appendix VI

A. New York State Consolidated Laws - Town, Article 16 - Zoning and Planning §278. Subdivision review; approval of cluster development.
B. New York State Consolidated Laws - Village, ARTICLE 7 BUILDING ZONES §7-738 Subdivision review; approval of cluster development.

Appendix VII

Re-developments of Regional Significance: Fact Sheet and Aerial Photographs

A. Resolution No. 212-2000, ESTABLISHING A "SMART GROWTH" POLICY FOR SUFFOLK COUNTY IMPLEMENTATION [2 pp.]

B. Announcement of Public Hearings regarding SMART GROWTH in Suffolk County [3 pp.]

C. Smart Growth Public Hearing of the Suffolk County Planning Department
   1. July 17, 2000 [19 pp.]
   2. July 24, 2000 [12 pp.]
   3. July 31, 2000 [9 pp.]

Intro. Res. No. 1371-2000 Laid on the Table 3/28/2000
Introduced by Legislators Fields, Haley

RESOLUTION NO. 212 - 2000, ESTABLISHING "SMART GROWTH" POLICY FOR SUFFOLK COUNTY IMPLEMENTATION

WHEREAS, the County of Suffolk is experiencing an unprecedented growth in development which is exacerbating traffic congestion; placing greater pressures on water supplies; rapidly using up dwindling open space; imposing more stress on environmentally sensitive natural resources; and generating a firestorm of local concerns because of the long term environmental, fiscal, public safety, traffic and health implications associated with individual projects, the cumulative effect of which can overwhelm a community; and

WHEREAS, although the County of Suffolk has no direct jurisdiction over many of these projects, it can lead by example through advisory recommendations based on professional County planning, expertise, local experience, and input from the public; now, therefore, be it

1st **RESOLVED**, that the County Department of Planning, is hereby authorized, empowered, and directed, pursuant to Section 14-8(A)(9) of the SUFFOLK COUNTY CHARTER, to develop a written master plan for "Smart Growth" in Suffolk County incorporating the following principles after conducting at least three (3) public hearings (one in the Towns of Huntington, Islip, Babylon, or Smithtown; one in the Town of Brookhaven; and one in the towns of Shelter Island, Riverhead, Southold, Easthampton, or Southampton) to receive expert testimony and public comment:

1.) collaborative community based effort for long-term land use;

2.) encourage mixed use development of main streets, historic districts, downtowns, and brownfields to lessen the necessity for expansion of infrastructure and accommodate an appropriate proportion of necessary development which would otherwise be located on undeveloped land;

3.) encourage the location of land development in areas where infrastructure and public services are adequate and also encourage more compact development through development rights, incentive zoning, cluster developments, tax incentives, conservation easements and planned unit developments;

4.) promote expedited permitting of development that is consistent with smart growth plans generated by Towns and/or Villages located within the County of Suffolk;

5.) preservation of open space and parkland in order to protect natural resources, wildlife habitat, and recreational opportunities;

6.) encourage the retention of farms, farm services, and associated infrastructure, such as roads and bridges;

7.) ensure consistency, cooperation, and coordination of state and local government decisions on infrastructure, taxes, economic development incentives, transportation, and facilities location; and

8.) consideration of future housing needs to promote a diversity of home type and affordability in proximity to places of employment, recreation and commercial development, to facilitate a variety of transportation choices, to reduce automobile dependency, traffic congestion and broaden access to the job market and community facilities to families of all economic circumstances

2nd **RESOLVED**, that a copy of said written master plan, outlining an advisory recommendation for the best development of properties located within the County of Suffolk based on a balance between the need for tax stability, environmental protection, public safety, preservation of public health, and mitigation of traffic congestion, so as to ensure that all land within the County of Suffolk is developed in a manner which is compatible with a level of growth that is consistent with the aesthetics and quality of life in each of the relevant communities, shall be filed with the County Executive, filed with the Clerk of the County Legislature for distribution to all County Legislators, and submitted to each of the Towns and Villages for their consideration within Suffolk County no later than six (6) months subsequent to the effective date of this resolution; and be it further

3rd **RESOLVED**, that the "Smart Growth Master Plan," completed, filed, and submitted in accordance with the 2nd RESOLVED clause of this Resolution, shall not take effect unless and until it is approved by duly enacted Resolution of the County of Suffolk.

DATED: March 28, 2000

APPROVED BY:
/s/ Robert J. Gaffney
County Executive of Suffolk County

Date of Approval: March 30, 2000

8

2

Announcement of Public Hearings
Regarding SMART GROWTH in Suffolk County

By Resolution 212-2000, the Suffolk County Executive and County Legislature have authorized and directed the Planning Department to hold three public hearings to receive expert testimony and public comment regarding development of a written master plan for "Smart Growth" in Suffolk County. Following are the dates, times and locations of these hearings:

Monday, July 17, 2000, Ammerman Campus
Suffolk County Community College, Selden
Islip Building, Room 115
7:00 PM - 9:00 PM

Monday, July 24, 2000, Eastern Campus
Suffolk County Community College, Riverhead
Shinnecock Room, Room S101
7:00 PM - 9:00 PM

Monday, July 31, 2000, Western Campus
Suffolk County Community College, Brentwood
Captree Commons, Room 114
7:00 PM - 9:00 PM

The purpose of these hearings is to receive testimony on the principles as outlined in the legislation, which will form the basis for the Smart Growth Master Plan to be prepared and submitted to the County Executive and Legislature for their consideration not later than September 30, 2000. For the purpose of focusing the discourse at the hearings, following are some of the points where the Department will be looking for input:

Smart Growth Principles

1. **Encourage collaborative community-based efforts for long-term land use**. The public, either as individuals or through community groups, is often forced into situations where they are fighting land use proposals at hearings or in the courts. Are there ways in which collaboration can be increased and confrontation decreased?

2. **Encourage mixed use development of main streets, historic districts, downtowns and brownfields.** Necessary development can often be guided to already developed areas where sewers, water lines and roads exist instead of expanding onto undeveloped land. Utility providers and Suffolk County currently extend infrastructure at the request of builders, and these extensions are usually paid for by developers. Should the County and utility companies consider incentive-based fees and rate structures to encourage redevelopment in these already developed areas? Should the County provide for the necessary technical assistance to towns and villages who want to modify their zoning codes to allow for mixed use development?

3. **Guide the location of land development and encourage compact development.** Zoning codes tend to guide commercial and industrial development and leave low-density residential development to fill in everywhere else. Some towns and villages, the County Health Department and the Central Pine Barrens Commission are guiding growth through the movement of development rights from one area to another to protect drinking water supplies and plant and animal habitats, while still allowing development. Should the County consider broadening its use of sanitary wastewater credits, Industrial Development Agency land assemblage prerogatives, downtown revitalization grants, property and sales tax bases to provide the necessary incentives needed to influence future growth patterns?

4. **Promote expedited permitting of development.** In the past, Suffolk County created a fast track program for affordable housing so that County permits could be expedited. Should the County create expedited permitting for smart growth plans proposed by the private sector and backed by the towns and villages? How can the County work with towns and villages to make the process more efficient and predictable for everyone?

5. **Preserve open space to protect natural resources, habitat, and provide for recreation.** The County has numerous land preservation programs and has been very aggressive in acquiring open land when compared to other similar areas of the country. Should these programs be modified in any way? Should the County consider holding development rights to open spaces it acquires outside the Pine Barrens for reuse in smart growth projects in the same town and groundwater zone?

Smart Growth Principles - continued

6. **Encourage the retention of farms.** Suffolk County was the national pioneer in the Purchase of Development Rights for farmland protection. Farmland continues to be an integral part of the County's history, economy, community fabric, open spaces, and tourism base. Farming practices are now more sharply focused on environmental impacts than ever before. Should the County consider amending its Development Rights Program to also pay farmers for their voluntary participation in Agricultural Environmental Management practices aimed at improving ground and surface waters impacted by farming operations?

7. **Ensure consistency, cooperation and coordination between levels of government regarding infrastructure, taxes, economic development, transportation and facilities locations.** All public and private development proposals must currently undergo environmental reviews pursuant to State Environmental Quality Review (SEQRA). NYSDOT is currently undertaking a regional transportation planning effort, and the Long Island Association recently undertook a major effort to boost regional economic development. In what other ways could the government improve coordination between the "right hand" and the "left hand?"

8. **Promote diversity of home type and affordability and location to employment, and community facilities to lessen automobile dependence and broaden access to job markets.** In our current robust economy, jobs are unfilled, traffic congestion wastes time and the spread out nature of residential development makes mass transportation opportunities difficult. Careful placement of future housing can promote transportation choice, make jobs more accessible and open up community facilities to a greater number of community residents. The County Executive recently created a new program supported by the Legislature to promote affordable housing through partnerships with towns and villages. In what other ways can the County improve the connections between housing, jobs and community facilities?

While the principles outlined above are contained in the law outlining a smart growth policy for Suffolk County, the questions posed above are only offered for the purpose of stimulating discussion. They are not the only questions to be asked, and the possible solutions contained in the questions are not necessarily the only solutions either. Smart Growth is an ongoing collaboration and the completion of a plan for consideration by the County Executive and Legislature will only be a beginning and not the end of the process.

PLEASE NOTE: For those of you interested in the issue of smart growth, but who will be unable to attend any of these hearings, the Suffolk County Planning Department encourages comments through e-mail, letters or telephone. The hearing record for these purposes will be kept open until August 15, 2000.

SMART GROWTH PUBLIC HEARING
of the
Suffolk County Planning Department
July 17, 2000

A Public Hearing was held in the Islip Arts Building of the Suffolk County Community College/Selden Campus, Selden, New York, on July 17, 2000, at 7:00 P.M. to discuss the matter of Smart Growth in Suffolk County.

IN ATTENDANCE:
Stephen Jones - Director/Suffolk County Planning Department
Legislator Ginny Fields - District #9
Kimberly Kennedy - Suffolk County Planning Department
Andrew Freleng - Suffolk County Planning Department
Edward Rosavitch - Suffolk County Planning Commission
Eric Alexander - Sustainable Long Island
Trudy Fitzsimmons - Vision Huntington
Bob Shinnick - Suffolk County Department of Public Works
Leah Jefferson - Representing Congressman Rick Lazio
Bob Wieboldt - Long Island Builders Institute
Eugene Murphy - Town of Islip, Department of Planning & Development Scott Pringle - Allee, King, Rosen & Flemming, Inc.
Julie Moore - AKRF, Inc.
John Armentano - Nelson, Pope & Voorhis
Joseph Ferrucci - Planner, APPS, Inc.
Richard Mendelman - Association of Marine Industries

MINUTES TAKEN BY:
Lucia Braaten - Court Stenographer.

[THE HEARING WAS CALLED TO ORDER AT 7:20 P.M.]

MR. JONES:
We're going to kind of informally open this thing and then we'll open it a little differently after we get started. But I just want to introduce Eric Alexander from Sustainable Long Island.

MR. ALEXANDER:
I'm with Sustainable Long Island. I also work part time with the group Vision Huntington, and they're two nonprofit organizations that are trying to advance smart growth, similarly to how the County is and how the State is as well. What we need to do, and we'll talk a lot about the smart growth principles and how to move these things through, but what the Town of Huntington, which did the partnership with our groups, was to look at a demonstration project, so nice lofty principles with how you actually implement smart growth. And we took a three-block area, Gerard Street, Huntington Village, a downtown revitalization project, and took basically a couple of parking lots and a road, started as a traffic common project, and we put people through what was known as a charrette, it's something that's happened in many parts of Suffolk and many parts around the country, to try to bring all the stakeholders together to try to come up with a vision for a downtown area, and this was held from February 4th through the 7th. We brought in Dan Burden, who is from Walkable Communities, which has done 600 redesigns from around the country, and they were the charrette team leaders, and we put together a local design team. And the video, really, will show the process and show, really, how we can turn planning on its head, a couple of planners and a developer, and governmental officials behind closed doors and angry public towards bringing all the partners together. So that's what we hope. And I'd thank Steve Jones for holding this hearing and letting us show this to you tonight.

[A VIDEO WAS SHOWN]

MR. ALEXANDER:
That's it.

MR. JONES:
Okay.

MR. ALEXANDER:
I'm going to put Trudy Fitzsimmons on the spot. Trudy is also with Vision Huntington. And, I don't know, do you have anything to add other than the video itself?

MR. JONES:
She's going to speak later on.

MR. ALEXANDER:
Okay.

MR. JONES:
Yeah.

MR. ALEXANDER:
Good.

MR. JONES:
I just want to welcome everybody here tonight. This is the first of three hearings that we're having. We've been directed by the County Legislature to have hearings and to come up with a smart growth plan. I'd like to introduce Ginny Fields, the Legislator who sponsored the resolution in the County Legislature.

This is difficult to have these hearings during the summertime, because it's hard for people to get out, but I appreciate those of you who came out to come here tonight.

What we're doing is we have a very short planning process to present something to the Legislature by the end of September, so we're having some meetings now, and then when the Legislature gets this in September, we hope that they will have an additional hearing or two, either before one of the committees of the Legislature, and also, possibly, the full Legislature as well, so that more people can have an opportunity to comment.

But what we're trying to do is we're trying to take a look at smart growth and how zoning since World War II has affected communities in Suffolk County. Before World War II, they were generally laid out as small hamlet areas, downtowns, surrounded by open space with farmland, and then when zoning came into effect in the 1930's and '40's and early part of the '50's out here, kind of separated all the uses and segregated various uses and cut up all the open space that surrounded a lot of the downtowns, and all of these various uses had to be connected up then with roads in order to get from one place to another.

We're looking at a number of different principles, both in the legislation, that the -- that Ginny and her colleagues provided us with the guidance for, and then some other ones as well. Those of you who received public notice saw that we laid out the principles that are in the legislation, a little bit of facts, and then some -- pose some possible questions. These are some of other smart growth principles about directing existing development to -- directing development to strengthen existing communities having mixed use buildings like they used to have in the downtown areas, having compact building sizes, and a lot of different housing opportunities for people, having a variety of transportation choices and ways for people to get around besides automobiles, preserving open space and natural resources by guiding development, making decisions predictable, and fair, and cost effective, and then encourage -- encouraging local governments, County government, State government to try to all work together and collaborate, rather than all going in various different directions.

We have -- we are taking a look specifically at a lot of Suffolk County operations to see how those can all be brought to bear for smart growth. This is just one area that we're looking at with respect to development rights and County health approvals, how these can be moved around throughout the County to achieve the best possible development patterns.

We have some things that are happening here in Suffolk County now. Developments of some of the State hospitals provide opportunities, some of the corridor studies that some of the towns have done, and rezoning plans that the towns have done in accordance with their comprehensive plans, watershed protection plans, drinking water protection plans, conservation opportunities plans, or conservation subdivisions that preserve a lot of open space and allow for some limited development.

So what we want to do tonight is we have a few people who want to speak, and I'd like to give them an opportunity to speak. We're having a stenographic record of all three hearings and that record is going to be put in the plan, unedited, so that anybody who has anything they want to say, it's not going to be interpreted at all by me or anybody else, it's just going to go right into the plan, so the Legislators can see what happened at the hearings, if they're interested.

So with that -- and that, of course, if anybody else is interested in speaking, you can just raise your hand, because -- since we have four speakers here tonight. I'm going to call on Trudy Fitzsimmons to start, since she was the person who was here at 7 o'clock, and have her speak, and then we have three other speakers as well. So, Trudy, it's all yours.

MS. FITZSIMMONS:
Thank you. I simply would like to tell a little bit about my own experience and my concern for my four adult children, who one is -- has moved to another state, because she can't afford to find housing here. Another one lives in Woodhaven, because she can't afford to find housing here. The other two are still with me simply because they live in my home and have graduated from college and are not able to afford places of their own yet, and I'm doubtful that they'll be able to find housing in the Town of Huntington. My concern is that they will have to move out of state. And they're not the only people -- you know, the only ones. I have friends who have children who go away to college and don't come back to our area. I'm concerned that we're losing the best and the brightest of our young

people that don't come back here to live and to work and to make the community vibrant. We also don't have a lot of seniors. I'm lucky, my mother lives in a housing development in Greenlawn and it's subsidized. Otherwise, she would either be living with me or living someplace where she could afford to live.

So those are very strong concerns. And I'm heartended by what you're doing in listening to the different people who have problems or reasons for wanting smart growth. It's a wonderful thing and that's -- that's why I came. Thank you.

MR. JONES:
Thank you. Gene Murphy.

MR. MURPHY:
Good evening. I'm Gene Murphy, Deputy Commissioner of the Town of Islip Department of Planning and Development. And I'm very happy to be here, and happy that even if I wasn't here, this is happening here. I think when many times people think of smart growth, they think of Portland, Oregon and keeping out hundreds of square miles of farmland. Long Island is a very built up place, and I'm glad to see these kind of principles applied in this kind of situation.

I think all I would like to share is, one, how difficult it has been to change the development patterns as zoning occurs. I remember when we were working on College Woods, which, of course, you're very familiar with. Besides eliminating blight, it occurred to us one day, we can with 450 homes in blighted neighborhoods reinforce downtown Central Islip, rather than 450 houses on 450 acres in the Pine Barrens. And with that conversation we were having before a hearing, the connection was made, that smarth growth, those principles not only helped the in-filled development where places that desperately need reinvestment, it also preserves all the places that make Long Island special, and if you drive out east, you have that sense of openness.

I think, in our experience, it's been extremely important to look for whatever opportunities that exist. As we know, in many parts of our communities, there's too much commercial zoning. Years ago, in the '60's, people thought Long Island was going to have a lot more people, in fact, than it does. And, certainly, I think our most fruitful experience, when we looked at our zoning in corridor studies and we're able to have a politically feasible solution to -- in front of a public hearing, people who don't like higher density, people who don't like clustered housing, people who don't like senior apartments, but who like shopping centers even less, and the trade-off could be, "Okay, well, we don't have the shopping centers, so I will take the senior housing, I will take the higher density development, " and, surprise, surprise, when the higher density development is done, their daughter is living in it and they think it's just fine. I think if every town -- that's a good place to begin, every town to look at those kinds of opportunities through commercial or obsolete zoning.

I think the second thing we found important is for a redevelopment district that will provide density incentives where you have blighted industrial buildings. We have older buildings that no longer have industrial uses. They're along the railroad corridors and nobody's going to reoccupy that anymore. And we've seen that the land value, at least in sewered areas, and Islip has the advantage of having a lot of it planned in sewered areas, that the land values are now at the point where what we couldn't conceive of ten years ago, people going in and knocking down industrial buildings and taking the cost associated with that, they are doing that and putting up senior housing or neotraditional type housing.

I guess that's the final thing to remember. Long Island is blessed with neotraditional communities. What the rest of the country is trying to invent in Seaside or Celebration, whatever, we've been given that by the people who came before us. And I think when we look at each one of our communities and try to see a good example of it, the opportunities that are there when we simply begin to peel back the onion. So I'm very happy for this effort. And I think, in our experience, I would just share that it's tough. Look for the opportunities. Be opportunistic in terms of obsolete zoning, in terms of blighted buildings, in terms of whatever government incentives are out there to make these things work.

