

BAYPORT ZONING STUDY



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Bayport Zoning Study

Prepared for:

Town of Islip

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INTRODUCTION

The Town Board, recognizing the importance of enhancing the community identity of the Bayport hamlet, commissioned this study to guide development recommendations for its three commercial areas: Montauk Highway, the Industrial area along Rajon Road, and Bayport’s historic hamlet center on Middle Road. Bayport is known as a “Hamlet with a Heritage”, and enjoys a unique charm that its residents seek to maintain. These commercial areas play dual roles, as sources of retail and services for residents and as defining “images” of certain areas of the Hamlet.

It has been 40 years since the last hamlet study was established for Bayport. Since that time, development in the commercial areas has lacked an overall vision, and as a result, planning has been reactionary rather than proactive. Given recent development pressures, particularly along Montauk Highway, the timing was right to identify measures to protect and enhance these business districts, which are an important part of the community fabric.

The purpose of the Bayport Zoning study is to:

- Develop a publicly supported vision for future growth that meets local needs.
- Examine current zoning regulations and define a set of realistic development alternatives and zoning recommendations that considers potential impacts on parking, traffic, safety, aesthetics, infrastructure, community facilities, and other services. The focus for zoning is less about what is happening now and more about what could be developed in the future when businesses change over time.

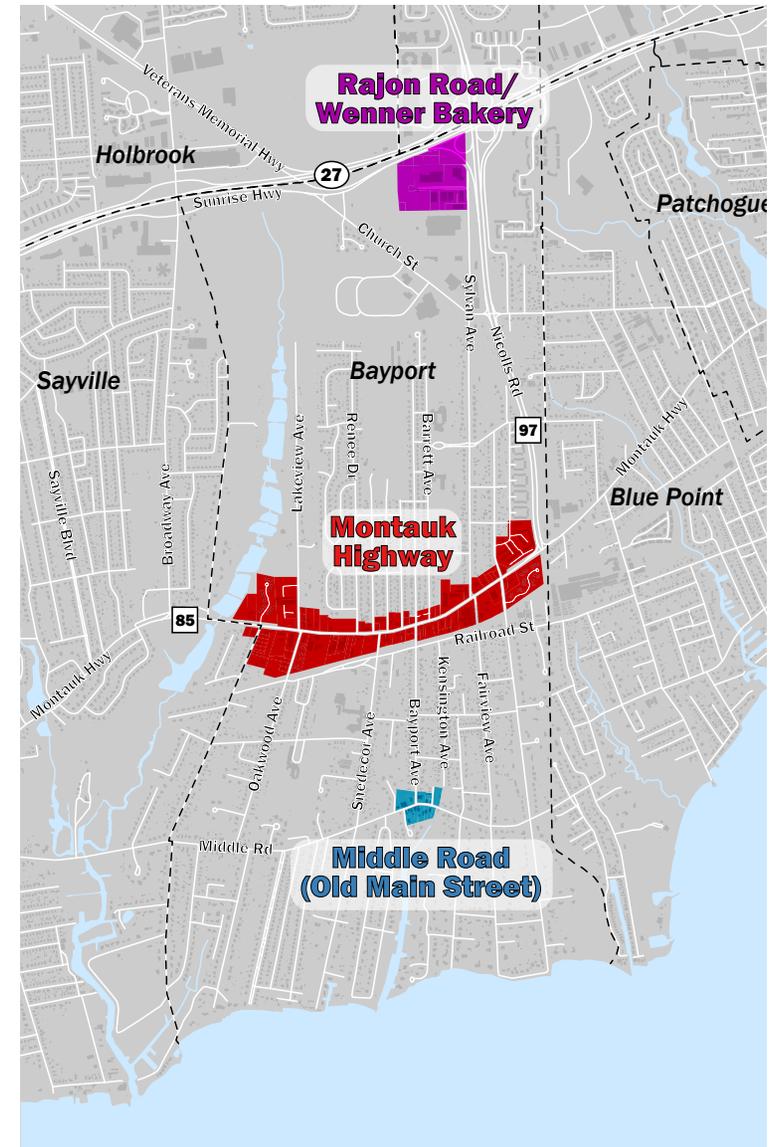


Figure 1: Study Areas

Bayport Zoning Study, Town of Islip

- Identify design elements that will improve and strengthen each area and improve their relationship with surrounding neighborhoods. Recommendations will be for both private and public property (e.g. roads).
- Develop recommendations to make Montauk Highway a more pedestrian welcoming, retail-active road that supports the desired “Main Street” function.
- Maximize public engagement. This planning process includes two public workshops and stakeholder interviews.

This plan sets forth a broad and ambitious list of recommendations, zoning district revisions, and design parameters to sustain and revitalize Bayport’s commercial and industrial areas over time. The study identifies the most appropriate mix of uses based on existing land use, past planning initiatives and development proposals, market feasibility, input from local property owners, and availability of essential capital infrastructure.

For Montauk Highway in particular, zoning recommendations provide an economically viable alternative to the existing designation which allows for auto-centric commercial and industrial development. The design guidelines provided for Montauk Highway provide ways to improve the visual character of the corridor, make it more pedestrian-friendly, and better serve its “main street” function for the surrounding community.

The public outreach process was first and foremost about listening to residents and stakeholders and providing them with a forum to share and discuss ideas. The outreach process included two public workshops, summaries of which can be found at <https://islipny.gov/community-and-services/documents/planning-development>. The town also conducted smaller focus group meetings with property owners to discuss issues and opportunities.



Participants at Public Workshop 1 taking a live informal survey from their smartphones