The transfer of development rights are extremely important, because that's a way we can begin to build in incentives, preserve what we want to preserve and provide incentives to build what we want to build. And good luck.

MR. JONES:
While you're there, Gene, if you wouldn't mind, as a Town official, are there any particular areas that the County could specifically address for smart growth --

MR. MURPHY:
Well --

MR. JONES:
-- that come to mind?

MR. MURPHY:
You mean, beyond the Town of Islip, as general principles?

MR. JONES:
The County government.

LEG. FIELDS:
I think --

MR. MURPHY:
Well --

LEG. FIELDS:
-- maybe what you're looking for is we know that we don't have jurisdiction over municipalities. But is that what you're kind of looking at?

MR. JONES:
Yeah.

MR. MURPHY:
Yeah. I'll give you a couple of things. Maybe creative use of the open space -- the town -- the County has made incredible strides in providing fairly predictable revenue streams, right down to the towns for open space preservation. We're working with a community in Bay Shore right now where we're beginning to craft -- it's an old neotraditional community, and we're trying craft new development funds. There's another portion of this area where it really needs to have a corridor of open space preservation, and if the open space funding could be used, not just to acquire the open space, but to also underwrite the acquisition of the property, or underwrite a part of the renovation of the property in accordance with an open space plan. Sometimes that just fills the gap to make these things work. So I say creative use of funding streams, that there -- is extremely important.

Always a hard look at the Sewer Codes and the Health Department Codes and flexibility. My observation is that they become more flexible, in terms of Pilgrim State Development that's coming up. We're looking into ways to try to preserve Saint Joseph's Academy and transfer those development rights. In terms of trying to revitalize downtown areas that aren't in sewer districts. There would want to be an expansion of Downtown Sayville. They couldn't expand because they didn't meet the Sewer Code. And we worked out with the Health Department where we're able to use credits for our municipal parking lot and it worked. The restaurant is there. The parking doesn't generate any effluent. So that kind of innovation is extremely important. And I think what would come out of it is almost a menu list of a task list for each -- what I mentioned now is probably four different agencies that are key players in this kind of thing.

So the other thing I would say is extremely important is an inventory of every town of obsolete industrial sites, obsolete zoning, where there are real windows of opportunity, and to make it very specific. I think, as you know, when we did the Sunrise corridor study, we came down with 18 sectors, and we could say at a public hearing we're going to roll back a million square feet of retail and we're going to have 400 acres of mixed use housing, and it was though -- it was -- people got it, you know, and people now in the hearings bring it up and say, "You know, that's what they said to do here." So that's one of the other real, I guess, strong recommendations.

MR. JONES:
Okay.

MR. MURPHY:
And more will come.

MR. JONES:
Thank you. Leah Jefferson.

MS. JEFFERSON:
I would first have to applaud the County Legislature and to Legislator Fields and the Suffolk County Executive for coming up with a master plan for smart growth. And I agree with both of our speakers. One of the key things on Long Island is the lack of affordable housing. People my age, I know a lot of people in my generation, including myself, still live at home, because it's impossible to find affordable housing here on Long Island, and also for our senior citizens. It's impossible to not only get them apartments they can live by our family, we can't do that here, because there's no land available for them, apartment prices are out of control, and now with all the other outside ancillary things coming into effect like HMO's pulling out, everything else pulling out, seniors have to choose between whether they're going to buy their food, whether they're going to pay rent, or whether they're going to buy prescription drugs. That's something we really need to address here on Long Island, especially as the baby boomers are entering into senior citizens.

One of the most important things I think of the smart growth plan is downtown revitalization, because it prevents suburban sprawl, and, at the same time, it maintains open space in many areas, and I know especially in the Town of Brookhaven. The Village of Patchogue, I don't know if that's one area they've been looking at, but in the Village of Patchogue, we've seen so many stores come and go over the years and a lot of those stores have remained empty. We've seen shopping centers down in Coram, stores come and leave and it's just this big, huge waste of land. What is going to be done with it?

I think a lot of residents are concerned about we have this chunk of land, stores have been there for years, and now it's just this wasteland and nothing's coming in. And I think the addition of storefronts and apartments over the storefronts, where low income families and senior citizens can live right in the communities where they are in a downtown area, instead of having to leave and shop elsewhere, I think it really provides a sense of community where you shop where you live, where you're able to go to restaurants where you live. It can just create a sense of -- I think it creates a better sense of knowing your neighbors when you live within a certain area within a certain community, and also will alleviate a lot of traffic congestion, which I'm sure people might see as a slight problem here on Long Island when you're out traveling, especially in the summertime. But I know what -- maintaining our natural resources, which we have so many of here on Long Island, maintaining that suburban sprawl, and also building up our downtown areas should be the focal point of a smart growth program.

And like I said before, I do applaud our County, because they've done a great job. And I think, if we work together with the towns, our County Legislators and our villages, it's something that can spread across from Huntington all the way out to East Hampton. It's a great program. Thank you.

MR. JONES:
Thank you. Bob Wieboldt.

MR. WIEBOLDT:
I am here tonight representing the Long Island Builders Institute. We represent builders and developers and approximately 600 firms all together. About 400 of them are folks that live and work for builders and developers, professionals, suppliers and the like. Our organization has been very concerned with a balance of environmental protection and development on Long Island for many areas. We applaud these smarth growth legislations, we endorse every single principle established in it, and we are very pleased to be able to participate in a series of these hearings, and try to work toward achieving smart growth goals throughout Long Island.

There's one thing, though, I should clear for the record. When we look at suburban sprawl, the, quote, "greedy developer" is usually blamed for it. The builder, developer is cast as a villain. I think that's a fact that many of us have to find in personification what they don't like about their landscape. But no development, commercial, industrial, or residential site plan or plat was laid out unless it followed the requirements in great depth and detail of the planning and zoning regulations within the building codes, right down to the last stud and the last nail we put in it of our whole pattern of regulation.

We must understand on Long Island that we followed a preference of people coming out of intense density in Manhattan and seeking a better life in the country. Now, the economics of every period from World War II on has led to that better life being a little plot of land with a house on it. The ideal suburban zoning pattern that was established, as Steve indicated earlier in his chart, was separation of uses. Now, where has that gotten us? Well, it's gotten us toward a development line that's now sort of fuzzed. People on the East End think their precious area is for farmers, and open space, and, you know, fishermen and the like. But when you really drive down and look at Southampton, I was out there this afternoon, you got a suburb. The same basic pattern is being followed to a lesser of an extent. It happens all over. And what's happened is our downtowns have become overwhelmed by a sprawl pattern, which is well-known to all of us. How do you differentiate on Long Island between one town and another, one place and another? The answer is the McDonald's and the 7-Elevens start appearing again, but someplace different, maybe because the road signs are somewhere lost in the clutter when you go down Jericho Turnpike. But what you lack is a differentiation between communities, between development in one place and development in another, and the old pattern of open space between mixed development communities has been lost or submerged.

I gave a talk to a group that Fred Towle put together for breakfast one time in a wonderful little place in Moriches, Center Moriches, a nice little restaurant. And I happened to go down to Center Moriches and I noticed it wasn't a village. It didn't have a legal identity or control of its own zoning. It was, you know, underneath Town of Brookhaven and Town Planning and zoning powers. You drive down there and you find that the old pre-World War II storefronts were very nice for several blocks, but every corner was broken by 7-Eleven or a CVS Pharmacy, or some type of development that followed the suburban pattern; put the parking all around it, drive the building away, the alternative of bringing the store front right up to the street, you know, with windows, so you're connected to the buildings next door was lost. When you went off of Montauk Highway to the back of that parcel, you found that the sidewalk stopped and the houses started, but you really couldn't walk down to Montauk Highway very easily because of the traffic and the parking on the street. I could see that builder coming into the Town of Brookhaven Planning Department, saying, "Well, there's no job on Long Island that has to put sidewalks in, so why should I," even though I'm within range of walking to the -- you know, it's just a question of equity.

When I lived up in Albany years ago, and 1925 was my house and it stopped there because of the depression, and the next block was all suburban development after World War II, and, again, no sidewalks. The shopping was down a long block, we had to walk in the street. So the pattern is anywhere on the East Coast, at least. So what do you do about it? Today I'm willing to address a couple of things, just to point one and point two, basically. How do you go at it? And I will be appearing in other hearings and addressing some of the others about that.

But one element of smart growth is to let citizens who want to see it and get involved in the process of collaborative planning. What does that really mean? Well, it's best, like many things are in life today, to define that by what it is not. It's not a public hearing to look at a plan that was developed in a planning office. It's not responding defensively

in opposition to a particular thing following some civic organization, you know, or a NIMBY group that wants to stop something or start something. What it really represents is the stakeholders in a given geographical area getting together to talk themselves into what they think is a vision for their area, and then going as an irresistable group to the political leadership of the community and saying, "This is what you've got to do. " Now, we have one big, fat example of that on Long Island and that's the Pine Barrens, which I happen to be rather closely involved in, where, in effect, developers and business interests of all kinds got together with environmentalists and agricultural interests and came up with a plan to develop some and preserve some of an area. Whether that was a good plan in the long run or not, I'm not sure, but what we ended up with was a force that no politician, no County Legislative body, nobody could say no to, because everybody that was organized in society said, "Do this and do it now." So it passed in all the towns individually, even though the towns gave up some authority and passed it to the County level and in Albany, and there was no way to hold it back.

So what you've got to do in smart growth to really get it going is the kind of thing that happened in this Gerard Street. Now, I'm involved with both Vision Huntington and Sustainable Development. It was a great charette and involved a lot of people, but did it produce and change Gerard Street and will it? And that's a real tough road to hall. There's town officials that had other priorities. There were some disagreements on how to do Gerard Street. So while it was a good example of the process, we don't yet know and the jury is still out on what the end result will be. But what we need is a way to encourage that, and I think that the best thing we could do is for the County to provide a series of grants that would be -- flow through towns and villages to the such groups that could say that they do represent all the stakeholders, and by those, I include builders, I include realtors, I include business interests, I include civic leaders, folks that are major employers in an area, you know, folks with environmental involvement, neighborhood preservation, historic groups. But if they could come together and say to a town, "Look, give us a grant, so that we may achieve some kind of a vision for our downtown, " or whatever it is, the town simply has to certify that that group is broadly represented, even if it doesn't feel it is, and says to them, "Now, I'm only going to certify this if you add certain groups or people to it, " so it looks like it's more certifiable. That's a good way. And they send that to the County and they say, "We want to request a grant, because we have a coalition group that are willing to work together and hold meetings." And what's the grant for? Well, that's interesting.

You don't want to hire folks right away who are going to be the ones doing the plan. You don't want to, you know, retain Lee Koppelman or something to draw up some pretty diagrams and use the money for that, even though Lee may be very competent at that. You need sort of a unique brand of folk here. You need somebody who's a facilitator, a communicator that can do facilitation of everybody's viewpoint, bring them together and keep them going. You also need, as a precursor or prerequisite, maybe, for any such effort funding for somebody who can do negotiation training. And there are a number of groups like that around the country, both on the environmental side, the builder's side, and every place in between, who can train a group to stay on course, to come up with basic ground rules and actually function as stakeholders, and not go out in the hallway and have Channel 12 out there and blasting the person in the room, but, in effect, develop all the things that are necessary for well-meaning people representing groups to strike a bargain, to come to an agreement on what it ought to look like, and then take that black to the constituent groups. If that comes together, and it's worthwhile funding it, and you put it on a definite time period, so it has to be done within six months or nine months, or something like that, and then have a phase II grant program, which gives everybody who participated in that process something they really lack on Long Island, and I've talked to lots of civic folks who spend the time and energy participating, and, you know, it's a hard job for us to get builders and businessmen, whose time is valuable also, out to these things, unless they know that there's going to be some immediate reaction to it.

So what I propose is that if such a group does a plan and the County Planning Agency provides technical resources, too, along with the Town Planning, you hire a couple of key people to work it through, you do the charette technique that has been described in this video we saw earlier, and when the end product, that vision is complete, if the Town Board would vote to say, "We are willing to amend our zoning and planning regulations for that area to design what's necessary to provide an infrastructure plan and the like, " let that community, on behalf of the group, come forth and get another grant to take it one step further.

But the key thing is that it's not something the towns said, "Well, we're going to appoint ten citizens," and ask the County for a grant, it's something where the citizens come and petition the town, and that's has to be a legitimized process. And I think it's a role that County Legislators, as individuals in their communities, can play very well, saying, "Hey, there's a County grant program here," not paid to the Town, but paid to the stakeholder within the particular area. If you guys get together and you can hammer out a vision for this, there's more money down the road for. And it's an interesting political role for them as well as a good civic role. But once they get a grant for the purpose of developing a more detailed plan, you know, attorneys for the zoning ordinance changes, or technical drawings, or plans and specifications for infrastructure, bidding estimates and the like, and enact that. In other words, in order to get that second block of money, I've got to say, "Within 18 months, we're going to commit ourselves to passing the necessary legislation and doing what we have to do. " But once they do that, then you give them help of a serious kind for financial assistance for infrastructure, and whatever else might be necessary to make this thing work; acquisition funds, development funds, and the like.

So then you have a process that gets it from the point up, and people that are dealing with it on a day-to-day basis can say to themselves, "Well, it's not a waste of our time," if this thing can go before the town, the town accepts it and the County is going to fund round two, and they can see it going as a process that will eventually lead somewhere and not waste their time at all. I think that's very important. So you can't really do smart growth without the kind of strategic input from a diversity of organizations and individuals in a community. I think everybody knows and can identify who they are in any case.

Now, the second element of questions you put on your agenda tonight has to do with encouraging downtown revitalization, mixed use development. My comments about collaborative planning is the very best way to encourage that. I mean, you can have all the people up in Albany you want do a technical drawing plan. I mean, I'm on the South Shore Estuary Committee and the Long Island Sound, but what really makes it work are the coastal revitalization deals, where the community gets together and does it. And that's what you've got to be able to establish and that's your first way to stimulate that.

Your second way is to get over the Islip situation, where you haven't got sewers for many of these areas and you haven't got capacity. You've got to be able to get density, and in order to get density, you've got to get by that half-acre County Health Department limitation. Now, how do you that? Well, if you're an individual developer or a community that has some land that they can organize a swap within the same, like an electrical district, it's possible.

But the very most important resource that the County has is the fact that they're buying in great gobs and on a daily basis vast tracks of land, all of which has potential to save and use for sewer construction and the like, and none of that land value is being used to allow density someplace else.

There's a little provision right now in the County Code that we're trying to get the Town of Huntington fathers interested in, which simply says, if you take a town-wide water quality study and do it for one large town like Huntington, you can then bank the credits that come off of two and five-acre zoned parcels and use those credits in the community through the town. They've never done it yet. Nobody's actually undertaken to do it, but it's there. It's a process that could be usable.

If you have a place like Huntington where you've got large land areas that are large lot zoning, much more than half acre, there's some reservoir of sewer credits that Huntington could then use to say,
"Let's have apartments or historic apartments over stores, or some close together density," somehow give that back from the County. To the extent it's not affordable housing, you can actually have people pay for that. Developers would buy it. Now, what does that give you? The County spent money to buy a whole bunch of acres, for example. Could that public land not be resold with the value it has for its development and creating like a revolving fund of monies that would come in and be used by the County one more time and they go out and acquire property? It's a very interesting idea and an important one. But unless you can get at either sewer capacity on site or to buy the Health Department credits for valid reasons, that there isn't enough open space in this area to allow us to vary our (inaudible word) for good public purposes, you have no place to go with density.

The other thing we have to keep in mind is that the building codes are changing. By the year 2002, January, you will be able to do three and four-story construction made out of frames, instead of, you know, concrete masonry, which you could see in Connecticut, New Jersey, anywhere else, where you suddenly shrink the building envelope, because you can package three and four stories. Now, that will be legitimate and legal in New York State when the code changes and the new -- when we adopt the national codes that are applicable in all the other 50 states, and that process gets underway and will end at the end of next year. That leads us to the greatest planning opportunities we've ever seen to begin to see the kind of rebirth of our downtown areas that we think we can do, if we can achieve those densities. And the more people you can stack, now, I'm not talking about making the Bronx out in Suffolk County, but, yes, I am talking about three-story units and two, two-story, basement, first floor, of course, two above them in a townhouse project. You see these all over the country, they're gorgeous, and they don't use any land up. And now there's a great deal of open space within the same parcel to stay open and be connected, and this is a real important thing.

The next thing is parking regulations. If somebody is putting up a project that is within a short distance of available parking, should they have to keep enough parking on site to accommodate two to three cars? If you can demonstrate that it's a senior citizen project, do you really need a two-car senior citizen house? I don't think so, even on Long Island. Seniors, long before they lose the ability to walk lose the ability to drive. And one essence of that is to put seniors close in to shopping that they can reach in a half a block or a block. So to the extent that you are building that type of project close in where there could be parking in commercial parking lots that aren't open overnight, where there could be parking in municipal lots nearby and where people simply don't need three cars, why not reduce the parking requirements? It's an incentive to do downtown parking.

The other issue I think it's important to note, that when the code changes, one major barrier that people don't really realize is there, but you cannot separate -- you have to separate uses and ownership in New York State with fire walls. So if you wanted to sell condominium apartments over retail, which is done in all the other states in the union, a nice way for somebody to get a hunk of the rock, not necessarily to be a renter, but actually own an apartment and resell it when they want to move out, you've got to build a fire wall, fire doors. It's an impossible requirement. Two different owners of the same store in the shopping center, the ownership changes, you know, you and I are owners of one, and Ginny and I are owners of others, we have to have a complete fire wall, with fire separation and two-hour fire rating masonry with doors that close automatically. We can't link it in an open wall closet without going through a very expensive, time consuming grievance process, and that changes.

And the next thing I think is very important, I know Steve has done some of this, is that whenever a large parcel comes up, let's not throw away smart growth. Large and significant parcels on Long Island, that can mean anything over 50 acres, it should be looked at in terms of their susceptibility to mixed use development and not simply dedicated, because the zoning says so, to commercial or industrial, or whatever.

The third element I think is very important is that where you have underutilized space, and I use Jericho Turnpike, again, as an example, but you can go down that road and see shopping, and then a past-over block with a tobacco store, maybe, you know, a one dollar place and five boarded up storefronts, and then on the next block, you begin to see shopping again, or office space. Now, it seems to me that on those commercial strips, you can treat them as downtowns, as well as, you know, looking at it just as a downtown revitalization issue. Some of the commercial strip zoning can be changed radically simply by plotting townhouses in between two commercial setups and those people can have all the walkability, shopping they want, if they're in apartments and townhouses. And, you know, you can create residential mixed use close into those areas and do it in a way that suddenly makes them look like mixed use developments from day one, because once it's all built, you never know what and when it went in. That's important. And I think County Planning could point to the direction of corridor studies and the like on how they can do that.