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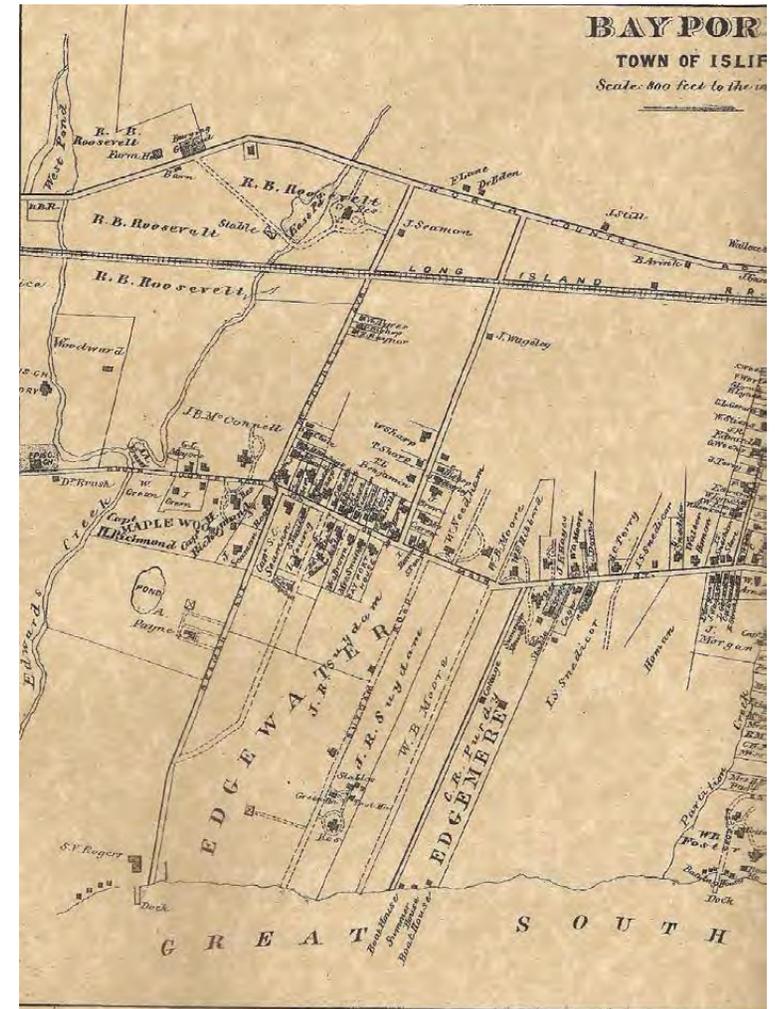
The Bayport Zoning Study informs future planning by the Town, County, State, and other agencies, which may include decisions related to land use and zoning, capital expenditures and the establishment of other policies. The next phase of this project would be the implementation phase, such as the consideration and adoption of zoning recommendations. Any zoning changes undertaken by the Town would involve further public input and review before any recommendations are adopted.

HISTORY

Bayport is a picturesque hamlet located in the Town of Islip, in Suffolk County. The 3.8 square mile hamlet stretches south of Sunrise Highway to the shores of the Great South Bay. The hamlet has a town beach, two town marinas, beautiful parks and recreation areas, the Bayport Aerodrome, and many historical homes and buildings.

The hamlet's rich history dates back to its original inhabitants, the Secatogue Indians. The first European settlement was by William Nicoll III, who purchased the land in 1697 as part of a large land grant which encompassed many current Long Island towns. In the late 1700s, the land was broken up and sold, mostly in long strips about 500 feet wide and extending for about one mile from the Great South Bay to the South Country Road (now Montauk Highway). The area now known as Bayport was purchased by Jeremiah Terry and Gersham Hawkins in 1786.

Farmhouses were built more or less in a row through the middle of the farms. A large number of these farmhouses still stand today dating back from 1800 to 1860. In 1834 a road was built through the middle of the farms from Sayville to



Map of Bayport in 1888

Bayport Zoning Study, Town of Islip

Blue Point connecting the farmhouses, and was called Middle Road. Many of the homes along this road date back over 150 years.

The community was called Middle Road Village for a period and then Southport. It became Bayport in 1858, when, in establishing the first post office, it was discovered that there was already another village upstate called Southport. The first store on Middle Road was opened by Warren Hawkins in 1860.

By the mid-19th century, most residents relied on farming or fishing in the bay as a means for income. By 1860, over 75 families lived in the hamlet. In 1869, the Bayport railroad station was built, which spurred commercial and industrial growth such as the commercial greenhouses which were built in the area between 1890 and 1930, some of which are still in operation. The railroad also turned the town into a summer resort for residents of New York City. Many of the farms began to be sold and transformed into to summer estates, particularly in the area between Middle Road and the bay. In 1904 a new station was erected at Snedecor Avenue, but this station was torn down in 1963 and not replaced.

In the mid-1900s, Bayport saw rapid transformation of its agricultural land to residential use as a result of the construction of Montauk Highway in the 1930s and Sunrise Highway in 1953. As residential development spread to Sunrise Highway, commercial development along Montauk Highway began to grow. The result was another small-scale shopping area, which developed independently of the original hamlet center along Middle Road. The commercial and industrial strip-style development along Montauk Highway largely overtook Middle Road as the primary business corridor, becoming a new “Main Street” for the hamlet.

In addition to the Montauk Highway commercial area, industrial and commercial development grew along Sunrise Highway, a major east/west artery. Nearby areas along Sunrise Highway have also become attractive to large-scale industry due to the proximity of the MacArthur Airport. In Bayport, this industrial growth can be seen at the Rajon Road industrial area.



Bayport Village

Source: Bayport-Blue Point Heritage Association



Bayport Long Island Railroad Station

Source: Bayport-Blue Point Heritage Association

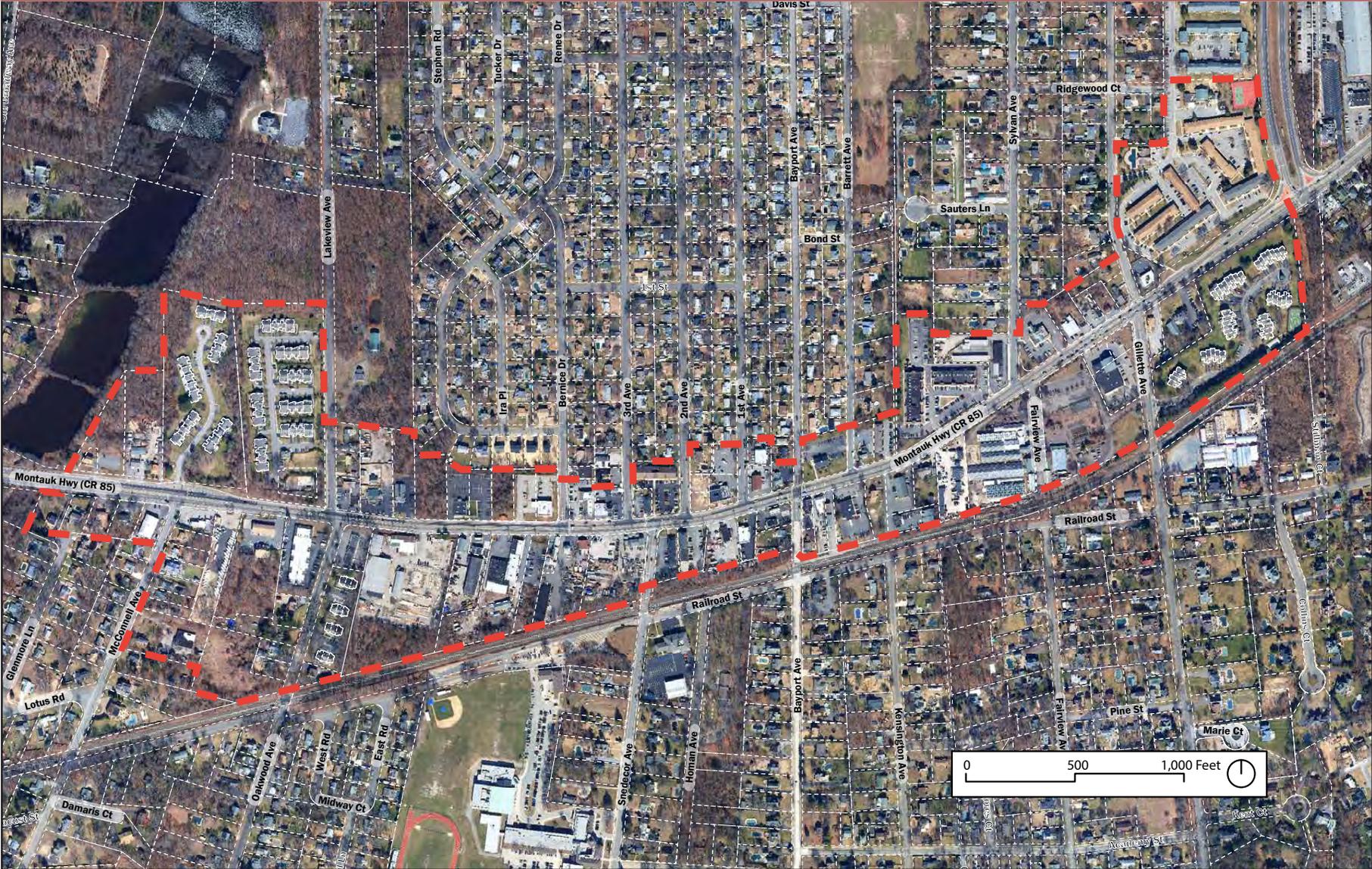


Figure 2: Montauk Highway Study Area

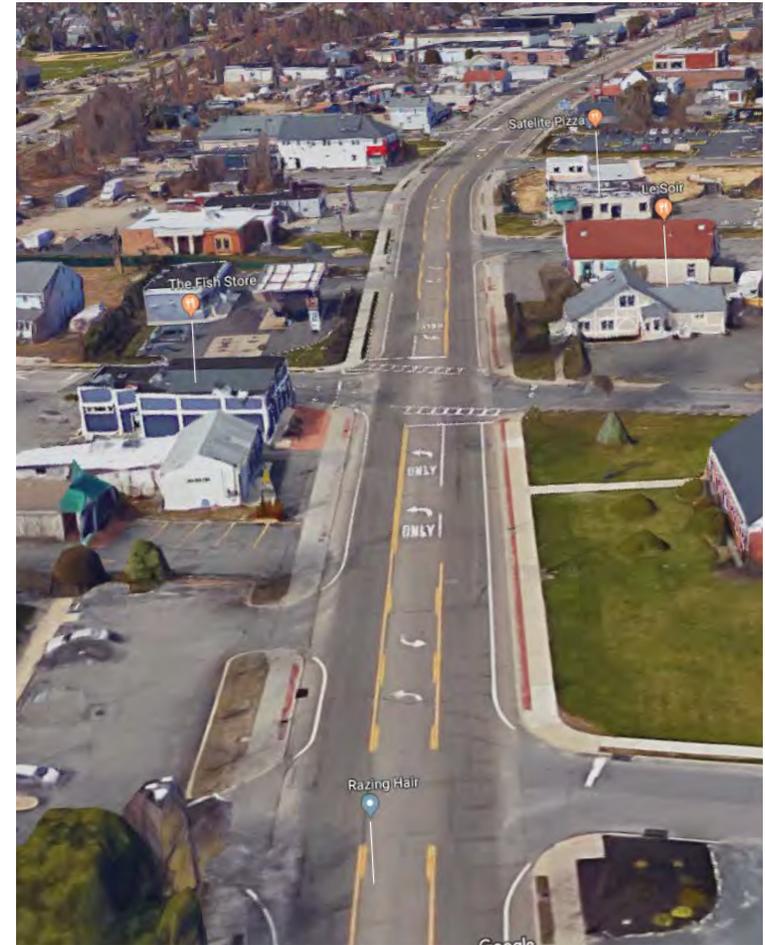
1.1: EXISTING CONDITIONS

Montauk Highway (County Road 85) is a major east-west corridor that extends for 95 miles along the southern shore of Suffolk County. Montauk Highway, along with Middle Road to the south, are the two east-west roads within the hamlet that serve local traffic. The 1.25 mile stretch of Montauk Highway in Bayport runs from the border of Sayville/San Souci County Park in the east to Nicholls Road and the Village of Patchogue to the east.

Existing Land Use

Montauk Highway developed with a myriad of commercial strip centers and single-use commercial properties. Generally speaking, the corridor is similar to other commercial strip corridors in the region that were built in the last 60 years. Many of these corridors have experienced disinvestment, resulting in some vacant or underused properties. Retail centers are also under competition pressure from online shopping. But despite this competitive environment, Montauk Highway remains a key part of the regional and local transportation network and is well-positioned for reuse and redevelopment because of the high volume of traffic it continues to experience. It is also considered to be the primary commercial area for Bayport residents.

As seen in Figure 3, the corridor primarily consists of general commercial and some industrial uses which are set back from the street, with large parking areas in front. The northern side of the corridor has a mix of retail, service, and office uses. The property sizes on the southern side tend to be slightly larger and more auto-oriented. There is a cluster of industrial uses on the western portion of the road. The surrounding area is primarily residential, with single-family homes to