So I think my message on this one is don't neglect, when you're talking about supporting downtown revitalization, don't neglect the commercial strips as areas that are going to be there forever.

We had Victor Dover, one of the planners of Vision Huntington, brought down to speak at a seminar in Huntington itself, showed slides of taking a commercial shopping center, with a highway going in front of it, with lots of parking, and suddenly taking the highway and turning it into a tree-lined boulevard, diverting the traffic behind it, and suddenly taking that shopping center apart, taking one big section in front of the building and turning it into housing, and then another one, and another one, and another one, and completely, what it was doing, you know, turning the community center, which was the shopping center now, into a theater auditorium, things that people could share. And it was done over a staged development plan in Winter Garden, Florida, and suddenly, this ugly suburban shopping center that was underutilized and being wiped out by a better mall down the road, became a real community asset, and you don't look at it and say, "What could that be?" Well, it could be a mini new town that could follow smart growth principles. Same thing with housing. I mean, nobody wants low income housing or moderate income housing anywhere near them, but couldn't it be located in and around industrial plants?

One of my favorite examples is the Hauppauge Industrial Park, one of the largest industrial parks in the United States. It's laid out with sidewalks, trees, streets. It's a beautiful neighborhood. But all it has is offices that open at eight or nine in the morning, you know, with mini factories and they close. Now, wouldn't it have been smarter than to run buses from Patchogue and places like that to try to get people out of their cars to maybe throw some housing into that mix? And could it be done today in some more obsolete buildings? I think so. And there are possibilites for that. There's a great deal of potential for turning industrial property into residential. And, very frankly, low grade industrial property, where the ceilings aren't high enough, etcetera, etcetera, is today economically pretty competitive. Once upon a time, you know, an industrial site was so great that you really couldn't pay for it with residential, but now the demand for residential is so strong and the demand for low-grade commercial, you really can't put the commuters in and, you know, do the things necessary, because the ceilings are too low and the floors are covered in concrete; you can't get the planning that you need for wiring and things in it. It suddenly becomes competitive to maybe put residential in there, around it. It also makes any commercial that goes in much more valuable. So these are things that I think you can do to stimulate it.

But most importantly, I think we have to think about ways in which the County can function this way, and the number one thing that I think is important is Health Department, as I mentioned. Number two is Economic Development, County funding, County infrastructure. But number three is the Planning Agency itself. You guys review all sorts of applications for zoning changes and for subdivision developments and the like in the County. The question is what do you review them against? You tend to have standards that basically duplicate the towns in a lot of ways with your own preferences. The Planning Board looks at them. I've attended one or two of those meetings. They do a job overseeing what the community does. But why can't they review against smart growth principles? Why can't, as part of its checklist for subdivision, perhaps a new checklist for site plan, why can't the County Planning basically say this meets or doesn't meet various County policies?

I was -- I had a hand in writing the statute in the State in the General Municipal Law years ago where the intent of County planning review was quite different than it turned out to be in most counties. The intent was that the County reviewed it against County objectives, County facilities, protect one municipality from another. But I think what has occurred -- really happened in most counties is that the County duplicates what the local planners do and sends their recommendations back. And, you know, whether you really need it or not, I think it is very important that the County think more strategically in that review process and has a strategy it wants the communities to follow. And if the County says no, the community has to override it by an extraordinary majority, which is an important and significant power. So I think that's another one that could be looked at.

So those are all the ways I think that you could focus on downtown revitalization, except I would do nothing without the first thing I talked about, the collaborative community plan underneath it. You've got to know that what you're doing is what folks really want in that area when you have -- you can't put the cart before the horse, you've got to have the tools. It's not, you know, you can go in and you say, "Let's just do this, " to straighten out that street, and one that's traditional planning. You know, but going to the stakeholders on that street, business owners and people who buy and everything else and saying, "And maybe we got some money for you guys to go in there and do a job," it's a healtier way to do that. And that's why point one and point two of your question here work together so nicely. Thank you very much for the opportunity to talk.

MR. JONES:
Let me just ask you a quick question. You mentioned about the community mechanism for community collaboration, where the County could perhaps create or expand a grant program to encourage this kind of thing to take place. Do you think that one of the outcomes of that process would be the notion of predictable and efficient development reviews? In other words, is that -- if there's a community, a common community vision for a particular area, let's say a downtown or something like that, then wouldn't -- if it's done properly, wouldn't that -- wouldn't that lead to having everybody on the same page, so that if a developer does come into a downtown area and proposes something, it will be something where you won't have to train the local officials in smart growth principles, you won't have to worry so much about, "Uh-oh, they're going to -- I'm going to propose something and they're going to buy my site for open space," or something like that?

MR. WIEBOLDT:
I think so. I mean, we followed something like that in the Pine Barrens, where if you're in a compatible growth area and you're consistent, you know, with various strategies and principles, you save yourself the troubles in the EIS requirements and a few other things. That principle is very good, if you have a vision, and this is what a lot of planning on Long Island is like, and your developer conforms to it, it should be a friendlier process for them and easier to understand. It also helps investment, because once a community in Islip I think has done this effectively, and once the community knows that this is the kind of thing the town wants and this is what's going to happen and the town's committed to it, values start to rise, people are willing to put money and the banks are willing to finance what would otherwise be very risky. But if the developer walks into a bank today and says, "Well, I'm interested in proposing a Downtown Revitalization Plan," or buying half the units like the one town in Nassau, one developer, Lang, is going in there and buying a whole lot of property, and the town and citizen reaction is, "What the hell is he doing? " "Why is he doing it? " You know, "What's his vision for the Community? " And nobody knows. To this moment, nobody in Newsday even knew.

So the real issue becomes, is that the way to do it? No, it's the other way. If the town turns around and say, "Hey we've got all sorts of storefronts we'd like to see revitalized, we can put apartments on top of them, we've got some sites right behind the stores, which we can entertain some mixed use development," come -- people will come. Those landowners will get better prices for it and the town will come out whole. I think that's important.

MR. JONES:
Okay.

MR. WIEBOLDT:
Thank you.

MR. JONES:
That's all the people that we have signed up to speak tonight. Is there anyone else who would like to speak at all? Yes, sir.

MR. MENDELMAN:
I'd just like to say a couple of words.

MR. JONES:
Would you just identify yourself for the stenographer?

MR. MENDELMAN:
My name is Richard Mendelman and I'm a marina owner in Easthampton, I grew up in Hicksville, and spent about ten years on the Local Waterfront Revitalization Policy Committee in East Hampton. And I guess I could say I'm a Vice President of Empire State Marine Trades and a former President of the Association of Marine Industries. I have a Bachelor in Mechanical Engineering, and I have been interested in planning since the days when Levittown came around. And we had a community where you could go to Schwartz' Delicatessan and pick up your bread when you went home from school at night from the Bamberg's Bakery in Hicksville, Broadway, Marie Street. You also

had Saint Ignatius, which is in the local community, and Trinity Lutheran, all locally, and, naturally, the High School, and Nicholai Street School, with the boards in it, that was condemned. You know, you walk up the grade school stairways and it would creak. And then one day, you'd walk down the street and see that some of the west side of Broadway is gone, because I guess the planners had indicated that this was going to be the transportation hub of Long Island. And so you could see the effects after 30 years of that transportation out on Long Island, west side of Broadway in Hicksville after Grumman went, and that was bought up by the politicians, and the lawyers, and the doctors, and everybody who had the money and thought they were going to make a bundle out of it, and it's still there and it's decrepit, and planning has never had a success there.

But Levittown, when I graduated from East Hampton High, I had about 105 in my graduating class. Everybody know the Serkes, and the Cools, and the Minelskis, and all the rest of the people that were in there. And you could see from Old Country Road to Hempstead Turnpike, it was all potato fields, and the next year, there was over 400 in the graduating class. So you could walk one day and down the streets of Hicksville, and you knew practically everybody that was there and everybody knew you. Next year, because of, I say, the profit motive, there was a lot of people. Naturally, there was a necessary need for the development of Island Trees, Levittown, whatever anybody wanted to call it, because 694 -- $6,994, you could get your castle. But is that worth the upheaval in the community? And look what it did to Hicksville right now. It's just -- to me, it's not right.

So when you get into this announcement -- and I really appreciate you putting me down on the list for planning, because it's the sort of thing that I had to grow through. I lived in Hicksville, and then Syosett, and then Bethpage, and I guess they can't move you further out in the Island, except Montauk Point. And then unless they put up a floating dock out in Block Island Sound, maybe we can get some land out there or space.

In any event, I don't believe that the name of this regarding smart growth in Suffolk County is -- it's a misnomer. It's flawed by just saying growth, because that insinuates that there's more of everything. And maybe we should have a smart future, or maybe we should have negative growths. Maybe we should have from William Floyd Parkway out the rest of the Twin Forks over there a critical natural resource area designated, so that there won't be anymore development.

Now, when you talk about development, I'm not opposed to development, but I am opposed to -- well, let me give you a sort of a philosophy here of land. We have a lot of virgin land in Suffolk County. I saw times when you see the farmlands in -- outside of Plainview, and Herbal's went down and they sold their farm, they went down to Philadelphia. The Votypka's Barn, he went up to Finger Lakes and still he's farming spuds or what they call potatoes. And Manelski's, they went out and they started a flower farm out in Smithtown. And Wisnowski's, I don't know if you know the name or not, Ray Wisnowski went out to Bridgehampton. A lot of farmland there. Look at it now, plenty of development.

So what is development? When you take virgin land and you take a similarity between land and room, all right, if you sell the land for a profit, it's wrong; all right? If you sell it for evolutionary development, that's okay, because you take the home or the community and you develop that community. What did Portland do? My best guess was Portland, Oregon, where they said, Hey, we've gotten too much, we're going too fast, we're getting sprawl, we're getting all the things that we have over here that we want to negate," and they say, "Okay, in this ring, inside this city, we're going to go for development as much you want. But outside of it, nothing." So you preserve the vistas, you preserve all of those things that you want to do.

When you come out in Long Island and you go out in Southampton and you go by Duck Walk Farm or Duck Walk Vineyards over there and used to see almost down to the ocean, all right, and now what do you see, you see those planned homes, which are to me bedrooms. All right? If the bedroom is five acres apart, then the guy over here and he wants to go down and get his paper, he goes five miles, he goes across Long Island Expressway another five miles, he gets his paper in the store, he comes back and goes to his bedroom in his five-acre parcel, and he might wave to the person, but he doesn't even know his neighbor. Or do you have motels? Because the rooms are one -- the bedrooms are one room apart, whether you put quarter acre zoning or half acre zoning, or whatever you want. Maybe the limit is what Koppleman says, is five-acre zoning, because that preserves the water table. I lived through

a time when you opened up the faucet down in New Hyde Park over there and you get suds. Why? Because they had phosphates, and that was the beautiful thing, phosphates in detergents, you know, and the lady opens up her faucet and gets pollution. All right? And then they said, "Oh, we have to have sumps in Nassau County, because we have to retain the water, so they push the water into the ground and it won't -- the runoff won't go off to the water and we constantly bring the water out of the water table. So there's another limiting factor to what you call development because of the water. Okay. You can push that to the limit as you want.

So, smart growth, is it smart growth or smart future? What we need I think between our community development, and we've eluded to the fact -- the gentleman before eluded to the fact that maybe we have Hauppauge over there and there's some parcels of land they could use. What they have is the best possible use is preservation of residental property right in the midst -- in the middle of an industrial park? Well, maybe that's one way of doing it. I believe in a community in itself, or a village, or whatever you want to call it, so that you can go down and you can participate in the social structure and the development of the future of Suffolk County, so that you can have these communities and not this total sprawl, like go down in Manorville and you see these five-acre estates, one right after the other. There's no community there, there's none whatsoever.

So maybe we should have development centers instead of the sprawl. Maybe we should do like the LWRP and go out there and take an inventory of each one of the reaches that we have on the coastline. And what does this all come from? It comes from 80% of the people living on 20% of the land within 20 miles of the coast. That's Clean Water Act, Clean Air Act, and so on. So maybe we should take and, as DOS, the Department of State says, we take the LWRP of each community, inventory it, analyze it as to what's there to the erosion, the vistas, the access to the water, all of those things that are necessary, flood control, you take in all the considerations and you say to the local community, what is it, after you've taken the inventory, you analyze, and you say what the recommendations are, so that the people that are before you actually know what is open space, what is the shoreline, where it's reinforced, where are you going to go and reinforce if there's a five-year storm, or something like on Gilgo Beach over there. The County has said, "Okay, we're going to reinforce where the water is coming close to the roadway. We've taken that decision." Out in Montauk, with Montauk blight, we say, "Okay, we can't reinforce," because it's impossible for a human being to do it, even the Corps of Engineers, how big they are. So we're going to retreat and we're either going to move the lighthouse back, or so on, but we have a plan.

What I see in smart growth is it's just a misnomer that says, "Well, we have to plan, " and for the planning in itself is not what the key is, the plan is to say, "Okay, Suffolk County, here's an area we're going to have a greenbelt, here is an area that we're going to develop to the utmost, because this is a community. " And we're -- the limiting factor in the whole thing is are we going to be able to drink clean water, or is the cesspool system, like in Nassau County, going to go to a municipal water or municipal sewage, like we have the cesspools out there on the East End right now. The plumber knows that dirty water runs down, goes down hill and we control the runoff, and the only way that we're going to do that is maybe by municipal force of planning, or whatever you want to call it, to control that waterfront, to control the water itself, to control the development itself, and, yet, maintain private land, because that land that I own and underneath it, the water is mine. But, yet, we're going to say, hey, the neighbor comes over here, he sets up a drug factory, he puts the ethylene in and everything into the soil, and it affects me. That's when Suffolk County Health Department, Water Authority, and so on, hasn't done their job, because they have to monitor it. But the answer is not to necessarily have a whole Suffolk County Water Authority come in and give you water that is chlorinated, flourinated, filtrated, and maybe homogenized. I don't know what it is. But I still say that the water that's straight down in the ground and is my water should be as clean and better than anybody else's, unless you suffer drought.

I just wanted to make a couple of comments like that, and I appreciate the time to talk.

MR. JONES:
Thank you. Is there anybody else who wants to say anything? Yes, ma'am.

MS. MOORE:

My name is Julie Moore, and I work for Allee, King, Rosen and Flemming, Environmental Planning Consultants. I just had a couple of ideas to talk about.

When Mr. Murphy talked about creating an inventory of commercial sites, industrial sites, that could be redeveloped, I think it's important to look at sites around train stations, especially so those areas could be developed with affordable housing or increased density, so people could start riding the train to relieve traffic congestion, and, also, once those areas maybe become more developed around train stations, people will start riding the train. And, right now, it's very difficult, as I'm sure most of you know, to ride within Long Island on the railroads -- on the railroad, but with other services too, bus services, and it's pretty difficult. So maybe once those areas became more developed, the railroad and other transit services would see the demand, so that people could ride the train and they would have a better schedule and provide more trains and better service within Long Island.

And, also, just another point about when you're studying like natural resources, if -- I guess in preservation of land, if you just differentiate between preserving land for no use and then recreational use, and maybe a park, and just kind of to differentiate, because when you want to just preserve land, you should probably find parcels that create a large contiguous block of land, so that -- because, if you study animal species and habitats, species, certain species have to have large blocks of land to -- in a contiguous block of land. It doesn't really help them if you preserve 20 acres here and 20 acres somewhere else. But, I don't know, it's just -- those are just a couple of ideas that I have. Thank you.

MR. JONES:
Thank you. We are going to be including in our plan a little more study regarding the way that the -- the notion of high density housing around train stations. We're preparing right now to send out a survey, which just has basically two or three questions attached to it, but it's going out to a representative sample of people that live in high density housing, either rental apartments, condominiums, co-ops, or two to five family dwellings that are within walking distance or 1,500 feet or so to train stations on the North Shore, in the middle of the Island, and the South Shore, and we're going to just ask them, "Do you use the train? " "Do you use it on a regular basis? " Do you ever use it?" We want to see, because most of surveys are done either by the railroad or for other -- from other perspectives. We want to find out if people do, in fact, live in high density housing near train stations, do they actually use the train? Because it's almost written in stone in the planning literature that you build high density housing near train stations. So we're kind of interested to see -- to find out from the people who are actually living in these places whether they use the train or not, and if they do, do they use it for commuting, do they use it occasionally, that sort of thing. We don't really know what the response is going to be, but we think it's worth doing that anyway.

Yes. This is Ed Rosavitch, member of the Suffolk County Planning Commission.

MR. ROSAVITCH:
One of the problems that's come up in the past with the trains is that during the winter, you have diesel engines idling in certain communities, and I'm speaking from the standpoint of Patchogue. The neighbors are complaining that the fumes are overwhelming, they could hardly breathe, and so on. So that would be one thing that would have to be addressed if they're going to try to concentrate people living around the train stations. Possibly, electrification might solve that problem.

MR. JONES:
As a former resident of the Speonk Garden Apartments, I will second that.

MR. WIEBOLDT:
Steve, just a thought. When you do your survey of density housing around the train have a control group --

MR. JONES:
You have -- Bob.

MR. WIEBOLDT:

I think, if you do your study around density housing around train stations, have a control group. Pick some nice suburban area well away from the train stations, or at different gradations, and ask the same questions, and you may find an answer that has some real meaning. People in suburban houses who are five miles away use them a hell of a lot less than people that are closer, and you may want to compare it to single-family houses closer to the train station. Do a selective sampling that gives you a couple of different answers. Is it just proximity or is it density housing versus, you know, (inaudible word).

MR. JONES:
Does anybody else have anything they'd like to say? Eric?

MR. ALEXANDER:
Sure. Hello. My name is Eric Alexander, Program Manager of Sustainable Long Island, a newly formed coalition organization, individuals from many sectors, nonprofit, business, religious, labor, education, and community groups that come together to foster improvement of quality of life on Long Island. We support planning that does not succumb to the business-as-usual development patterns that have characterized many of the recent residential and commercial development across Long Island that further suburban sprawl. Smart growth is a grass roots movement to control sprawl, build sustainable economic activities and conserve environmental resources to improve livability and quality of life.

Across the country, leaders from business and environment and government are beginning initiatives to control sprawl, build sustainable economic activities, and conserve environmental resources. Smart growth solutions to Suffolk County would encourage development that contains a mix of uses essential to the daily lives of the residents, including housing, shops, work places, schools, parks and civic facilities ideally situated within easy walking distance of each other.

We've been working with the Town of Huntington in developing smart growth principles, and in November 1999, they developed smart growth -- they passed smart growth principles for development. Many of those principles are contained within our draft that has been -- actual legislation that was passed by Legislator Fields and County Executive Gaffney, so we're excited to see both the town and the County working on the same and it's moving in the same direction.

What we've done in Huntington, and we'd like to see in other towns throughout Suffolk County, is we put together not just principles, now we put together a body of people, Smart Growth Steering Committee, which involves all the various leadership and department heads within town government, various community representatives and leadership, Historical Society, environmental leadership, the development community, small business owners, chambers of commerces, etcetera, to come together and look at multiple areas where smart growth can be achieved and moved forward.

In addition to that, we've really sponsored -- smart growth is most supported when large groups of people move to really embrace smart growth, and we have a great deal of public participation. We put together a speaker series, bringing together the aforementioned Victor Dover and Dan Burden and other planners from around the country that have done case studies and models of smart growth.

So, in addition to the Gerard Street example that was shown in the video, there are areas of the Town of Huntington that are calling for a charette and similar planning, smart growth areas, which are Huntington Station, the waterfront revitalization, the Mediavilla Orchard Property on Jericho Turnpike, as well as some others that are more in development.

Other areas throughout Suffolk County, many towns on the East End, and, certainly, now in the Town of Babylon are considering smart growth, so we're excited to see a great deal of interest on a municipal level and local level, and certainly that's important where -- because many of the planning and zoning decisions are made on the local level. But we're here today to really discuss what can Suffolk County do. So we stuck some recommendations up.

The first piece is the County needs to develop some Smart Growth goals. The heart of smart growth initiative is some simple, straight-forward set of goals for the County to move ahead, and some of that is initiatives, some directive of moving towards a master plan.

Second is County agency consistency. Suffolk County smart growth initiative must include a process to ensure that agency actions, whether permitting decisions or capital investment, is consistent with County goals, and this should be tied to agency compliance. When we're looking at what is DPW doing in relationship to what our other transportation departments throughout the County are doing, what are the Downtown Revitalization Grant Program, Open Space Program, the Housing Program that's maybe moving ahead, and community development. There are various different pieces of what would be smart growth, and, in many ways, excellent programs, but are they all kind of working together, and then, also, are they working in cooperation with various the townships and municipalities throughout the County. Those are questions.

Another piece. Incentives for consistency, so that the various County department agencies are working together, as well as incentives to work with the local municipalities. The first piece would be funding priority, and Bob Wieboldt eluded to this before. The communities with consistent plans and have stakeholder groups together receive priority for downtown revitalization funding, open space funding, and others, so they kind of move a little bit to the head of the line in -- so there's an incentive to actually go through this intensive planning process, and it is an intensive process to do smart growth from the bottom up. And, again, County agency consistency with local plans, so that it really provides local officials with the ability to, you know, prevent actions inconsistent with municipal plans and priorities.

Third piece would be regulatory forms. Communities with consistent plans and regulations, County permitting decisions should be expedited. So where you can move ahead with certainty a smart growth plan, you should.

Another piece, the County should consider looking at corridor plans, as mentioned before as well. Jericho Turnpike and Route 110, those are areas that are right for community-based smart growth plans, but we are looking at how you can remake corridors. We're not just talking about the traditional downtowns.

Another piece to consider would be to bring in expertise from other areas of the country, whether it be a plan to have examples, whether it be Maryland, in Florida, there are many examples of mixed use development that's worked. And let's not reinvent the wheel, let's really -- let's bring folks in to -- and sometimes folks that come in from the outside can say things that politically leadership can't say due to election cycles or other very sensitive -- when we talk about housing on Long Island, it's a hot-button issue. When we talk about development on any level, it's a hot-button issue. So it's important sometimes to bring in folks from the outside to act as kind of maybe -- maybe lightening rods at times, but it's certainly easier to move in that direction.

And, in addition, I just want to say, really said before, but County grants for communities to cover the cost of really bringing together a planning process, a multi-stakeholder planning process, and to also make sure that there's technical assistance tied to that process, so that, you know, proper expertise tied to regulations and such can really move ahead. So you don't just bring people together with a nice vision, but you also have the resources to bring in technical assistance to make sure that there's implementation for that vision. Nothing's worse than bringing a great deal of people together and generating excitement and not having something created out of that. It's worse. You might as well not delve in that, anything at all, if that's case.

So, in other words, if the County is serious about smart growth, we really feel that they should be prepared to invest both in capital dollars and in technical assistance.

One other piece that is really tied to all of this is ongoing training of municipal officials and of the County employees themselves, and the ability to be trained in smart growth principles, mixed use development, and it's really a reorientation of the thinking of conventional planning. That costs dollars. It takes time for County employees to go to various conferences and so on. It takes time to really get the Planning Boards and the Planning Departments of the various towns to get out to -- you know, to take a tour of a particular mixed use development in

Maryland, or Florida, or in Tennessee, or where have you. You know, it takes time to do what's right and it takes dollars as well, so training is a key piece.

So, to conclude, really, just a general statement. The community needs to be enganged in planning; can't reiterate this more. Citizens expect more planning now. They demand to be engaged in a planning process. Ninety-one percent of the folks that we surveyed in the last three years at the Huntington Fall Festival tell us that they would be -- that they want to be more engaged in planning in their community and they really don't know how. They literally know how to go to a hearing and be angry, but they don't know how to be involved in a visually conceptual plan, a very specific decision-making related to land, you know, from the ground up, and we're trying to reorientate that.

To close, we'd like to recommend smart growth solutions for Suffolk County. We excitedly feel mixed use, livable community development guided by smart growth principles is essential, and coming up with the best economic development for our generation, and then wants to follow. And I think we want to -- we certainly want to thank Commissioner Jones and Legislator Fields for kind of spearheading this in Suffolk County, and we hope to do whatever we can to, you know, enhance this process. So thank you.

MR. JONES:
Thank you. Anybody else wish to speak? If not, thank you all for coming. There'll be next Monday night at the Eastern -- the Eastern Campus of Suffolk Community College, the following Monday night at the Western Campus of Suffolk Community College, same time. Thank you all again for coming.

MR. MENDELMAN:
Will we be able to get any of this testimony?

MR. JONES: I'm sorry?

MR. MENDELMAN: Will we be able to get any of the testimony that you're taking?

MR. JONES:
You will be -- if you want to -- I have to have a plan to the Legislature by September 30th, so that if you want to call the Suffolk County Planning Department during the latter part of September, we can -- we will -- we're going to try to put a draft together during the latter part of September and get it -- get it around to people who are interested in it, and then we'll get it to the County Legisalature. So just keep in touch with us at the Suffolk County Planning Department. And then I would suggest, toward the latter part of September, that you be in touch with Legislator Fields directly and she can provide you with the update -- update you on the status of it as it goes into the County Legislature, if that -- am I taking a liberty there, is that --

LEG. FIELDS: No. That's okay.

MR. JONES: Yeah? Okay.

MR. MENDELMAN: I'm talking about the minutes that you're talking now.

MR. JONES: Yes, the minutes that we're taking now --

MR. MENDELMAN: Are they going to be available?

MR. JONES: Yes, they'll be --

MR. MENDELMAN: Immediately, before the next meeting, or the next meeting?

MR. JONES: No. I think it's going to be a little while before they're transcribed.

LEG. FIELDS: It does take awhile to put that together.

MR. JONES: We want to have them be part of the plan now?

MR. MENDELMAN:
Well, I would want to see that whatever the testimony is here, that you've given in the talks, that you can build on it at the next meeting and the next meeting.

MR. JONES:
Well, we're going -- we are going to have these three -- the three hearings like this, and then we would build on these three meetings when it goes to the Legisalature, yes, because the Legislature will probably have a couple of hearings as well on the plan itself. Okay? Thank you all for coming.

MR. MENDELMAN:
It's okay. But I just thought that it would be nice to have the minutes of this, so you could build on the information that's being presented.

MR. JONES:
Yes. As I indicated at the beginning of the hearing tonight, all of the -- all of the transcribed verbatim minutes of all three hearings are going to be included in their completeness in the plan to the Legislature. Thank you.

[THE HEARING WAS ADJOURNED AT 8:43 P.M.]

SMART GROWTH PUBLIC HEARING
of the
Suffolk County Planning Department
July 24, 2000

A public hearing was held in the Shinnecock Building of the Suffolk County Community College/Eastern Campus, Riverhead, New York, on July 24, 2000, at 7:00 P.M. to discuss the matter of Smart Growth in Suffolk County.

In Attendance:
Stephen Jones - Director/Suffolk County Planning Department
Legislator Ginny Fields - District #9
Legislator Michael Caracciolo - District #1
Kimberly Kennedy - Suffolk County Planning Department
Joseph Gergela - Executive Director/Long Island Farm Bureau
Bill Sanok - Suffolk County Cooperative Extension
Laura Klahre - Peconic Estuary Program/Suffolk County Health Services
Diane Reutershan - Vice President/Bridgehampton National Bank
Scott Howell - Allee King Rosen & Fleming, Inc.
Jessica Zania - Allee King Rose & Fleming, Inc.
Thomas Carbone - Mount Sinai Heritage Trust
Lori Baldassare - Mount Sinai Civic Association
August Field - Riverhead Vision 2000
Eric Alexander - Sustainable LI
Dick Mendelman - Association Marine Industries
Alexandra A. Bossung - Chicago Title Insurance Co.
Tom Williams - Suffolk Community Council
Connie Kepert - President/ABCO
Armando Gallardo - Partner/Street Norks

Minutes Taken By:
Maureen Barnes - Secretary

[inaudible]

(*The hearing was called to order at 7:05 P.M.*)
(Mr. Jones gave a slide presentation)

MR. JONES:

My name is Steve Jones, and I'm the Suffolk County Planning Director. We're having three hearings--this is the second one of the three--at the Community College campuses to get input about the smart growth program that we're putting together for the County Legislature; and what I want to do is just briefly go through for you a couple of things that have come up about smart growth. The program that we're operating under was introduced to the Legislature by Legislator Ginny Fields, [ ] and it was signed into law by County Executive Gaffney on March 30th, and it calls for me to put together a plan by September 30th, which is an ambitious time schedule, to say the least. So, what we're doing is, as part of the planning process, we're trying to elicit public comment. This is not a good process to use for smart growth. [ ] smart growth plans are put together in this kind of fashion. So, we'll try to make the best of it anyway and see if we can get some additional comments from people about what they think smart growth is, particularly in the County, to help things along. So, we're going to take a look at County policies and add to the hearings. I hope you all picked up the one sheet that shows some of the things that came up at the first hearing that we had at the Selden Campus of the Community College. We're going to also take a look at, as was mentioned at the first hearing, local training programs for local zoning and planning [ ] tremendous effect on the landscaping [ ]. The zoning that came out here after World War II really did a number on the landscape. The way Suffolk County used to be before World War II was it had a downtown area that had stores and shops and homes nearby, with streets and such and was surrounded by farms and open space. That's pretty much the way things worked on Long Island prior to World War II; and , after World War II, zoning came out which had been started in the city and it was for the purpose of providing adequate light and air to people who lived in tenements in overcrowded conditions. When it was applied out here in Suffolk County, it resulted in the segregation of all separate land uses and cutting up of all open space, and all these land uses had to be connected up by roads. So, it really created a sprawling kind of situation out here, and it cut up a lot of farms and forests and open space areas and had an effect of really spreading development out on the landscape. So, some of the principles that we are trying to follow include the following things. This one is the direct development to strengthen existing communities, at least [ ] with respect to downtowns especially and have the development and redevelopment take place in the downtowns. We want to get back to the idea of mixed use buildings and mixed land uses. These are now forbidden by zoning, and even the State building codes have changed to allow for mixed use buildings like you see here in Northport, where you have apartments over stores, which you used to have a lot prior to World War II. We want to take advantage of compact building sizes, new techniques in building development; and the State Building Code has been modified a lot to encourage more compact development with a range of housing opportunities, and that includes opportunities based on income and housing opportunities based on age groups and also based on the configuration of the rooms and the number of bedrooms and that sort of thing so as to try to promote various housing opportunities. We want to work on transportation choices for people so they don't have to take their cars if they don't necessarily want to take their cars or if they want to move into a development that is totally independent of automobiles, they would have an opportunity to move into such a development. We want to preserve open space and natural resources by redeveloping areas that are already developed, as opposed to developing our open space areas, wherever possible. We want to make development decisions predictable, fair, and cost effective so that , when development does take place, everybody understands that it's predictable, it's understandable, and it's in accordance with a plan. We want to have regional plans tying in better with local zoning [ ] consultation. [ ]One of the things we're using now and we want to use more in the future is moving development rights around. These might be development rights that are permitted not necessarily by zoning but by the County Health Department where there are ways we can move these around so we can encourage development in certain areas and discourage development in other areas. This is being used now in the central pine barrens, but it's also being used to much of an extent in other areas of Suffolk County as well. We have some opportunities and some [ ]to smart growth. We have, for a start, four large State hospital facilities in Suffolk County that are in various stages of redevelopment. We have a number of towns that are looking at their major highway corridors and cut back on their commercial zoning or are looking for opportunities to develop [ ] commercial corridors. We have regional watershed plans, especially groundwater protection plans in the pine barrens and we have these wastewater [ ]transfers that I just mentioned.

Conservation opportunities plans are a way to preserve farmland and drinking water and keep farming going as an economical practice [ ] history; and, at the same time, keeping the area attractive for tourism as well. So, that's just a brief overview of some of things that we're looking at, and I want to do is give all of you an opportunity to speak who wants to speak. So, why don't we get started with that. We have scheduled the room until nine o'clock. We have four speakers who have signed up. If anyone else would like to sign up, please do so with Kim back there. Why don't we just, Joe, do you want to wait or hold off or go ahead and say something? What we'd like to do is give everybody just a few minutes to make the point they want to make. We have a stenographer here from the Suffolk County Legislature who's going to take your statement verbatim. These minutes are going to be made part of the plan. We're not going to editorialize it or cut them up in any way. We're going to submit them with the plan just as they are. It's going to be helpful to have ideas coming out that we can use in the plan. So, if you could just go to the microphone and feel free to introduce yourself.

MR. GERGELA:
My name is Joe Gergela. I'm the Executive Director of the Long Island Farm Bureau. I would like to thank Steve for holding this listening session so that we can talk about some of these smart growth concepts and some of the issues out here. I'll go right to the heart of some of our concerns and some of the things that we're involved with, particularly as it relates to farmland preservation. Certainly, the Farm Bureau supports voluntary preservation programs, such as the purchase of development rights. One concept that we think should be explored further is the use of transfer of development rights, which has worked well over the Long Island Pine Barrens area. We would like to see the County take a look at using TDR throughout the County so that, as an example, as you redevelop downtown areas or where space is tight, being able to preserve land out East and shift some of that development to the downtown areas or to commercial or industrial uses. Right now, as an example, Southampton Town is updating, they've gone through the process of updating their Master Plan. Now, we're working with them on updating their town codes; and one of the concepts that they're looking at seriously is the use of TDR, trying to preserve more of the farmland. One thing that, I think that Steve knows this very well, and most of you here probably know very well, one of the concerns that we have as an organization is trying to balance things, particularly as it relates to equity in land and preserving private property rights. Farmers borrow a lot of capital to be able to operate their farms. So, no matter what land use policy that we adapt and adopt, we have to insure that there is recognition about private property rights and that we don't diminish farmers' ability to get capital, upzoning or sometimes perception of takings issues, those sort of things. That's paramount to, particularly farmland owners. One of the things out there we're dealing with a lot of the stewardship environmental issues and, in some informal discussions, the idea about, with the development rights program, offering farmers more money, perhaps, to agree to do a what we call a AEM, agricultural environmental management plan, that they would receive more money per acre to agree to do the stewardship. Now, that's something that conceptually is okay. However, at this time, we have not really run that concept by the farm community. So, I am aware of that; and this time of year we start talking about legislative issues and developing policy by which the Farm Bureau works. So, we're going to be talking to the farmers to get an idea on how they feel about that particular issue. So, we'll have further discussion on it. Steve, right now that's all I really wanted to say from the farmers' perspective; but, with permission, maybe I'll comment later. Thanks.

MR. JONES:
Thank you, Joe. Thomas Carbone from the Mount Sinai Heritage Trust.

MR. CARBONE:
The Mount Sinai Heritage Trust is a newly formed organization, and the basis for the organization is pretty much what smart growth is all about, is taking a look at the community and weighing out and seeing how development and how growth should happen within the community and where that growth should go, in one direction or the other. I'll be brief. I just wanted to state one particular thing that's rather important, particularly in Suffolk County, is partnership and I know there are comments made about how certain growth is happening, where there's zoning and there aren't communications happening within towns, as well as organizations also getting involved with stewardship [ ] plans, and I think it's important for the County to look at organizations to become involved. For example, if a particular organization interested, not necessarily, the organization may not be able to manage a

particular situation on its own would bring in partners, for example, bringing in towns and chambers, bringing in organizations [ ] trust for public land, bringing in a number of different people and organizations that work together towards getting a piece of the pie, and that would be from the federal, the state, and the county, and down to local government and down to businesses as well. A multi-organizational partnership can happen in a community to help and have things happen , whether it's for development, whether it's developed easements with farmers, for example, to [ ] property [ ] ninety-nine years, for example. The other thing we can do is when we have certain organizations that are nonprofit or are involved in applying for grants and that would be bringing in federal moneys and bringing in foundation moneys that can now come in and funnel through organizations [ ] communities that, say, Suffolk County itself wouldn't be able to or want to be involved in. So, that's about it. I just wanted you to be aware of these partnerships, the ability of people working together and these certain organizations, especially nonprofit, for example, are bringing in other funds that wouldn't necessarily be gotten otherwise.

MR. JONES:
Thank you. If we have a little time at the end, we will see a short five-minute video of community collaboration that took place a while back in the Town of Huntington. I would also like to introduce Ginny Fields, the cosponsor of this legislation. Bill Sanok.