Montauk Highway in Bayport

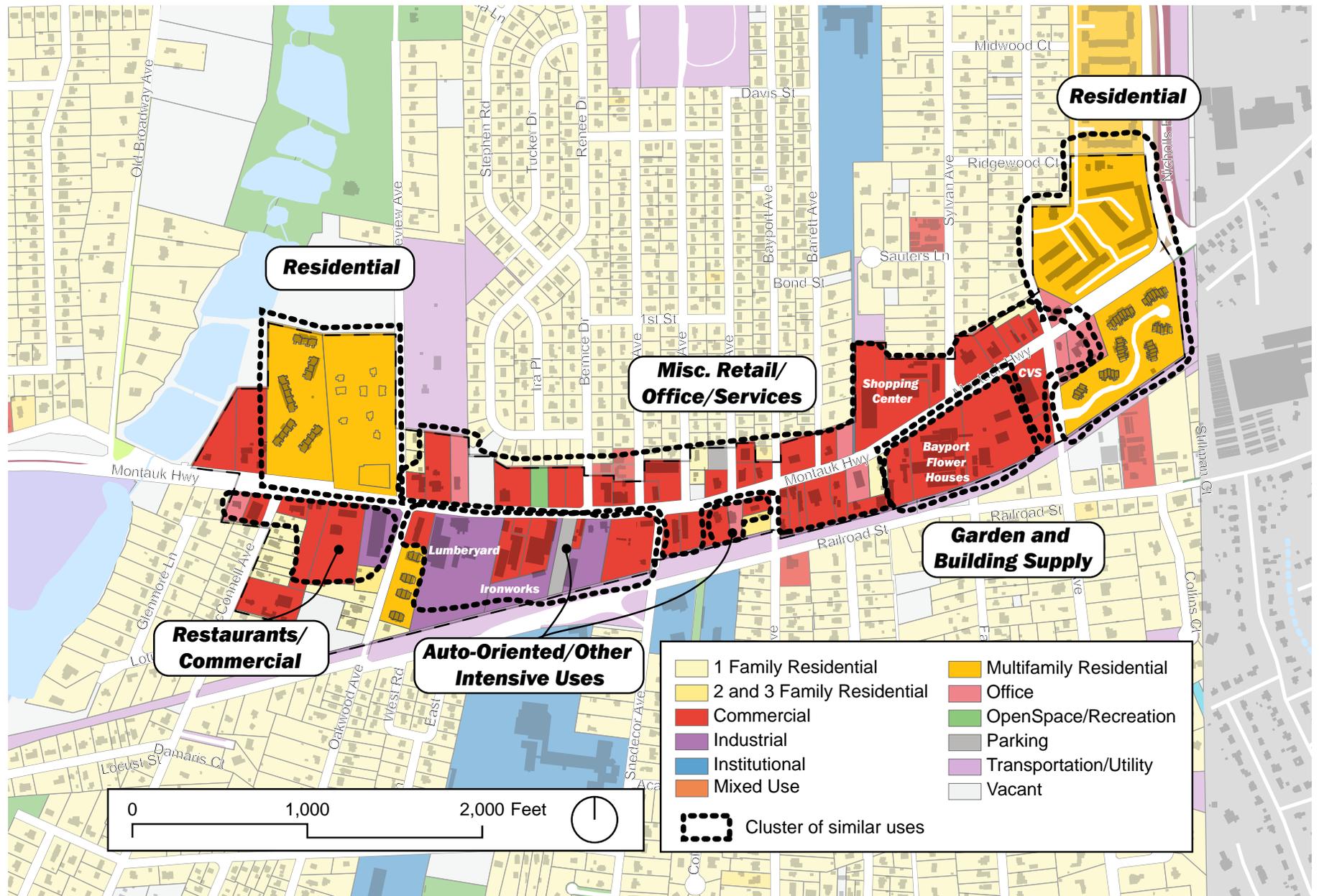


Figure 3: Existing Land Use

Bayport Zoning Study, Town of Islip

the north and south, townhomes on the western end and apartments on the eastern end of the corridor.

Much of the streetscape has parking lots in front of buildings with little or no landscaping along the roadway. Many of the single-use properties do not have coordinated access, shared parking, or cohesive architecture.

Existing Zoning

The Town’s zoning regulations determine what future development may occur on any site. As seen in the zoning map (Figure 4), there are a variety of zoning districts in the study area, including three business districts, one industrial district, two general service districts, and two residential districts. The general bulk and height regulations for each of the districts found within the study area are shown in Table 1. These

regulations determine the layout and size of buildings that can be built in each district. The complete zoning regulations can be found on the Town’s website (<https://islipny.gov/government/town-code>).

These zoning districts are further distinguished by their allowable bulk and density, which is specified by a Floor Area Ratio (FAR). FAR is a zoning tool used to control the total mass of a building by determining the percentage of built space that is permitted to be put on a lot. For example, a FAR of 25% on a 10,000 square foot lot means that 2,500 square feet of floor area can be built on that lot; the built area square feet can be built on one floor or split onto multiple floors. Other factors can limit the total amount of development that could occur on a given parcel, such as available sewage infrastructure (there are no sewers in the study area and none are anticipated), environmental constraints (i.e. wetlands and steep slopes), and parking requirements.

Zoning District Regulations

District	General Permitted Use	Min. Lot Area	Setbacks		Max FAR	Max Height
			Front Yard	Side Yard		
BUS1	<i>General Business or Professional Services</i>	7,500	10	10	40%	35
BUS3	<i>Same as BU1 and BU2 with additional Special Permits</i>	20,000	25	10	25%	35
GSD	<i>Medical Center, Professional Building, Funeral Parlor</i>	20,000	25	15	40%	35
GST	<i>Office Dwellings</i>	10,000	25	10	25%	35
IND1	<i>Manufacturing, warehouse (indoors)</i>	20,000	50	10	35%	60
A	<i>Single Family Dwelling</i>	11,250 (3.5 units/ ac.)	40	14	25%	35
C	<i>Senior Citizen Housing, Single Family Attached</i>	40,000 (10 units/ac.)	50	25	30%	35
CA	<i>Apartments, Apartment Houses, or Garden Apartments</i>	80,000 (9 units/ac.)	50 for lots <2 ac., 75 for lots >2 ac.	50	20%	35