MR. SANOK:
Good evening. Steve, I have to thank you for the invitation to come here and talk a little about this because one of the items on there, in particular, Item 6, Retention of Parklands, is certainly high on my agenda because I'm Bill Sanok of Cornell Cooperative Extension of Suffolk County that's been working with the farmers here for over thirty-three years and the comment in the item that we are certainly addressed by all the environmental issues, it certainly is high on the list of all of our programs; and I'd like to talk a little bit about the thing that you had mentioned in the report on the environmental, agricultural environmental management (AEM). For those in the audience that, this is a program that's more formalized for the State of New York, and it's approved by the State, the New York State Department of Agriculture and Markets, but it addresses the issue in Upstate agriculture, which is primarily dairy. It really came out of a couple of areas, especially the watershed area in Delaware and New York City. So, what it really addresses is how to manage dairy farms to minimize environmental risk [ ] diseases [ ], some others and also water contamination in the watershed. Well, we have a watershed here, and that's the groundwater. We have soil that's much different here, much sandier. We have a very intensive agriculture, and we are probably at much higher risk than other areas of New York State. So, the AEM needs to be adapted for our conditions, and the previous speaker talked about networking. Right now, we have a task force that's headed by someone on our staff, {Dale Moyer}, to address the environmental issues here and looking at developing a stewardship manual for farmers. This will be applied to the AEM and we hope to get, we plan to get New York State to approve all of our projects and our method. What it is is a way of looking at what is the problem. Pesticides contaminate the groundwater, nitrates contaminate the groundwater is too vague for us. What are the farmers doing and how can we address those to minimize the risk whether it's developing a better way of mixing chemicals. Looking at alternatives to chemicals is certainly on the top of the list and also other ways, a whole list of things and AEM is being developed to set criteria for this so it's a measurable way of adding support to your program, and each year it gets a little more detailed; but it's a way that farmers can look at themselves and to see how they stack up environmentally. Where they may fall short, hopefully, we can identify some of the things that they may enjoy that's a slightly higher risk; and, if they could just modify their operation a little, they could correct that. Now, as part of that, if there are things that need to do a little bit more of this, some minor modification, and they cost some investment on his part, there is a program for dairy farmers right now in Upstate New York for cost sharing; and I think that's the key to it and we're looking at many, many different kinds of programs, for example, if someone, the vineyards is an example. They do have to spray pesticides to control diseases on the grapes, but if they're using a recycling sprayer, they can catch the material that doesn't hit the leaves, and recycle it, put it through the sprayer again. They'd have much less hitting the ground and much less drifting off site. So, those are the kinds of things we're looking at, and I think that's something that we'd like to get the support from this whole program; but I think Joe Gergela from the Farm Bureau mentioned this. We've entered into this kind of thing from an educational standpoint and looking at it as, and throughout the State, too, it is voluntary. The carrot and stick are there, the stick being that we know we are responsible for some environmental contamination; and we need to cut down on that.

The carrot being if we can find good ways to adapt these sorts of things, whether it's finding better materials to use that are less environmentally hazardous or finding ways of getting around so we can manage pests without the use of chemicals. That's something that would be ideal for everyone, but those are the kinds of things we're looking to help programs develop cost share. We are doing this, and I say we, collectively, includes many, a couple of different partners, the County, the Health Department, for sure, and the County Executive's Office, George Proios. We also have the USDA agencies at RCS and the other County agencies, the Water Conservation District, the Peconic Estuary Program, other groups, Group for the South Fork. They're all part of this because, I think, we all have a stake in it; but I think the key to it we're looking at is having it measurable but also as part of the support for the smart growth. We're saving farmland. We're saving farms to some extent. We need to continue to do that because it's hard for us in agriculture to justify purchasing development rights for farms if the general population thinks we're poisoning the environment, and that's a major thing we are trying to address through this AEM and, from every indication, we're on the right track for it. So, with that, I'll be around to answer any questions. Thank you.

MR. JONES:
Thank you, Bill. Lori Baldassare.

MS. BALDASSARE:
Hi. My name is Lori Baldassare. I'm the president of the Mt. Sinai Civic Association, and one of the reasons we're here tonight is to express how pleased we are that Suffolk County is moving this initiative forward to promote smart growth.

Over the past decades, as we've expressed in this short presentation, we've been the victim of a lot of developmental sprawl and what it has created is [ ], but I think a disconnection of our community . Our association has long supported proactive, planned development. In 1995, we conducted a Brookhaven-sponsored hamlet study; and, since its completion, we've worked to accomplish the goals set out in that plan. In 1996, I'm sorry to say that four hundred acres of farmland that we had [ ]was lost to development, and that's the Davis Peach Farm, which is about to be developed as we speak. It was a planned development that was not supported by the residents. They brought legal action [ ] agreement have a project that falls under PPD zoning. This new project will create a mix of uses, a nursing home [ ], single family homes, both attached and detached and [ ] public benefit[ ], but what it will do is supposedly save the peach farms forever [ ] farming on that land that's been there for hundreds of years. It was basically with this large development plan that we set out to accomplish one of our other goals [ ] which was to build a sense of community. Development typically found in towns like Brookhaven, Islip[ ] meeting places small towns lose their identity. Mt. Sinai has taken a proactive role in creating a sense of community through community parks. The last large centrally located parcel [ ]only too common for-sale signs. The opportunity to create a community park became much closer to a reality with the passage of the Suffolk County Greenways bond fund. The active parkland component became a perfect vehicle [ ]. What I'd like to do tonight, though, if I may is express some of the obstacles that we encounter as an organization to work through[ ]. The legislation requires an agreement with the town community groups that design, develop and maintain the property. The legislation [ ]criteria[ ] to participate [ ] However [ ]clearly asks for methods to present a plan . Questions regarding qualifications have also been left unanswered. Community groups should know that there is an opportunity to participate and assist in the process. It seems that in our case, the municipality, whether it be the town [ ] community organization regardless [ ]. The Greenway legislation was [ ]requirement [ ] Our organization [ ] to participate. The creation of the Mt. Sinai Heritage Trust was an outgrowth of ours so that it was created solely to meet some of the criteria [ ] greenways. [ ]participant. However, we've been finding it very difficult to be recognized as a participant. We would really like to have some clearer guidelines so that a community group could participate. I mean we have plans, we have met the criteria, we think we've met the criteria, yet we haven't been able to get our message across. It's kind of frustrating. Basically, though, we support smart growth. We feel that some of our action over the last three years support that effort, and we're glad to help in any way we can.

MR. JONES:

Thank you, Lori. That is all the cards we have. If there is anybody else who wishes to speak, you're welcome to do so. I would also like to introduce Legislator Michael Caracciolo, who is joint on this as well.

MS. KEPERT:
Good evening. My name is Connie Kepert, and I am currently serving as the President of the Affiliated Brookhaven Civic Organization. We've had several meetings on this smart growth topic, and our delegates have prioritized the areas that they wanted me to comment on. So, I'll comment on the highest priorities, which was Public Spaces and Roadways.

(read written statement [attached] with some additional comments)

MR. JONES:
Thank you. Is there anybody else who wishes to speak? Augusta?

MS. FIELD:
Good evening, Steve. I had not intended to speak but the more I listened and the more I hear, I realized that Riverhead Vision 20/20 is doing is certainly addressing some of these things. My name is Augusta Field, and I am with Riverhead Vision 20/20, and we've been holding community forums for the last year and a half to find out what people in the Town of Riverhead are concerned about. The topic of our study circles have been smart growth within our communities. Throughout every one of these meetings, people have said that they want to see more recreation down town, they want to be more involved in bringing back the theater, they want to have family-sustaining jobs, and there have been many other issues that have come up; but we've taken, we've had two hundred people come to our study circles, and we've taken a lot of ideas and they were all recorded and now we have the ten goals where we had what we called a Mini-Vision Fair this Spring and people came and voted on those ten goals. One of them in particular was support of bringing a Y downtown. Another was the support of a collaborative project that we are in the works with the Town of Riverhead and Cornell Cooperative Extension and the school district to do a mapping of a small piece of the Peconic River downtown for a [ ]. At the same time as Cornell goes about doing those tests and the science of looking at the river, we would have public awareness of publicity outreach to let the community know what is happening in our downtown and on the riverfront and when the time came that there would be stream and river remediation, we would have community members participate in that. We also would like to extend the riverwalk. There are a number of things that the Town of Riverhead is working on and pushing through. We'd just like to know what our opportunities are and how we can do it as a community. [ ] Another one of the goals was to take back Grangebel Park. This is a very nice park, which is now being used, Cornell has put together a ladder, a fish ladder for the Spring for the alewives. We know that the Community Development Agency has received funding to shore up the bulk heading. We were waiting until they get more money so the work can go forward, but the people would really like to participate in cleaning up that park, having festivals, as the blues festival that took place there this weekend, and picnics. There is a lot of potential in our town, and people want to be a part of it. [ ]Thank you very much.

MR. JONES:
Thank you, Augusta. Is there anyone else who wishes to speak? Yes.

MR. MENDELMAN:
I'm Dick Mendelman from the Harbor Marina in East Hampton. I'm glad Mr. Caracciolo is here so we can have a little input. One of my thoughts as I got this message that we were going to discuss smart growth was that I was thinking of more of a smart future in which the necessity of positive growth is not necessarily there and that we could have in some places negative growth where we had a fishing station on a disturbed piece of property in Three Mile Harbor just recently and that disturbed piece of property was being used as a clam grow-out area by the Natural Resources Fishery in East Hampton and the citizens where they have a little building on it, the citizens in that area decided, well, we're going to leave that and go back to nature, and that's exactly what happened; and it was surprising to me because I thought that maybe we could take that disturbed piece of property and have an improvement, but the improvement that

some people think that is an improvement sometimes has to be put into a different context, that the improvement is not necessarily based upon an improvement of the person that has been out in the farms, like Rottkamp or somebody like that, for many years and wants to keep farming, has a farm in Riverhead, and especially it's like the people who plan to do work on Saturday afternoon, sometimes you have about twenty realtors come over there and they bid on one section of the piece of property or that section of a piece of property and the whole thing is gone, and it became what they call a community, like Levittown, Birchwood, or Syosset and so on and that community, to me, is just a bunch of bedrooms; and we see the planning as it's done today where Koppelman says that we should have bedrooms five acres apart to protect our groundwater; and I'm wondering whether or not that still is a community because the gentleman that lives on the five acres, he has to go down two and half acres maybe because they put that section of the property in reserve and then he wants to go get his paper on Sunday mornings so he goes down to the highway and he travels another five or ten miles and he gets his paper and he comes back and he's isolated in his bedroom community of five-acre parcels. So, my vision and I started to write some of this stuff up. Maybe by next week, when you have the other meeting, I might have some of this done. I just keep thinking of this, and being next to the water for the last thirty years, I was very involved in the LWRP, the Local Waterfront Revitalization Policies, and its committee was operating for ten years, and East Hampton has now a big book about that thick with picture maps in it, and where the zoning is and where the places that could be developed or where the farms are and the open space and so on and that LWRP is now sitting and a new administration and it's been okay and okayed by the State so I guess it's on its way down to be a codified and approved law and so on but we had a little dispute because the trustees who own the bottom lands and the town who is going to set the building policy aren't necessarily talking to each other. So, I am looking forward towards having, and this is why I'm looking for Mr. Caracciolo here, the five eastern towns maybe other part of the eastern towns each have a LWRP that's accepted that's been through the ropes of the State DOS and up to the federal government and come back down so that the local governmental body that's supposedly has the most stringent, because they've inventoried their lands, they've analyzed it and made recommendations. That would be their policies but the town line which goes, let's say, between East Hampton to Southampton--I can't talk about Riverhead because I haven't been there--but the Town line separates East Hampton policies from Southampton policies and they can't talk to each other because it's not there. So, if Southold makes their policies and Riverhead and Shelter Island and Brookhaven and so on, since we live in a community, we can say a community, eighty percent of the people live within twenty miles of the coast and then ten or fifteen years ago, they had this Clean Water Act come down because the coastline was being stressed so much. So, clean water doesn't necessarily mean the water underneath the ground. Clean water means salt water, too; and the Suffolk County Health Department has been doing an excellent job in trying to find out what the brown tide is. Where is that coming from? That's easy. It's coming from too much nitrogen, but that's not [ ] because [ ] problem [ ] They know that it is in the Great South Bay now. In the South Shore estuary last year the water was clean as a whistle, and then the fungi and the bottom life became saturated, they started dying off, and they were thinking about where is the smell coming from and they found out that the organic nitrogen is different than the inorganic nitrogen and some of the [d] inorganic nitrogen and when that dies off, then there's nothing left, no eel grass, and so on. So, no, we haven't found the answer; but some, let me read some of this vision statement that I have. The vision is to have a plan with an evolutionary future with guidelines that allow the growing populace [ ]open space resources to have a resultant quality of life equal or better than their forefathers without upsetting [ ]micromanaged existing sprawl. The goal is to have a growing populace evolved and welcome the changes that evolve with a changing society, and the object, to me, is to have open space, natural virgin land, productive farmland, and business and then we have to talk about a community with the interaction of that community land predicated on the spheres of influence, a living influence where you go in your bedroom. How far is the walking community for the elderly and so on, the driving community, and one of these ladies was talking about, well, we should have forty mile an hour speed limit designs; and I just happen to be one of those guys that puts the pedal to the metal and I love to drive on the autobahns in Germany because the car is the limit. So, I like low speed areas and high speed areas. I think there should be boating areas, and recreational and commercial and transport areas should be separate. That means we need to have ferries. We should have high-speed recreational areas, too, because some of you may not know about [ ] machine that uses two gallons an hour and [ ] and flies at a hundred miles an hour and can take you from New York out to Newport in an hour on two gallons of gas. So, today's situation, I could go on for hours on this, but my main point is--

MR. JONES:
If you could wrap it up.

MR MENDELMAN:
My main point is to have these LWRP's because I'm marine oriented. The DOS, the Department of State, does not ask for LWRP's but there is no mandatory necessity or penalty if the community doesn't produce one. So, Southampton can't talk with Riverhead because they can't talk to each other intelligently about the facts. Thank you.

MR. JONES:
Thank you. Does anyone else wish to speak? Tom.

MR. WILLIAMS:
Hi. My name is Tom Williams. I'm the director of the Suffolk Community Council, and I live in the Hamlet of Brookhaven on the South Shore; and, about a year ago, when I was the director of the Youth Bureau in the Town, I had had the practice of reviewing some of the developments that came before the Town to look at whether or not they had facilities for children and youth; and the last one that I looked at before I left was a large development, I think it was two hundred and fifty homes, in the Mt. Sinai area, along Mt. Sinai-Middle Island Road; and it appeared to me that that development was placed down in the middle of not quite nowhere, but it was placed where it was with no relation to any other place in the Town. There was a road going off North and South that was somewhat to the East of it, but the rest of the community turned out to be very isolated; and my concern there and my concern with looking at other developments in the Town at the time that came before the Planning Board was that there very seldom were the kinds of facilities that were available for children, youth and families beyond the very moment of development. We had a project in the Strathmore development in the Longwood District that had been plunked down, literally, as if it had been put down by a helicopter. There were some very small parks for little children, but there were no parks for young adults and there were no basketball courts, there were no community centers, there were no places for young adults and adolescents to play; and so, as those children grew up, they had no place to go and they became frustrated and they acted out against their community; and my thought in looking at this new development in Mt. Sinai was that that same thing would be happening there. There were no bike paths. There was no access to the school playgrounds. There were no centers. There were no fields. There was very little amenities for play and, as Connie said, interactive inter-generational kinds of activities. So, what I had suggested, and I thought in sitting here today maybe with these kinds of developments, you could, in addition to having the environmental impact, you could put together a children and family impact statement with these kinds of developments, that would look at the issues of transportation for young people, bike paths, ways in which children and youth can get safely to places where they can play, where they can play safely, where older adults in the community have a place to go where they can be safe and they can have activities; and we can have inter-generational communities; and, of course, all of the other issues of that, transportation and the like, would apply to this; but it did occur to me that we put a tremendous amount of effort and the environmental impacts that are put together are very thick, heavy documents that require a lot of research, a lot of effort; and it seems to me that we could put that kind of effort into looking at the impact of these developments on children, youth and families; and it might be a valuable tool for us to help have this kind of smart growth, sustainable communities, and communities that are whole and can really hold together over time so that when the little children grow out of the little tiny parks that they can grow into basketball courts and ball fields and what have you; and then there are life sports, such as tennis and that kind of thing so that we really don't keep isolating and segregating people. So, it was a suggestion that I thought of and; perhaps, it could be useful here. It also is important, I think, to have us look at services for people, from mental health, to counseling, to youth services, to make sure that they, too, are accessible and available within these kinds of communities so people can get to them and that there are reasonable means of transportation and there are ways for people to get to services, which is what my agency tries to do, is to bring together agencies to coordinate these kinds of things. So, that would, perhaps, be helpful. Thanks for letting me speak.

MR. JONES:
Thank you, Tom. I'd like to introduce Eric Alexander from Sustainable Long Island, who would like to show a short five-minute video and talk about some of the smart growth efforts going on outside.

MR. ALEXANDER:
Thank you, Steve; and I want to thank Legislator Fields, as well, for really initiating this County smart growth effort. Moving this forward, I've worked with an organization, Sustainable Long Island, that's trying to promote smart growth

around the region; and we are finding that our phone is ringing off the hook. Many places in Nassau County are looking at redevelopment; and, in Suffolk County, obviously, there are opportunities, as we've heard tonight, to plan right with the remaining acres of land that do exist and preserve them appropriately as well. What we're finding is that one of the key elements of smart growth, and a lot of them came out tonight as did at the prior hearing, is the key is the process and the community-based planning process and that's what the video that I'll play in a second really speaks to and the process that we worked together in Huntington, and the Town of Huntington is, I guess, the first town in New York State that has formally adopted smart growth principles; and we work with the Town of Huntington officials to, not just move the principles, but also, again, move the process of folks working together in a collaborative way, all stake holders--the Historical Society, the Chamber of Commerce, environmental organizations, civic organizations, and all folks bringing together to plan for a particular area. In the case of this video we'll be looking at is a downtown area in Huntington Village. We went through what is know as a {Sharett} process last February and we started with a kind of a deteriorated parking lot and kind of a very dangerous street; and, through a community-based planning process that involved about six hundred people through a weekend, we came up with a vision much larger; and this video speaks to the process; and we hope that, again, through all of our efforts in Suffolk County, we can have County partnering with the State and with the various towns that want smart growth to really get the kind of development and building environment and the open space preservation that we really want.

(A VIDEO WAS SHOWN)

MR. JONES:
Okay. That's our hearing tonight. Thank you all for coming. We'll have another hearing next Monday night at the Western Campus of the Community College. You're welcome to come to that. If you have any thoughts after this hearing, just send me a note, call me up on the telephone, write me an E-mail, whatever you want to say, if you have any other ideas, please communicate with me. The Legislature will be getting our recommendations and our plan by the end of September. At that time, they will probably have some hearings as well. So, you may want to stay in contact with your legislators or directly with Legislator Ginny Fields, as well. Thank you all for coming.

(*The hearing was closed at 8:10 P.M.*)

{spelled phonetically}

SMART GROWTH PUBLIC HEARING
of the
Suffolk County Planning Department
July 31, 2000

A Public hearing was held in the Captree Commons Building of the Suffolk County Community College/Western Campus, Brentwood, New York, on July 31, 2000, at 7:00 PM to discuss the matter of Smart Growth in Suffolk County.

In Attendance:
Stephen Jones - Director/Suffolk County Planning Department
Legislator Ginny Fields - District #9
Kimberly Kennedy - Suffolk County Planning Department
Andrew Fireleng - Principal Planner/Suffolk County Planning Dept Alexander M. Santino - Suffolk County Department of Health Services
Robert deZafra - Civic Association of the Setaukets
Russ Bodwell - Henerson & Bodwell
Cynthia Barnes - Representing Assesmblyman Englebright &
League of Women Voters/Brookhaven
Ned Baldwin - Senior Planner/Saccardi & Schiff, Inc.
Eric Alexander - Sustainable Long Island
Vanessa Pugh - Sustainable Long Island
Mark Mediavilla - Resident
Marge Nyles - Resident of Huntington
John Turner - The Nature Conservancy
Michael Frank - Suffolk County Water Authority
Kevin Walsh - Barrett, Bonacci & Van Weele, PC
John J. Lynch - Suffolk County V.E.T.S.
Guy W. Germano - Attorney
Jim Morgo - Long Island Housing Partnership
Chris Hewitt - Tri-State Transportation Campaign/Long Island Coord.
Thomas Melito - Sector Management, Ltd.
J. Sheil - Suffolk County United Veterans
Joel Snodgrass - Society for the Preservation of Long Island Antiquities

Minutes Taken By:
Alison Mahoney - Court Stenographer

(*The hearing was called to order at 7:06 P.M.*)

MR. JONES:
Good evening, everyone. I would like to get started. While I'm talking, if there's anybody who hasn't filled out a card who wants to speak, Kim is there and you can certainly sign a card. I'm not going to take too long because we want to get done in a timely fashion tonight, so I don't want to speak for too long. But what I wanted to do was just run through a couple of things quickly and then show a short video that lasts five minutes, it's about Gerard Street in the Town of Huntington, just to kind of show you what a community charette Looks like which is kind of an important part of smart growth which some of you may not be completely familiar with.

So what I want to do is just go through what we're doing. We're having a series of public hearings and we have a very short planning process that just goes six months from the end of March, so I have to have a plan to the Legislature by the end of September so it's going to be pretty short and we're in this stage right now with the hearings. We're already taking a look at some County policies and we have the smart growth principles, we've had that out in a publication on our County Planning Department website. But as I was saying to somebody earlier today, in Suffolk County after -- around World War II you had a series of small communities that have been there for a very long time and that generally had mixed uses right in the towns and they were surrounded -- it was a mixed development area. Just think of any of the old downtowns here in Suffolk County, they were mixed development areas surrounded by either woods or open space or farmland down on the east end, something like that. And what happened was when they created zoning, principally for cities so that people can have adequate light and air who were living in tenements, when they applied zoning out here in the suburbs this is kind of what happened, was that there was a zone created for each land use and they were all separated from each other and basically all the open space got cut up that way and roads had to connect up all the various uses and then they all were kind of separate, they weren't mixed in like they had been prior to zoning. So it really, you know, has created a number of serious problems.

These are kind of some of the principals that we're using in our look at smart growth. This first one is to direct development to strengthen existing communities and sites, that's an effort we want to try to get back to some of these downtown areas if we can. We want to encourage mixed uses, this is downtown Northport, you can see the apartments over the stores or offices over stores, we do have this in a lot of the downtown areas and some of it is still a very good part of the mix in these downtowns and they're still very good. What happened was over the years, again, the State Fire Codes and Safety Codes were modified in such a way to discourage this kind of use. But now with recent changes, the pendulum has swung back and these kind of uses will be permitted to a greater extent than in the past years. We want to try to get compact building sizes and a range of housing opportunities for various kinds of housing, for various income levels in various different configurations for different age groups, that sort of thing. So we want to -- and if we have compact building sites, we're using less open space as a result.
We want to have a variety of transportation choices. There are a lot of people -- we want to provide a variety of housing choices out here in Suffolk County. People sometimes live in a place where they just absolutely must have a car to get around to do every little thing, you have to have an automobile. So we want to provide some choice to people if they're interested in transportation choices.

Recognize this? This is an area where you're actually looking at a beautiful scenic view, a beautiful piece of open space which is actually -- you're looking at four or five different government jurisdictions in that one shot there. So I kind of use it as an example where we really need to have all the governments get together and try to manage some of these open spaces and natural resources in addition to just preserving them in the first instance.

We want to make development decisions because it is smart growth, it's not necessarily smart preservation, although that's part of it. But in terms of smart growth, we want to make the development decisions predictable, fair and cost effective. Partly the predictability aspect of it goes to the issue of community collaboration and involving communities in the very earliest stages of development proposals so that then they become more predictable as they go along.

We also want to have the consultation between communities. This is a particular example with State Environmental Quality Review and local zoning and how regional plans fit in, but there are a number of other ways in which consultation can be encouraged between communities. So we have some opportunities for smart growth in Suffolk County, State Hospital redevelopments. A number of towns have done studies of their commercial corridors to see if maybe there are other uses that are more appropriate in rezoned areas. Regional watershed plants, we have the Central Pine Barrens Plant and the special ground water protection areas.

Waste Water Credit Transfers, I will get into that again in a minute, and conservation opportunities plans are basically open space subdivisions where farms can be preserved and development can be accommodated at the same time. We do have this Development Rights Program in the County now which was created as part of the Pine Barrens plan but which actually can be used anywhere in the county where County Health Department waste water credits can be moved around in the towns, in certain prescribed areas to put development in the proper places to lessen the environmental impacts and still accommodate development at the same time.

Some of you may have seen these. We're also looking at housing opportunities that can be created in some areas under reuse scenarios. This particular one would be a typical shopping center, 300 feet deep off the road and 600 feet wide and how you can convert it into a small scale affordable housing development, this would be 50 units, or you could have a downtown area with multiple parcels, some of which are developed, some of which maybe have properties where the houses or buildings were demolished and you can turn it in, again, to a clearly small scale, this is eight units an acre, it's not that intense, build small scale, single-family detached development maintaining existing street pattern, or you could have kind of an outmoded little parcel that never really developed for industrial purposes or for highway purposes, maybe its used for a used car lot or outdoor storage or something, you might be able to accommodate some affordable housing units as well.

So we're looking at -- we mostly here tonight to get comments from everybody, but I did want to at least go over that. And I want to show you -- I'll just call on Eric Alexander from Sustainable Long Island to just set up this video real quick and then we'll show that and then we'll take your comments. So go ahead.

MR. ALEXANDER:
Great. Thanks, Steve. Eric Alexander, Sustainable Long Island, I also work with the region of Huntington. We are a regional organization and also a local organization in Huntington looking to advance smart growth policies in the State and certainly around the County and also through the various towns in Suffolk County and Nassau. And what Huntington has so much led the way in passing smart growth principals to blanket development decisions and also to really put a speaker series together to get really the various citizens of the state who got Huntington on board for the smart growth. What we realized, you can see a lot of the nice pictures and read a lot of the principals and such and see what's happened around the country, but in order to see how smart growth can be applied to Long Island you need really to look at downtown projects in an area, how do we do that? Well, one of the key principals of smart growth is to bring people through a process, the citizen participation process that really brings people towards what they want to see in their community versus historically on Long Island, various decisions of whether we're fighting what we don't want.

So what happened on this weekend, in this video you will see 600 people came together over a course of a three day period led by Dan Murry of Communities To really look at a three block area in downtown Huntington, Gerard Street, adjacent to Main Street and New York Avenue. And to see how to take some empty parking lots and a fairly major street and how to transform that, how to come to a consensus on how to transform that into a downtown center viable community public space.

[VIDEO PRESENTATION]

MR. JONES:
Okay. We have quite a few speakers. What I'd like to do is I would like to introduce Legislator Ginny Fields who I hope will join me up here so I don't feel lonely. What we're going to do is we don't have any microphones, the room is small enough, you can just stand where you are and speak. We're going to take minutes of the whole meeting and

include those in the plan without editing anybody's comments or anything. So I guess I'll just -- and I will also ask you to keep your comments as brief as you possibly can. So we'll start with Robert DeZafra.

MR. DeZAFRA:
Where do you want me to do this?

MR. JONES:
Wherever you're comfortable. You can come up here if you want or stay right there, that's fine.

MR. DeZAFRA:
We're happy for the opportunity to make some preliminary comments on the smart growth initiative by Suffolk County. To date Long Island has been the cradle for and exemplar of almost unbridled surburban sprawl. At the same time, it is perhaps the least suitable location in the country for this sad phenomenon due to its long, narrow shape with one of the world's largest cities at one end, guaranteeing both an endless supply of aspiring suburbanites and a transportation corridor of ever increasing length and congestion. Huge areas of some of the most productive farmlands of the northeast have meanwhile been lost to housing developments, streets and highways, strip commercial development, shopping malls and the like. It is not necessary to go on listing the problems, but it is certainly necessary to seek solutions before the habits and patterns of the last fifty years overwhelms the remainder of the Island.

This association is concerned that smart growth should not come to be synonymous with simply more growth as a way for builders and developers who are running out of empty land to build ever increasing density in those areas which have already been filled. To this end, we believe it is important and perhaps imperative to place caps on overall population growth. If greater densities are to be allowed in is some areas, then lower densities must be the consequence to others. This might be accomplished through the implementation of development rights tradable on the open market. To give one small example with potential, long-term consequences, as a civic association we notice more and more pressure on Brookhaven's Town Planning Board and Board of Zoning Appeals to permit rebuilding of larger houses or plots of a given size and to grant the variances for division of existing lots of legal size to substandard lots allowing additional houses to be infilled in existing communities. In some circumstances, this may lead to more compact communities, but it must not occur at the cost of increasing overall density. The use of tradable building rights might curb this problem and would equally well address the problem of accommodating large, new housing tracks while older and currently less desirable areas are leap-frogged and left to flounder by developers seeking virgin space.

We do not go in favor fast tracking of smart growth proposals as listed in the County's talking points on smart growth until and unless we have a consensus on the purposes of smart growth by the various parties involved; developers, residence, businessman, County and town planners and so on; right now it is too early in the game. We strongly suspect, because of the diversity of proponents, that smart growth holds quite different promises in the minds of different constituencies. We believe a trial period with smart growth concepts fastracked in one or two trial areas would be desirable in order to reveal the weaknesses as well as the benefits and to build in adequate safeguards and adjustments. The one thing we do not need right now is fast tracking of more development, whatever its ultimate goal.

We certainly favor the redesign and revitalization of existing rundown shopping areas and residential areas before allowing the loss of additional farms and woodlands for these uses. The county and the towns should both establish incentives to make this happen in cooperation with the Suffolk County Water Authority, LIPA, the Industrial Development Agency and other key players.

To conclude these brief comments, we generally favor the remaining items in the listed talking points titled "Smart Growth Principles" which were developed -- sorry, distributed in advance of these hearings and are pleased that the County has taken the lead in promoting a dialogue between all groups within the County on these important issues. Thank you.

MR. JONES:
Could we -- yes. Thank you. Next --

MR. DeZAFRA:
I should have introduced myself, I am speaking as President of the Civic Association of the Setaukets.

MR. JONES:
Thank you. Next is Russ Bodwell.

MR. BODWELL:
I would like to introduce myself. I'm a consulting engineer that works in Plainview, but I also have offices in four states. I have to admit that my ancestors ran into suburban growth problems back in the early 1600's, one of them let the 6% of the male population and fighting off the Indians who were of course opposed to inaudible.

I would like to kind of give you an overview of my viewpoint. Last year I worked for 59 different builders around the country. Many of them were national home builders, many of them were local builders where we in many cases had three or four projects. Last week I visited Milton Keynes outside of London, that's a community that's grown in the last 30 years to a population of roughly 200,000 people. It's got a 20,000 acre site and it's got 3,500 new industries that have been brought into the area in the last 30 years and I was there with the Interim Dean of Architects from the University of South Florida and his assistant and three students who had done a master plan on 17,000 acres. This is a site that this year the government will sell off over $100 million worth of land to individual developers.

The interesting thing about the project is it's one where the population and job creation is about one to one, and if you follow the trends in California and Silicon Valley, they're basically saying hey, we're going to slow down industrial growth until we get population growth in and about that same ratio. The Silicon -- I mean the Milton Keynes project is rather unique in the sense it's a series of villages about a kilometer square, it's got 250 round-abouts in the community. It has the first American-style shopping mall and I picked up several publications while I was there. One was a 275 page planning manual that was written about 1990, the other one was published by the government titled "Space For Growth", and that publication highlights the needs for usable open space, traffic reduction with mixed use, heavy landscaping, environmental sensitivity, energy conservation and sustainable development. As I found out while visiting with one of the top US architectural firms who has a London office, these are also key issues throughout Europe as we reviewed projects in seven countries.

I'm a proponent of space for smart growth. I recognize suburban sprawl will still continue and we will not completely eliminate it, but I brought a couple of examples to show new trends at residential densities to of six to twelve units per acre being done in Chicago by a client of mine, and the intriguing thing is these are the types of projects that we're seeing in Maryland, Florida, the west coast and Canada and the quality of conditions. Let me explain. New traditional is basically going back to house designs with porches, its house designs with no driveways on the front of the houses and the ones we have in Chicago we call them motorways for access to the rear and all the garages are off to the rear. The projects that are notable as a celebration job by Disney outside of Orlando, which is really a high priced project. And my Chicago project is selling from 125 to $175,000 range which, as many of you recognize, would be selling like hot cakes if they were in Long Island.

A Neo-traditional project needs about 75 to hundred acres to generate a site. It has to generate a sufficient size to permit a small general store. In England they are also trying to add job creation in neo-traditinal projects. We have a fine example in Manchester and they have several brown field sites. One of the best examples I can give you in the United States is the Post Project down in Orlando where they built 500 apartments in five-story buildings, they built 60,000 square foot of commercial on the first floor and 230,000 square feet apartments and parking on the same site; that's what I call a mixed-use project.

In summarizing my comments for smart growth, I would like to make the following issues ones that I would like to stress. Mixed-use to include residential, commercial and employment centers, etcetera. Yes, we need smaller two-

story townhouses of a thousand to 1,200 square feet mixed with our two thousand to 2,500 square foot homes. We need more landscaping. England sells tree planting by highlighting cost of maintenance 50% of lawn maintenance; they hope to achieve 100% increase to help mitigate global warning in the next 25 years.

I favor urban areas hidden in trees that conflict with architects and clients demanding high visibility; they did accomplish that in Milton Keynes. New zoning concepts are needed to avoid present maze and processing that discourages mixed-use. Government should consider funding a mixed-use site selling the approved sites with access and utilities available. If they can buy farmland and open space, let's try to do a better job in creating lifestyles for the future. After all, smart growth is supposed to be selling a better lifestyle and I hope we recognize that. One of the problems we have on Long Island, we don't have developers communicating well that do commercial employment centers and housing. Affordable housing should not exceed 12% of the total units -- I had quite a bit of experience with that and I think that's a good ratio -- and such requests need a carrot-like increase in density similar to what Maryland has been practicing for 20 years. Funding from all levels of government is needed to eliminate past practices of accessing septic tanks.

Greater use of residential sites at train stations. New Jersey is debating whether it should be eight units per acre or 80 as they approved and are permitting in Morristown, New Jersey, in six-story buildings. I brought these pictures which I'm sure very few of you can see, but this is a project in Arora, Illinois. What you see here, these are the motorways behind you and this is the driveways which are limited driveways with garages off the units. This is the entrance and this is an intriguing entrance, we have sidewalks with trees on both sides of it which you don't see too frequently here in Long Island. We've got units that have both townhouses and single-families on this project.

The success of this project led the client to build -- start another project over here in Elton and the Elton project has a very fancy entrance with a lake we created. And again, the streets are generally 24 wide, five foot sidewalks. And the client advertises the project as being one of the safest for children in the Chicago region, primarily because he has extensive use of the dinge principles of reducing speeds on highways. This is a sample of that, they put a curve in there with the road down and put a bump in the road and that seems to work very well. If anybody wants to look at these pictures. It's becoming very popular, in fact, I had a fellow in my office today about doing a project similar to this in Orange County. As I said, it's probably about 75 acres at a minimum to do a decent size neo-traditional community. But it's one of the alternates that I think you'll find more and more people are looking at. The fellow that's doing this is very socially conscious of this type of community increases communication between neighbors, it also has enough playground for families. On this site, this is the pipe that runs down the middle of the street and those are all playgrounds for children and for people to communicate.

MR. JONES:
Okay, thank you. Next is John Turner representing The Nature Conservancy.

MR. TURNER:
Thank you, Steve. For the record, my name is John Turner and I serve as Director of Conservation Programs for the Long Island and South Fork-Shelter Island chapter of The Nature Conservancy, and I would like to read this brief comment or statement into the record. Not surprisingly, given The Nature Conservancy's perspective, we are here to focus on principle number five which relates to preserving open space and protect natural resources habitat and provide for recreation.

The central mission of The Nature Conservancy is to preserve and maintain ecologically significant landscapes. We do this by acquiring key parcels as The Nature Conservancy preserves -- the conservancy currently manages 61 preserves in Nassau and Suffolk Counties -- by acquiring land on behalf of our governmental partners and working both with public and private landowners to develop appropriate stewardship strategies to perpetuate the natural landscapes, communities and species that are of concern to us.

On Long Island this has led the two Long Island Chapters -- again, the Long Island and the South Fork-Shelter Island Chapters -- to focus on several key natural areas such as the Long Island Pine Barrens, Atlantic Ocean

beaches, the Peconic Estuary and its associated watershed and other significant east end landscape segment such as the Long Pond Greenbelt and the Montauk Peninsula.

A key consideration of the Suffolk County Smart Growth Plan must be to identify and circumscribe the landscapes, natural areas and specific parcels, therefore both at a macro as well as a micro scale, that contain significant ecological value and which should be the focus of our preservation efforts. In our view, this exercise is every bit as important as identifying and delineating those areas of the County that are targeted for development or redevelopment in accordance with specific Smart Growth strategies. Indeed, it should be viewed as an equal and complementary effort in the development/redevelopment focus.

Additionally, providing adequate stewardship capability in the land management agencies, such as the Suffolk County Parks Department, that are responsible for managing ecologically valuable landscapes, communities and species is critical to insuring their perpetuation. We have come to realize it is not enough to protect ecologically significant lands by acquiring them and "Letting them be." We must do more because in the absence of sound management strategies to identify and abate threats to natural areas and committing adequate financial and personnel resources to implement those strategies, the very communities and species that were the rationale for preserving these lands in the first place could be degraded or lost.

MR. JONES:
Thank you. Do we have that?

MR. TURNER:
Yes; I think I left it.

LEG. FIELDS:
Yes.

MR. JONES:
Yes, okay. Thank you. Chris Hewitt representing Tri-State Transportation Campaign.

MR. HEWITT:
Hi. I'm Chris Hewitt, I'm the Long Island Coordinator for Tri-State Transportation Campaign and my organization is a consortium of 13 organizations that are involved in planning transportation and we represent New York, Connecticut and New Jersey. And on Long Island in the last few months we have done a number of things, we have helped to save the bus budget in Nassau County along with many other groups. We are setting up a Jitney in Central Islip for the train station there that will bring subscribers from their house to the station in the morning and from the station to their house at night, and that will increase the amount of vehicle space at the station in that town. And we're working in the Towns of Brookhaven and Eastern Smithtown with many civic organizations to try and ask serious questions about the usefulness of highway expansion in those areas.

Transportation is a critical facet of any smart growth strategy so I've prepared a statement which I will read only parts of. A modern multi-modal transportation strategy that takes account of the impacts different transportation facilities and polices can have on land development patterns and realizes the quality of life improvements that certain transportation investments can offer is a critical facet of any smart growth strategy.