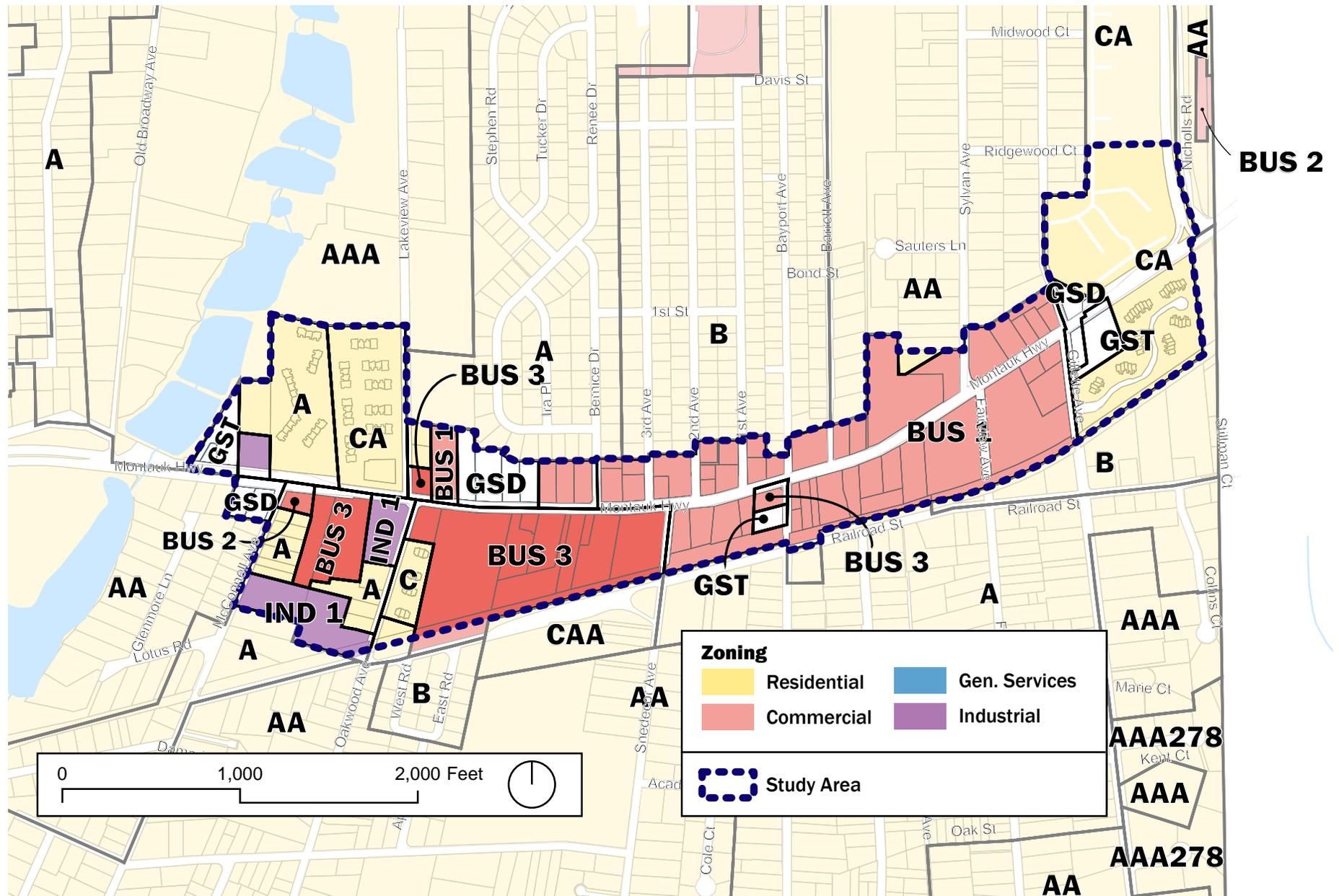


Figure 4: Zoning Map



Business 1 Zone (BUS 1)



Business 3 Zone (BUS 3)

The predominant business districts in the study area are Business 1 (BUS 1) and Business 3 (BUS 3). The BUS 1 district encompasses most of the eastern portion of the corridor while the BUS 3 is mapped primarily in the western portion on the south side of the road. Both districts allow for general commercial uses, which include retail, office, bank, personal service uses, community facilities, and additional uses by special permit. In 2019, BUS 1 was amended to allow craft trade shops, which are establishments which make custom work that is intended for sale on-site and not wholesale (i.e. artist, artisan, baker, decorator, dressmaker, ironsmith, printer, or photographer). BUS 1 requires a 10-foot minimum front yard setback 40% Floor Area Ratio (FAR), and 35-foot maximum building height

The BUS 3 zone allows for the same base uses as BUS 1 however, it allows for additional uses by special permits, including:

- Convenience Market
- Gas Station
- Auto-related uses (i.e. dealership, car wash, car repair)
- Lumberyard
- Fast-food restaurant (with drive -thru)
- Outdoor Storage
- Boat storage

BUS 3 requires a larger front yard setback from the street (25 feet), and allows for less overall built area (25% FAR) compared to BUS 1.



Industrial 1 Zone (IND 1)



General Service D Zone (GSD)



General Service T Zone (GST)



Residential Zones (A, C, & CA)

The study area has one industrial district (IND 1), which provides for offices and light industrial/warehouse uses. Retail use is limited to an accessory use where goods are manufactured on the premises. There is not a significant amount of industrial activity that currently occurs in the study area. The IND 1 district used to be more prevalent along this corridor but the Town has slowly rezoned much of the area to general business uses to reflect the prevailing commercial land uses.

There are two General Service Zones, GSD and GST. Both generally provide for non-retail commercial development such as offices, funeral homes, storage, and daycare centers. The GST zone is generally found at the gateways to the business districts from adjacent residential neighborhoods. The district's architectural, streetscape, and parking regulations help to ensure that these areas will remain harmonious with the residential uses, providing a buffer from the strip commercial zones.

There are three residential districts with the study area: A, C, and CA. They are primarily found at the two ends of the corridor. The CA zone allows for garden apartments up to 12 units per acre. The residential parcels have already been built out with single-family, garden apartments, senior housing and are therefore not a central focus for this study.

Existing Roadway

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Montauk Highway (CR 85) in the hamlet of Bayport primarily consists of two travel lanes in each direction with a two-way left-turn lane. The roadway is county-owned and maintained, which means that Suffolk County DPW (SCDPW) is the responsible party for any improvements within the right-of-way (which includes the sidewalk).

The 1.25 mile stretch of road in Bayport carries an average daily traffic volume of roughly 26,000 vehicles. As seen in the graphic to the right, this segment carries more vehicles compared to adjacent segments to the east and west. This is largely due to the higher concentration of commercial uses along the road in Bayport. The speed limit is 40 miles per hour.

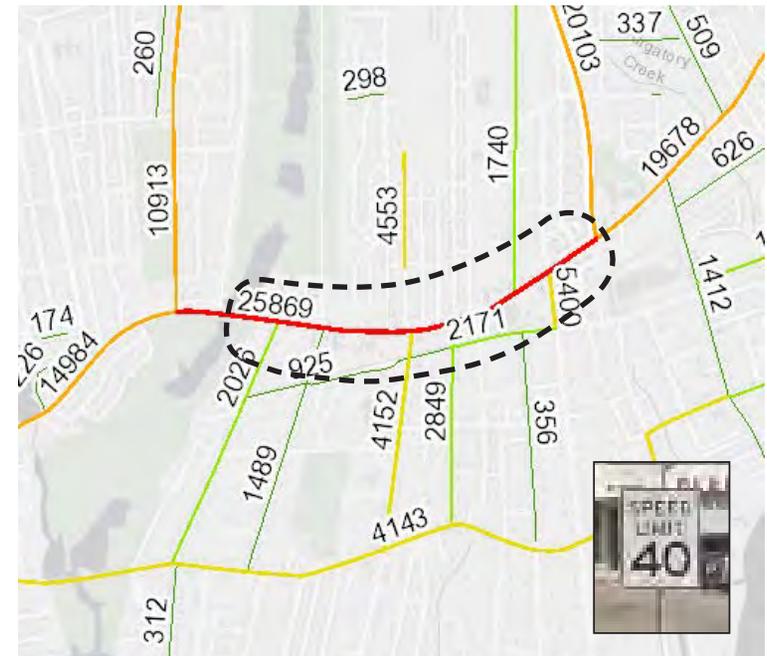
According to data from New York State Department of Transportation, in the past 3 years, there were 214 crashes along this portion of Montauk Highway (including crashes at Montauk Highway intersections on adjacent roads). 40 (19%) of those crashes, resulted in an injury, there were no fatalities.

Over the last five years, there were 9 crashes involving pedestrians or bicyclists. Many of these incidents involved pedestrians or bicyclists that crossed outside of an intersection or against a signal.

Traffic congestion, speeding, automobile fatalities, pedestrian safety, and pollution are major transportation related concerns in the corridor. There are a number of improvements the County should consider to reduce speeding and make the corridor feel less like an arterial corridor and more like a road that serves local traffic. These issues are discussed further in Section 1.2

Sidewalks

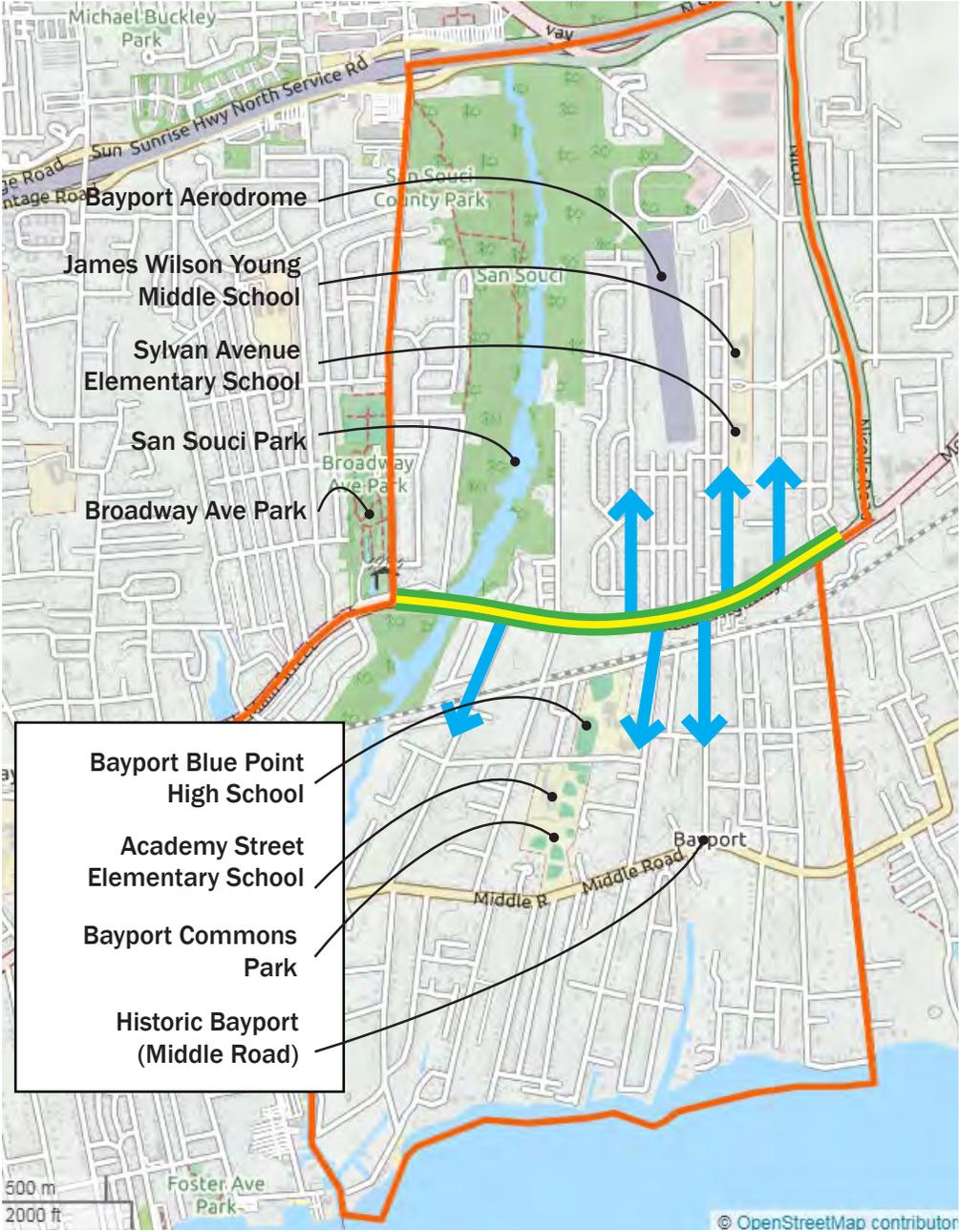
Sidewalk connectivity along Montauk Highway is generally strong. Pedestrians can successfully navigate the full length on both sides of the corridor east to west. The sidewalks are generally 5 feet in width with a 2-3 foot brick buffer or



Annual Average Daily Traffic (AADT)
Source: NYSDOT Traffic Data Viewer



Crashes
Source: New York State Department of Transportation.
(Vehicular crashes: 2016-2019, pedestrian and bicycle crashes:- 2014-2019)



Pedestrian Generators North and South of Montauk Highway

grass strip adjacent to the curb. Attractive pedestrian-scaled lighting fixtures have been installed throughout the study area. Most of the sidewalks are in good condition, but there are some areas in need of attention. Some of the properties adjacent to the sidewalks have parking areas and buildings with a run-down appearance which detracts from pedestrian conditions. Many of the intersecting residential side streets provide sidewalks on at least one side. As seen in the graphic to the right, the corridor provides a very important pedestrian circulation function as it is the primary east-west road in the Hamlet. Many students walk or bike to school and use the corridor daily, and crossing guards are on duty in the morning and evening periods.

There are no designated bike routes within the area. This has the potential to cause bike/pedestrian conflicts on the sidewalks and crosswalks. Two concepts for developing a bikeway along the corridor are discussed in Section 1.2.