On one hand, our highway system is one of the pillars of sprawl. It has created access to far-flung areas and facilitated the radical separation of home, work and other land uses that characterize our prevailing pattern of development. On the other, modern public transportation, appropriately scaled and newer roadway improvement techniques such as traffic calming and a variety of measures to protect bicyclists can help facilitate development of mixed-use centers that can promote and accommodate a variety of means of transportation. We offer the following principles and recommendations as components of a smart growth transportation strategy. We urge Suffolk County to adopt them as part of its Smart Growth Master Plan and as guidelines for formulation of future County Capital Budgets.

One of the Suffolk goals is to ensure consistency, cooperation and coordination between levels of government regarding transportation. Tri-State Transportation Campaign recommends that Suffolk County should urge New York State DOT to adopt a multi-disciplinary, collaborative approach to corridor and Island-wide planning that looks at town and County level land use decisions and mass transit possibilities as well as potential improvements on DOT-owned highways, similar to the approach taken by NYMTC which is a regional metropolitian planning organization, the approach taken by NYMTC-organized sustainable development studies for four highway corridors in the Hudson Valley. Suffolk should withhold any approval for the recommendation of LITP2000 until this takes place.

Another Suffolk goal is to promote diversity of home type, affordability and location to employment and community facilities to lessen automobile dependence and broaden access to jobs.

Tri-State Transportation Campaign recommends to develop areas around train stations into mixed-use centers with local transit services and emphasize pedestrian circulation in such stations and other downtown centers. Transit-oriented development, an effective strategy for lessening automobile dependence, could help give life back to communities and create strong downtowns; it concentrates trips by creating walkable, tight-knit communities. Train stations bring many people to one place while highways move many people away from one place. Another Suffolk goal is to guide the location of land development and encourage compact development.

Tri-State Transportation Campaign recommends highway expansion will generally accelerate sprawl development and traffic growth in context of existing traffic congestion and uncontrolled land development. More highway capacity will speed car trips for a short period after construction promoting more and longer car trips and further flung development, but will then become recongested creating a new demand for more lanes. Each of my points goes on to explain further in detail what these are saying and I'm going to submit them into the record.

MR. JONES:
Thank you. Cynthia Barnes.

MS. BARNES:
Thank you.

MR. JONES:
Or you want to wait?

MS. BARNES:
What?

MR. JONES:
You said you didn't want to go --

MS. BARNES:
I do want to wait.

MR. JONES:
You're okay?

MS. BARNES:
No, I'll wait, I would rather wait.

MR. JONES:
Okay. Joel Snodgrass.

MR. SNODGRASS:

Hi. My name is Joel Snodgrass, I'm a staff member of the Society for the Preservation of Long Island Antiquities better known as SPLIA. We're Long Island's Regional Organization of smart preservation and I'm here to support these goals tonight to identify the number of communities, item number two. And the thing I would like to really point out is that most of what is in smart growth had much to do with the preservation effort long ago, as is the mainstream movement its intrically tied. What I would like to do is read some of what I prepared tonight and I will submit the rest, the goals I think we need to point out to lead into this process.

Unfortunately, as we've seen almost everywhere, development pressures have increased, and often with negative impacts; on Long Island it is particularly noticeable in terms of loss of historic fabric. As our available open land has diminished, sites with historic resources have become favorite targets, primarily for their desired location, giving way to the destruction of both historic structures and landscapes, and more recently only to make way for big box chain stores with the newest version of the now ubiquitous "McMansion". Suffice it to say, in prosperous economic times, these pressures are only likely to continue and increase, again with likely negative impact.

This situation begs the question of how these challenges can be properly addressed. Tangible solutions no doubt exist through a variety of ways. More than likely, most important is by increasing overall awareness the importance and benefits of historic preservation and heritage resources in terms of real dollars and cents to the end user or homeowner, and clearly defining where people choose to live and work. We can examine these benefits through a variety of tangible and intangible means including generating community character or, in short, "pride of place" or our community identity. These qualities of normally easily recognized as increasingly important and supported unilaterally, however traditionally less well understood by the general public, including the development community, has been the prudent, economic incentives available that broadly range from direct tax advantages for property owners to overall enhancement of tourism activities and residual economic enhancements.

Our challenge, therefore, is both to better educate our public and development communities to the benefits of truly coordinated and cohesive development and to likewise continue to provide economic and protected vehicles that foster preservation projects specifically listed as sited here:

Support promotion of historic preservation initiatives in general, dispel the misinformed and negative myth of historic preservation as being restrictive and in contrast clarify the many resultant advantages.

Promote a clearer understanding of local historic preservation agencies such as Landmarks Preservation Commissions and the role that they actually play as assistance and facilitation vehicles versus the misconception of being preventive, restrictive and punitive. For example, a common misunderstanding is that Landmark Commissions take away a homeowner's rights, they dictate the color a property owner may paint their building or that permission is necessary to perform routine maintenance procedures, when in fact these organizations act to provide solutions and enhancement of community character.

Promote local awareness of the economic advantages of historic preservation such as the Federal Tax Credits and the Historic Homeowners Tax Credit slated for passage at the State level, both of which provide direct economic incentives to individual, private owners of historic structures. These programs likewise act as a positive incentive for restoration work versus the traditional disincentive of having property assessment taxes raised as a result for such otherwise well-intentioned work. Similarly, help to educate local communities to the advantages of historic districts which have been proven nationally to actually increase property values within such districts.

Continue local support for State and Federal Grant Programs such as the Environmental Protection Fund (EPF), ISTEA/TEA 32 and other programs which have been instrumental not only for providing actual preservation of historic resources but likewise stimulation of related jobs, stimulation of local economies and promotion of historic resources, heritage tourism, etcetera.

Continue to support preservation advocacy efforts at the local level such as through regional groups such as SPLIA, historic landmark preservation commissions, planning departments and other such organizations which support

positive preservation initiatives, protection of historic resources, revitalization of historic downtown areas, curbing of rampant sprawl and retention of our overall communal "quality of life".

And lastly and most obviously, continue to promote not only increased understanding of the inherent importance of Smart Growth guidelines to successful development, but equally that historic preservation goals are foundational to these guidelines, many of which are a direct outgrowth of the Main Street Programs which were developed many years ago by the National Trust for Historic Preservation to stimulate revitalization of historic downtown areas and which should be expanded for use throughout Long Island. Thank you.

MR. JONES:
Thank you. Okay, Cynthia?

MS. BARNES:
Thank you. I am here representing Steve Englebright and also the Suffolk County League of Women Voters of Brookhaven.

MS. BARNES:
I actually prefer the term Sustainable Communities for the title of the principles which I think there seems to be in general a large consensus and Governor Pataki seems to prefer quality communities for that title, which I think means that we really need to make sure that all levels of government are coordinating all their efforts and pulling this together so it's coordinated because I think that's one of the first principles is intermunicipal/intergovernmental coordination.

And then the second big principle is the one you listed first and that is public participation. I very much like that person's quote in the video saying, "The best government is the one that gets the most citizens involved", and I think that's really the key to it.

What can the County do? I think the County can help us provide a frame work, maybe with facilitating whether this is through administrative services or coordinating efforts, bringing in the State resources which I think are excellent. The Department of State has training programs which are excellent and ought to be brought down to the average citizen, and certainly ought to be brought down to the level of the Incorporated Villages. And I think that's a roll that County could definitely play. And part of what I think I would like to see happen on many development levels, if not in the planning process, is sharettes and getting people used to that vehicle to participate in that government and in the planning for their community. Whether this is a town, you know, when a big project is coming in or just planning like they did for Gerard Street.

I would also like to see this used in the road building business. With 347 trying to get the DOT in each community, I think it would be wonderful if we can have the various design sharettes to see what the communities want for this road. I think this would also apply to County road planning. It would keep you guys very busy, it would keep us all very busy doing this, but I think it's very important, especially for the big major projects.

The other point I wanted to make was I think we have done a lot -- we do a pretty good job, we could probably do better, on open space, but I think we have been doing preservation and the Long Island Business Weekly was it, there was an article that started talking about unabated land preservation. While I think that's a wonderful thing, we're doing pretty well with the big spaces, I would like to see us doing better with some of the small spaces, the neighborhood parks or places where people can walk within the community, maybe just a really small area where they could interact and interact with parks. Which leads me to one other thing which is tax default properties or land that's been forfeited for some other reason such as the McNamara property on Christian Avenue which came into receivorship; it was in the public domain but now it's back in the private domain and being built upon. This is at the head of Andenes Creek of West Meadow and probably would have been a very good place to have a County park, in fact I think the County did acquire one parcel next door as part of the tax default.

I think even when land goes into this kind of situation, there needs to be some mechanism whereby, one, there is a review that should this remain within public domain or not, and I think some of it, there could be some criteria development which would make that usable. The other thing would be that the public or the neighborhood who are the best people to understand why this land is important from their community, their quality of life, need to be informed somehow and get involved in that decision making process. And I think this could be done through some of the civic groups, which I know certainly the Setauket area can get pretty aggressive when it comes to monitoring and time digging involved and the land use decision making process within our area, our back yard. Excuse me, I don't like public speaking very much.

The other thing is I did mention Incorporated Villages and I think that they have some of the most valuable land, in some cases often they're located in Poquatt, Belle Terre, Old Field, Head of the Harbor, obviously they have the most beautiful land right on our coastal waters. And some of them have good ordinances, some of them have done local water front revitalization plans, some of them have not. I think there's a mixed availability, a mixed level of expertise within these Incorporated Villages in terms of their ability to apply good land use, and they're making the decisions.

I think it would be helpful for the County as well as for the State to be really aggressively perhaps reaching out to them and trying to get them involved and understanding what New York State Laws or the County policies and laws can work to their benefit so that they can make better land use decisions and have training for their Town Planning Board members who I find -- unfortunately they may mean well but don't sometimes often don't really have the tools or the knowledge or expertise to make the decisions for them. Thank you.

MR. JONES:
Okay, thank you. That's all the cards that we have. If there's anybody who would like to speak, we welcome your input.

What we're going to do is we're going to take all the information that we have received in the hearings and then we're going to put a draft together. Any of you who are interested in seeing a draft of what we come out with, please let you us know by the end of the -- before you leave today, we'll be happy to share that with you as we pass it around. It's a little difficult because I think a number -- as a number of you said tonight, smart growth has a lot to do with community collaboration and involvement and this is kind of something that we're putting together on the County level. We are going to concentrate as much as we can on County operations because I think that's where the County Executive and the Legislature not only would be most interested but can make a dig difference.

A number of people in all of the hearings have brought up the issue of training for people serving on planning boards and zoning boards, that's certainly -- which are on the town village levels. That's certainly something which has a major impact, obviously, on land use and the way communities are shaped and the way they look and the way they can be reshaped as well. We have already been talking a lot about this and about the possibility of the County being more involved in funding perhaps some of these training programs for local planning and zoning boards members. We have a Suffolk County Planning Federation which has been operating for a number of years, but it's been operating on a shoestring pretty much with volunteers. We haven't been able to import any outside expertise or even pay for travel expenses and honoraria for speakers outside of our area.

So there are a number of themes that are starting to develop with these hearings and if any of you want to see public -- we have a publication on our Suffolk County Planning Department website, we can give you that address, you can go to that and look at the publication that we have put out already. I don't know whether we're going to be able to get this draft out on the Internet or not, I don't see why we can't. But anyway, just keep in contact with us. I would encourage you also to keep in contact with Legislator Fields as to what happens in the County Legislature. There will undoubtedly be one or possibly more hearings on the draft plan when it does go to the Legislature at the end of September, and so I urge you to stay in contact with Legislator Fields as well. Any other -- Ginny, did you want to say anything at this point?

LEG. FIELDS:

I am just wondering if anyone has any further comments or would like to submit any comments in writing, they have up until --

MR. JONES:
Right, the middle of August, August 15th. If any of you leave here tonight, "Oh, I should have said something about that," please just put it down in writing in any form that you want and just send it along to us, e-mail us, write us a letter, send us a telegram, whatever you want to do. We welcome any and all comments and we're going to include those in the plan. We want to pass along as much information as we possibly can.

LEG. FIELDS:
What happened to Jim Morgo?

MR. JONES:
He's out building affordable housing I guess. At any rate, anybody else have anything they would like to add? We'll stick around here for a while if you want to just talk informally with us, but I would like to thank you all for coming tonight and please stay in contact with us as we move forward. This is not something we're going to put out a plan and just move on, we really want to try to influence the way decisions are made on the County level and on the town and village level as much as we possibly can over the long hall and not just the rest of this year. So thanks very much.

(*The hearing was adjourned at 8:04 P.M.*)

Mr. Stephen Jones, Director
Suffolk County Planning Department

Planning/ Zoning Board Training

Every week planning and zoning boards make critical decisions which shape the face and future of Long Island's many communities. Many of our fellow citizens who serve on these boards do so as volunteers in the name of public service. Often their roles place them in the difficult position of making decisions on controversial matters requiring great attention and specific expertise. The challenges confronting such board members are multiplied in small municipalities with little or no professional support staff. Although these board members by and large perform commendable public service, their effectiveness and abilities can be enhanced, and the weightiness of material they may deal with can be made more understandable through planned education rather than solely depending upon "on-the-job" training, which is the usual manner in which board members learn their jobs.

In recognition of the important role of planning and zoning board members, and the critical issues and projects they are entrusted to review, the State legislature has empowered municipalities to require, as they see fit, training and continuing education for such board members. Some Long Island municipalities may have modest training efforts, but formal, practical, county or island-wide training programs appear to have been limited to those programs conducted by the American Planning Association and the Suffolk County Planning Federation. The former organization comprised of professional planners, the latter of participating municipalities. In this new era of mandatory continuing legal education for attorneys, certain other associations, firms, and law schools periodically hold related legal programs, but there appears to be a void in terms of a holistic, multi-disciplinary, practice-oriented training program for board members themselves.

It would seem that a training program, crafted to enhance the abilities of dedicated board members throughout the region, would benefit these boards, those who appear before them, and the communities they service. Perhaps a combination of regional and municipality-specific training could serve to fill this void. Certainly, such training, when done in partnership by several municipalities, would be cost-effective to the municipalities and, perhaps, would help to lower the cost of the insurance coverage which municipalities must have to protect themselves against lawsuits alleging improprieties in planning and zoning determinations.

Source: Fax from Gesualdi, 06/06/2000 12:49 516-224-1678 page04 © 2000 James F. Gesualdi

RULES AND REGULATION FOR GRANTS FOR DOWNTOWN REVITALIZATION

Purpose: To provide funds to organizations working to renovate or revitalize downtown areas in Suffolk County. (Suffolk County Legislative Resolution 808-98, Resolution 643-98, and Resolution 625-99)

Locations: The following downtown areas have already been determined to be eligible to apply for funds. In conjunction with the Suffolk County Department of Planning the Downtown Revitalization Committee discussed the "Downtown" areas in terms of the pre-1950 Centers in Suffolk County. As shown in the 1970 Nassau-Suffolk Comprehensive Development Plan "Corridors, Centers, and Clusters" these areas include: Amityville, Babylon, Bay Shore, Brentwood, Bridgehampton, Center Moriches, Central lslip, Coram, Deer Park, East Hampton, Greenport, Hampton Bays, Huntington, Huntington Station, Kings Park, Lindenhurst, Mattituck, Montauk, Northport, Orient, Patchogue, Port Jefferson, Port Jefferson Station, Riverhead, Rocky Point, Ronkonkoma, St. James, Sag Harbor, Sayville, Smithtown, Southold, Southampton, Wading River and Westhampton Beach. Other traditional downtown areas may also qualify and can apply.

Plan: Before a grant is given, the organization making application for the Downtown area will have to submit a Vision Plan to the appropriate Town or Village and the County Department of Economic Development, outlining what specific types of improvements are considered critical to the revitalization of the downtown area. Assistance in developing this Vision Plan can be obtained from the Suffolk County Planning Department, the Suffolk County Economic Development Department, and the Town Planning Departments. The Towns and the County should be able to share with you any previous plans that have been developed for a particular downtown area. The Vision Plan should:

1) Detail what types of businesses, industries, and offices the area wishes to attract.
2) The Plan should reflect any theme or niche market the downtown is attempting to foster.
3) The Plan should also include a brief description of the downtown demographics.
4) Plan should describe current development in the downtown area.
5) A discussion about what are the critical challenges facing the downtown: i.e. parking, access, high retail vacancy rates, pedestrian traffic, crime.
6) What are the strengths of the downtown, i.e. a good retail base, access to water, large population density, and new private investment.
7) A map must be included that details the location(s) that is specifically targeted by the proposal. The map must also **outline, by street address, the parameters of the downtown area**, inside which projects are to be funded. The boundaries of an urban renewal area could also be used. The Vision Plan should reflect the input of various local civic, religious, cultural, historic, school, senior and youth groups.

Eligibility: A project must be submitted by a Chamber of Commerce or comparable business organization or civic beautification organization from an eligible downtown area. A project which has been designated a high priority project in the Vision Plan will be eligible for funding to the extent that funds exist. Eligible capital projects include but are not limited to: pedestrian walkways, sidewalks, parking lots, renovation of existing structures for business or community use, cultural facility, purchase of equipment, signage, restrooms, handicapped accessibility and street lighting.

RULES AND REGULATION FOR GRANTS FOR DOWNTOWN REVITALIZATION Continued

Procedure: A group interested in applying for funds should send a completed application to: Suffolk County Department of Economic Development, P.O. Box 6100, Hauppauge, NY 11788. Application forms and instructions can be obtained by calling 853-4800, fax at 853-4888 or email at aamrhein@co.suffolk.ny.us..

Prior to sending the completed application to the County Department of Economic Development, the group must send the project to the local town or village and have a resolution passed by that jurisdiction supporting the project. This resolution should be submitted with the application. The town or village will be the conduit for funding to the organization. In terms of any major project
where Downtown Revitalization funds are to pay for only part of the project it must be demonstrated that the group has the funding to complete the project from other sources.

The Department of Economic Development will review the application for completeness. If complete the Department will send the application to the Downtown Revitalization Committee for their recommendation. A resolution approving the project must be adopted by the Suffolk County Legislature. It is anticipated that it will take a minimum of 90 days to approve a project. ***The deadline for the third round of applications will be September 15, 2000, funds are expected to be awarded before the end of 2000.***

Operating Grants:

1) Grants can be made for any community project that aids in the revitalization of a downtown area. It should be demonstrated in the grant application that this grant activity will either: beautify the downtown area; cause an increase in tourism revenue; increase pedestrian traffic; create at least one new position for every $25,000 in grant funds requested; or increase business activity in the downtown area.
2) In order for a community to receive a grant to cover the partial cost of a project, they must demonstrate that they have a commitment or expectation that funds will be available to finish the project form other sources. For example, if applying for a $25,000 grant for street lighting that costs $100,000, they would have a to demonstrate that they had a commitment for the other $75,000 to complete the project.
3) Planning and research grants will be considered if it can be demonstrated that the grant will increase the likelihood that revitalization will occur in the downtown area.