Existing gas stations

1.2: SUMMARY OF ISSUES AND OPPORTUNITIES

Land Use/Zoning Issues and Opportunities

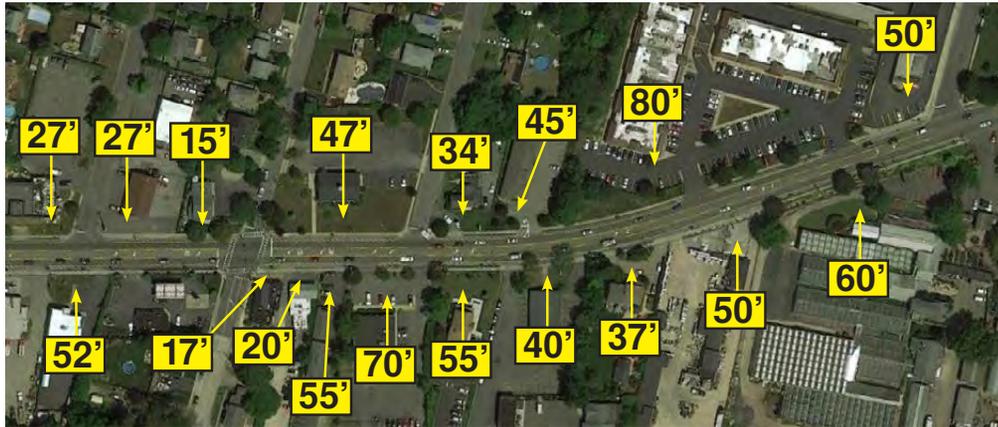
Appropriate Uses for Corridor

In the opening workshop and follow-up focus groups, there was support for preserving the corridor as a commercial cluster that primarily serves residents and moves away from being a conventional highway strip commercial area. Local family owned small businesses should be supported and given guidance to expand and reinvest in their properties. There was little support in the community for the expansion of residential zoning. Medium to high density residential or mixed use development would be unlikely to occur regardless because that type of development typically necessitates sewer infrastructure which is not in place. There are no anticipated plans to build sewers in the study area.

There was a general consensus from the public that there is a need to limit certain uses that detract from the “Main Street” function of the corridor. Residents specifically cited concern about some of the special permit uses allowed in the Business 3 zone such as gas stations, large convenience stores, and fast-food restaurants with drive-thrus. There are four existing gas stations on the corridor and a fifth is expected to be built with a convenience market at the southwest corner of Montauk Highway and Snedecor Avenue. There was a general consensus that zoning should be changed to limit the expansion of these uses.



Light industrial use allowed Industrial 1 Zone (top); drive thru restaurant permitted in BUS 3 Zone (bottom). (Photos not from Bayport)



Inconsistent setbacks along the corridor



Inconsistent front yards. Commercial with parking in the front (left) and commercial with pedestrian plaza in the front (right)

Lack of Design Unity

Concerning zoning, the corridor has a patchwork of zoning districts. Many of the properties along the corridor were originally zoned industrial but were developed as strip commercial. Most of these areas have been rezoned over time to commercial, but the variety of zones and development history has created a corridor a myriad of strip centers and single-use and underutilized properties that do not have coordinated access, shared parking, cohesive architecture or encourage foot traffic. The design and orientation of buildings along the corridor vary significantly, as evidenced by the range of front yard setbacks along the corridor. Many of the properties have free-standing stores with modest or minimal visual distinctiveness, parking lots in the front, with pylon signs, and limited landscaping.

Residents expressed the need to create a more cohesive and aesthetically pleasing corridor which is friendly to both pedestrians and drivers. Encouraging buildings to be located closer to the roadway is a first step in creating a strong pedestrian environment, but other design strategies such as creating more green space with consistent setbacks, plantings, and encouraging uniform signage are also important. There was support from the community to establish a thematic architectural style to tie together the corridor. This would distinguish Bayport from its neighbors in Sayville and Patchogue, given their distinctive identity.

Improving the corridor largely relies on the voluntary actions of private property owners. The Town of Islip should consider adopting appropriate zoning regulations, including incentives and design guidelines, to encourage and guide future development as it occurs over time. One zoning approach the Town could take would be the creation of an overlay district for the corridor. The overlay zone would provide specific guidance to ensure new construction is friendly for both pedestrians and drivers:

- Is high-quality and visually appealing from adjacent streets and the surrounding neighborhood with an emphasis on building placement and orientation as well as site landscape;
- Has an appropriate mix of uses;
- Has open spaces, parking areas, sidewalks, signs, lighting, landscaping, and utilities that are well related to the site and arranged to achieve a safe, efficient and contextually sensitive development;
- Consistent setbacks with street trees in the front.
- On-site parking that has better access management (i.e. fewer curb cuts) and is well-landscaped and oriented toward the side or rear of buildings rather than in the front,
- Incorporates infrastructure including pedestrian scale lighting, appropriate landscaping, ground floor activity that provides eyes on the street, etc.
- Ensure vehicular mobility continues to be a primary east-west road in the Town, and should be planned accordingly with adequate parking and driveway access.

Proposed guidelines for a Montauk Highway Overlay District are provided in Section 1.3.

Opportunity to consolidate zones

As previously discussed, the corridor has a patchwork of zoning districts. Many of the historically industrial areas have been rezoned to commercial over the years to reflect their current use. There may be an opportunity to “clean up” the zoning, particularly in some of the areas where the legacy zoning districts are no longer appropriate. For example, the industrial district is no longer the highest and best use for the corridor. Existing businesses in the industrially zoned parcels can largely continue under General Business zoning (BUS 1, 2 or 3). Proposed zoning changes are discussed in section 1.3.

Streetscape Improvements

In the public outreach process, many residents expressed the need to make the corridor more attractive and cohesive visually. From an economic development perspective, shopping centers and charming business districts tend to be more successful and attract more leisure shoppers. Attractive, uniform streetscape elements can help to define and unify the area, creating a memorable impression to persons who pass through or visit a community.

There are some very attractive examples of streetscape elements along the corridor. Most of the sidewalks have a 2-foot brick or grass strip separating them from the road. There is pedestrian-scaled ornamental lighting along the corridor, which helps to provide a “main street” feel. Flower baskets on the lights are provided for by the Bayport Blue Point Chamber of Commerce. An example of a private property that positively contributes to the streetscape is the Neighborhood Deli, which has a small plaza with well-maintained landscaping and seating along its frontage.

Bayport Zoning Study, Town of Islip

There are also many examples of private properties that detract from the streetscape. Much of the corridor was developed in a strip-commercial style with free-standing stores surrounded by asphalt parking lots with limited landscaping. Some of the parking areas are poorly maintained and need reinvestment. Some of the parking areas are situated directly adjacent to the sidewalk, creating an unaesthetic feel which is also unfriendly to pedestrians. When parking areas are located in the front, they should be continuously screened by a low wall, an ornamental fence, or hedge. The visual appearance of parking areas can also be improved through lighting, landscaping treatments and proper screening of service and utility areas, including dumpsters.