Grant Funding: Currently $500,000 in funding exists for this Third Grant Round. During the First Grant Round awards ranged from $3,000 to $90,000. The majority were in the $15,000 to $30,000 range. A similar allocation is expected under Round Three.

For questions about whether a project would qualify, please call James. D. Ainslie at 853-4805 or Carolyn E. Fahey at 853-4833 at the Department of Economic Development and discuss the project with them. The Department of Economic Development will offer assistance in preparing the application and will look for additional sources of funding if funding requested does not meet the entire cost of the project.

Deadline:

Deadline for Round III will be posted to this site. From the date announced generally two months is allowed for preparation.

Interested parties can be put on a mailing list for further information by contacting the Department of Economic Development, P.O. Box 6100, Hauppauge, NY 11788, Fax number 853-4888 or telephone 853-4800. Leave your name, address, fax, telephone number and e-mail address if available.

Intro. Res. No. 1566-99 Laid on Table 5/11/99
Introduced by the Presiding Officer at the request of the County Executive

RESOLUTION NO. 625 - 1999, AMENDING THE 1999 OPERATING BUDGET AND TRANSFERRING FUNDS IN CONNECTION WITH DOWNTOWN REVITALIZATION

WHEREAS, a Downtown Revitalization Program was established in 1998 pursuant to Resolution Nos. 643 and 808 of 1998 to provide for infrastructure improvements, beautification and other economic assistance to attract or induce the creation of new businesses within or the relocation of new business to downtown areas in Suffolk County; and

WHEREAS, the Department of Economic Development has received 66 applications from various organizations throughout the County requesting a total of more than $5,500,000 in funding under this program; and

WHEREAS, there are insufficient funds available to finance the many worthy projects which have been submitted; and

WHEREAS, due to the overwhelming response to this program, the County of Suffolk desires to make additional funds available for the revitalization of the County's downtowns; and

WHEREAS, sufficient funds are available within the 1999 Operating Budget for downtown revitalization; now, therefore, be it

RESOLVED, that the County Comptroller be and he is hereby authorized to execute the following transfer:

FROM: AMOUNT
001-DPW-1491-4560 $1,000,000
Public Works - Construction Projects

TO: AMOUNT
001-ECD-6410-4560 $1,000,000
Economic Development - Administration

DATED:June 29, 1999

APPROVED BY:
/s/ Robert J. Gaffney
County Executive of Suffolk County

Date of Approval: July 6, 1999

Draft: List of County Roads in Downtowns

County Route	Downtown	Road Name
	Babylon Town	
50	Babylon V.	Park Ave., Union Blvd
47	North Amityville	Great Neck Road
	Brookhaven Town	
36	Bellport	South Country Rd.
80	Center Moriches	Main St.
98	Center Moriches	Frowein Rd.
80	East Moriches	Merrick Rd.
98	East Moriches	Frowein Rd.
55	Eastport	Eastport Manor Rd.
80	Eastport	Montauk Hwy., Main St.
21	Middle Island	Yaphank-Middle Island Rd., Rocky Pt. Rd.
19	Patchogue V.	West Ave., Waverly Ave., Holbrook
85	Patchogue V.	West Main St.
21	Rocky Point	Rocky Point Rd.
16	Ronkonkoma	Portion Road
46	Shirley	William Floyd Pkwy
80	Shirley	Montauk Hwy.
	Huntington Town	
86	Greenlawn	Broadway
35	Huntington	Main St.
	Islip Town	
50	Bay Shore	Union Blvd.
57	Bay Shore	Howells Rd., Third Ave.
65	Bayport	Middle Rd.
65	Bluepoint	Middle Rd.
50	Brightwaters V.	Union Blvd.
17	Central Islip	Wheeler Rd., Carlton Ave.
100	Central Islip	Suffolk Ave.
17	East Islip	Carlton Ave
50	East Islip	Union Blvd.
50	Islip	Union Blvd.
85	Oakdale	Montauk Hwy.
65	Sayville	Middle Rd.
85	Sayville	Montauk Hwy.
85	West Sayville	Montauk Hwy.
	Riverhead Town	
43	Riverhead	Northville Tpke
58	Riverhead	Old Country Rd.
63	Riverhead	Riverhead Moriches Rd.
94	Riverhead	West Main St.
94A	Riverhead	Bridge over river
	Smithtown Town	
11	Kings Park	Pulaski Road, E. Northport Rd., Main St.
14	Kings Park	Indian Head Rd., Main St.
	Southampton Town	
79	Bridgehampton	Bridgehampton Sag Harbor Rd
80	Quogue	Montauk Hwy.
38	Sag Harbor	Jermain

INSTALLMENT PURCHASE

...Suffolk County, must have appropriations amounting to perhaps tens of millions of dollars to acquire the development rights to large amounts of acreage. Generating these sums in one or two budget cycles is impossible without a substantial tax bite.

One such method is installment purchase known more formally as Securitizable Tax-Exempt Installment Purchase Open Space Financing. There are many advantages of this program. The government can now approach farmers with offers that can successfully compete with developers. Accumulated and future dedicated revenue can be combined to preserve farms now and pay for them over time. Farm owners receive tax benefits which in the aggregate exceed the benefit of a cash sale to the government or a developer. Specifically, these involve yearly interest income which is tax exempt and deferral of taxes on capital gains until payment of principal. In addition to the tax benefits, farm owners can securitize the agreement and sell all or parts of it to others. They can realize charitable deductions against their operating income by gifting portions of the agreement or for estate planning, can place all or portions of the agreement into trust accounts. In this way, estate heirs can cash out their portion of the agreement, instead of dividing up the land itself. The bottom line is that, hypothetically, the government can acquire the development rights to an acre of farmland for $4,500 as compared to $13,000!

The identification of the source or sources of funding to undertake installment purchases is obviously crucial. The government must pledge a revenue source for 30 years to pay the interest payments and purchase of comparable maturing treasury bonds (zeros) to pay the principal at the end.

Currently, installment purchases are structured in New York State due to the high level of interest in this technique for pine barrens preservation. There exists a possibility of specific and dedicated funds from an extended quarter cent sales tax program and a possible town land transfer tax. These could fund the installment purchase concept which should definitely be pursued as a mechanism to sharply accelerate preservation of farms in Suffolk County.

Excerpt from:
Suffolk County Planning Department, *SUFFOLK COUNTY AGRICULTURAL PROTECTION PLAN: June, 1996*. http://suffolkhome/planning/z18act.html, September 20, 2000.

New York State Consolidated Laws
Town

ARTICLE 16
ZONING AND PLANNING

S 278. Subdivision review; approval of cluster development.

1. Definitions. As used in this section:
   (a) "cluster development" shall mean a subdivision plat or plats, approved pursuant to this article, in which the applicable zoning ordinance or local law is modified to provide an alternative permitted method for the layout, configuration and design of lots, buildings and structures, roads, utility lines and other infrastructure, parks, and landscaping in order to preserve the natural and scenic qualities of open lands.
   (b) "zoning districts" shall mean districts provided for in section two hundred sixty-two of this article.
2. Authorization; purpose.
   (a) The town board may, by local law or ordinance, authorize the planning board to approve a cluster development simultaneously with the approval of a plat or plats pursuant to this article. Approval of a cluster development shall be subject to the conditions set forth in this section and in such local law or ordinance. Such local law or ordinance shall also specify the zoning districts outside the limits of any incorporated village in which cluster development may be applicable.
   (b) The purpose of a cluster development shall be to enable and encourage flexibility of design and development of land in such a manner as to preserve the natural and scenic qualities of open lands.
3. Conditions.
   (a) This procedure may be followed at the discretion of the planning board if, in said board`s judgment, its application would benefit the town. Provided, however, that in granting such authorization to the planning board, the town board may also authorize the planning board to require the owner to submit an application for cluster development subject to criteria contained in the local law or ordinance authorizing cluster development.
   (b) A cluster development shall result in a permitted number of building lots or dwelling units which shall in no case exceed the number which could be permitted, in the planning board`s judgment, if the land were subdivided into lots conforming to the minimum lot size and density requirements of the zoning ordinance or local law applicable to the district or districts in which such land is situated and conforming to all other applicable requirements. Provided, however, that where the plat falls within two or more contiguous districts, the planning board may approve a cluster development representing the cumulative density as derived from the summing of all units allowed in all such districts, and may authorize actual construction to take place in all or any portion of one or more of such districts.
   (c) The planning board as a condition of plat approval may establish such conditions on the ownership, use, and maintenance of such open lands shown on the plat as it deems necessary to assure the preservation of the natural and scenic qualities of such open lands. The town board may require that such conditions shall be approved by the town board before the plat may be approved for filing.
   (d) The plat showing such cluster development may include areas within which structures may be located, the height and spacing of buildings, open spaces and their landscaping, off-street open and enclosed parking spaces, streets, driveways and any other features required by the planning board. In the case of a residential plat or plats, the dwelling units permitted may be, at the discretion of the planning board, in detached, semi-detached, attached, or multi-story structures.
4. Notice and public hearing. The proposed cluster development shall be subject to review at a public hearing or hearings held pursuant to section two hundred seventy-six of this article for the approval of plats.
5. Filing of plat. On the filing of the plat in the office of the county clerk or register, a copy shall be filed with the town clerk, who shall make appropriate notations and references thereto on the town zoning map required to be maintained pursuant to section two hundred sixty-four of this article.
6. Effect. The provisions of this section shall not be deemed to authorize a change in the permissible use of such lands as provided in the zoning ordinance or local law applicable to such lands.

Source: http://www.assembly.state.ny.us/cgi-bin/ claws?law=118&art=33 September 20, 2000

New York State Consolidated Laws
Village

ARTICLE 7
BUILDING ZONES

S 7-738 Subdivision review; approval of cluster development.

G. Definitions. As used in this section:
   1. "cluster development" shall mean a subdivision plat or plats, approved pursuant to this article, in which the applicable zoning local law is modified to provide an alternative permitted method for the layout, configuration and design of lots, buildings and structures, roads, utility lines and other infrastructure, parks, and landscaping in order to preserve the natural and scenic qualities of open lands.
   2. "zoning districts" shall mean districts provided for in section 7-702 of this article.

H. Authorization; purpose.
   1. The village board of trustees may, by local law, authorize the planning board to approve a cluster development simultaneously with the approval of a plat or plats pursuant to the provisions of this article. Approval of a cluster development shall be subject to the conditions set forth in this section and in such local law. Such local law shall also specify the zoning districts in which cluster development may be applicable.
   2. The purpose of a cluster development shall be to enable and encourage flexibility of design and development of land in such a manner as to preserve the natural and scenic qualities of open lands.

I. Conditions.
   1. This procedure may be followed at the discretion of the planning board if, in said board`s judgment, its application would benefit the village. Provided, however, that in granting such authorization to the planning board, the village board of trustees may also authorize the planning board to require the owner to submit an application for cluster development subject to criteria contained in the local law authorizing cluster development.
   2. A cluster development shall result in a permitted number of building lots or dwelling units which shall in no case exceed the number which could be permitted, in the planning board`s judgment, if the land were subdivided into lots conforming to the minimum lot size and density requirements of the zoning local law applicable to the district or districts in which such land is situated and conforming to all other applicable requirements. Provided, however, that where the plat falls within two or more contiguous districts, the planning board may approve a cluster development representing the cumulative density as derived from the summing of all units allowed in all such districts, and may authorize any actual construction to take place in all or any portion of one or more of such districts.
   3. The planning board as a condition of plat approval may establish such conditions on the ownership, use, and maintenance of such open lands shown on the plat as it deems necessary to assure the preservation of the natural and scenic qualities of such open lands. The village board of trustees may require that such conditions shall be approved by the board of trustees before the plat may be approved for filing.
   4. The plat showing such cluster development may include areas within which structures may be located, the height and spacing of buildings, open spaces and their landscaping, off-street open and enclosed parking spaces, streets, driveways and any other features required by the planning board. In the case of a residential plat or plats, the dwelling units permitted may be, at the discretion of the planning board, in detached, semi-detached, attached, or multi-story structures.

J. Notice and public hearing. The proposed cluster development shall be subject to review at a public hearing or hearings held pursuant to section 7-728 of this article for the approval of plats.

K. Filing of plat. On the filing of the plat in the office of the county clerk or register, a copy shall be filed with the village clerk, who shall make appropriate notations and references thereto on the village zoning map required to be maintained pursuant to section 7-706 of this article. 6. Effect. The provisions of this section shall not be deemed to authorize a change in the permissible use of such lands as provided in the zoning local law applicable to such lands.

Source: http://www.assembly.state.ny.us/cgi-bin/ claws?law=129&art=8
September 20, 2000

Re-Developments of Regional Significance: Fact Sheets

Long Island Developmental Center	
Acres	408
Zoning	was 1 acre - residential, now 3.4 units per acre
Reuse Plan?	1375 units, 95 % of which are Senior Citizen units
Owner	Arlen Construction/ Jobco Development
Present Status	Recently received partial approval by the town of Huntington

Calverton Airport (EPCAL)	
Acres	2,900 (within the fence line)
Zoning	Planned Industrial and Planned Recreational District
Reuse Plan?	Adopted 1999
Owner	Town of Riverhead; contract to sell industrial component is pending.
Present Status	Part is in an Economic Development Zone, hangers being occupied for light industry.

Central Islip Psychiatric Center	
Acres	Formerly 1,000
Zoning	Planned Development District
Reuse Plan?	Adopted 1989
Owner	Multiple
Present Status	The property contains State and Federal Court Houses, the Long Island Ducks Ballpark, Park Row Townhouses, Senior Citizen Apartments, New York Institute of Technology campus, light industry, shopping center.

Re-Developments of Regional Significance: Fact Sheets Continued

Kings Park Psychiatric Center	
Acres	600
Zoning	2 acre residential; also subject to the LWRP and State Rivers Act
Reuse Plan?	in progress
Owner	New York State
Present Status	A portion of the property is the new Nissequogue River State Park.

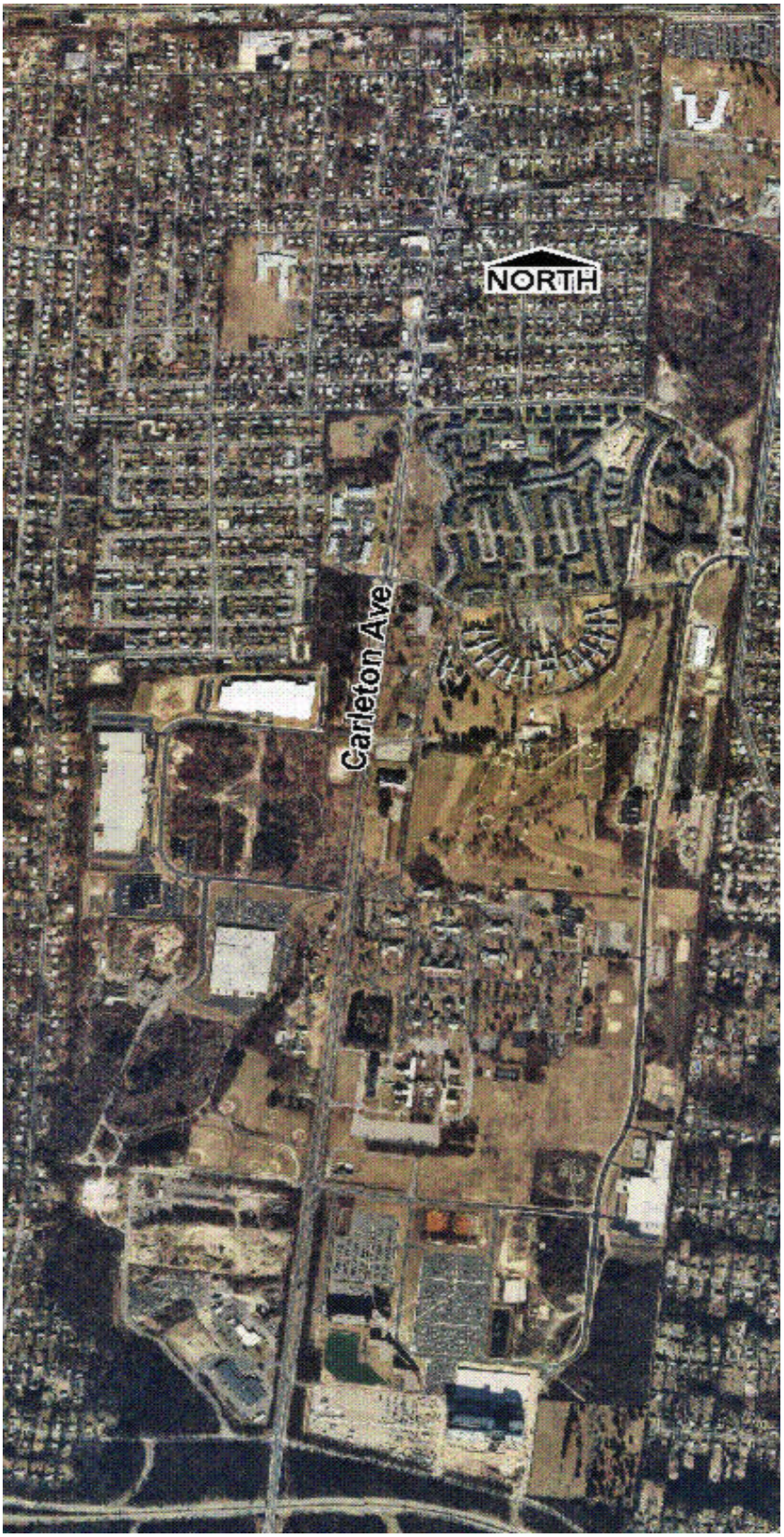
Pilgrim State Psychiatric Center	
Acres	665
Zoning	One acre residential
Reuse Plan?	Planned Development District and Master Plan in progress.
Owner	New York State and Reckson Assoc.
Present Status	A small portion will remain the psychiatric hospital. The state is retaining 50 acres for soccer fields and 150 acres for an intermodal transportation facility. The balance of the property for mixed use.

Gyrodyne	
Acres	140 acres in Smithtown and 182 acres in Brookhaven
Zoning	Smithtown Town = Light Industrial Brookhaven Town = Light Industrial
Reuse Plan?	In progress
Owner	Gyrodyne Co. of America
Present Status	The property presently houses a catering complex, existing buildings used by multiple tenants and the open space is used as a “fair ground”. In Brookhaven, a proposal for 250 units of luxury apartments on 25 acres was made in 1998. An additional proposal for 250 units on another 25 acres has been made since 1998.

Long Island Developmental Center

Calverton Airport

Central Islip Psychiatric Center



Kings Park Psychiatric Center

Pilgrim Psychiatric Center

Gyrodyne