Landscaping and Ground Treatment

Landscaping and ground treatment play an important role in creating an attractive appearance in corridor design. Much of the recent thinking on corridor design suggests that a lot can be done to improve existing conditions through careful and sensitive replanting and landscaping. Landscaping conditions along the commercial properties are varied. Some provide attractive and well maintained landscaped frontages whilst other properties have no greenery. Most of the residential properties on both sides of the study area present an attractive front-lawn or planting strip between the sidewalk and building, and many of these are well-appointed with ground cover plantings and trees. The purpose of these planted areas tends to be more than aesthetic as landscaped planting strips, trees and bushes also help screen residential uses from visual and auditory impacts of traffic and pedestrian activity along the corridor.

One simple way to make the environment less barren is to require consistent landscaping with street trees along street frontages. The contrasting photos of Montauk Highway (to the right) show how linear and consistent street tree plantings can soften the landscape, provide buffering between the roadway and adjacent business, and generally make the commercial uses more attractive.



Pedestrian-scaled lighting/flower boxes



Portion of Montauk Highway without street trees



Portion of Montauk Highway with street trees

Bayport Zoning Study, Town of Islip

Additional landscaping, both in the front and the parking areas will help to buffer pedestrians from drivers and improve stormwater runoff conditions. Compared to other streetscape improvements, trees are relatively inexpensive to implement and maintain. A minimum 25-foot setback from the curb should be maintained to incorporate a sidewalk, landscaping, and space for signage. Streetscaping is not limited to planting trees. Street trees in tandem with other amenities like benches and other street furniture will help to increase activity on sidewalks. One good example of this is on Montauk Highway at the Neighborhood Deli (shown to the right) which has a pedestrian-oriented area in the front with benches and landscaping.

Signage

Signage types, styles and qualities vary widely along the corridor. Much of the signage is typical of that found in automobile-dominated corridors, aimed at getting the attention of fast-moving traffic through illumination, size and color techniques.

There was support in the community to reduce existing visual clutter along the corridor and make building signage more consistent. Montauk Highway has a wide variety of sign styles from attractive carved wood signs to large interior illuminated light-box wall signs. Other sign styles include awning signs, hanging window signs, illuminated letters and corporate logo signage. Stores utilize more than one style of sign each with its own typeface and graphics. In an environment with so many signs, each competes for attention (and also with the architecture), instead of conveying its message simply and effectively.

In a corridor environment, signage must at one level look distinctive (from other stores) and be visible to approaching automobiles. The typical approach to meeting these demands results in signage that is unnecessarily large and overly illuminated. As more stores compete, businesses install brighter and larger



Signage in disrepair



Mix of signage types



signs to stand out, resulting in signs that are hard to differentiate from one another. Combined with excessive setbacks indicative of these developments, the result becomes a strip-mall environment that is indistinctive from anywhere else.

Gas stations contribute significantly to this sort of visual environment as they tend to decorate large areas of their properties with signage, including primary signs, secondary signs, window and temporary signage. They also tend to employ excessively tall canopies with signage and bright colors. This approach seeks to turn the property (and buildings) into one large sign. While this strategy is geared toward attracting maximum attention, the general effect is visual clutter, especially as the buildings age. A general rule for good design in these instances should dictate that a sign is a visual element to identify business occupancy and should do so in a way that compliments the building's architecture and surrounding visual context.

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In no circumstances, should the building become the sign. As for gas station architecture and how it might contribute more positively to corridor appearance, canopies, if needed should be made more diminutive where practicable and designed in such a way to complement the surrounding residential character in Bayport.

Examples of more visually appealing and contextual signage can be found along the corridors, where commercial signage appears to be proportionately sized and appropriately placed on site, and always landscaped along the base. Attractive signs highlight rather than compete with their architectural styling. Examples to the right are found at properties that were developed more recently.

The Town should seek to reduce the overall number of signs and improve the quality of commercial signage along the corridor by encouraging businesses to invest in higher quality, indirectly illuminated signage. The style of this signage should be monument style, as it provides ample areas for business names and information and is most easily illuminated indirectly from ground-mounted lights or gooseneck lighting from above. Signs should seek to convey their messages simply and effectively rather than over-compete for attention.

An effective signage strategy would seek to reduce visual competition and improve sign visibility so that proprietors' businesses can be seen and communicated through a more attractive medium. On par with improving landscaping along the corridor, improving signage would do more than anything else to improve the overall character of the corridor.

Parking

One of the most defining factors for commercial development is how parking is treated. Many of the properties along Montauk Highway are built in a strip-style commercial development pattern with businesses where buildings are set back behind a sea of plentiful parking. Unfortunately, the parking lots dominate the



Positive example of incorporation of streetscape elements and attractive materials



Positive example of signage in Bayport

Bayport Zoning Study, Town of Islip

visual landscape of the strip. Some of the parking areas are poorly maintained and have little to no landscaping or other buffering features to soften their impact on the environment.

Also, since each development provides for its own parking needs, there are missed opportunities to share parking when there are multiple uses on a given development site. The Town should encourage shared parking arrangements, which allows more efficient use of land versus providing dedicated parking for each use. This strategy is most effective when adjacent uses have different peak parking demand periods.

Another way to promote a more efficient movement of vehicles is to improve access management between adjacent parking lots. While off-street parking is provided for shoppers, most of the lots do not share parking with neighboring uses. Where possible, parking areas should be connected to parking areas on neighboring properties. Effective access management planning can help to improve internal vehicular circulation and can potentially reduce crash rates, particularly when the number of driveways is reduced.

Improving access management on developed parcels is difficult to achieve given there is no way to compel an owner to improve their property. However, when one owner comes in for site plan approval, if appropriate, the Town can require a cross access agreement with a neighboring property, so that over time, a vehicular connection can be established.



Poorly defined and screened parking areas



Parking lot with landscape screening (Bayport Commons)

Transportation Issues and Opportunities

The following recommendations pertain to areas within the County's right of way. It is recognized that any improvements would need to be approved and coordinated with Suffolk County Department of Public Works (SCDPW) who controls and maintains the roadway. Any proposed changes for this road need to consider the County's priorities for potential changes such as minimizing maintenance costs and providing space for snowplows.

Traffic Safety and Traffic Calming Opportunities

Traffic congestion, speeding, automobile fatalities, pedestrian safety and pollution are major transportation related concerns in the corridor. Suffolk County DPW has the authority to enhance safety for its users while maintaining roadway capacity to avoid further congestion and spillover onto to adjacent local roads. One potential way to do achieve both goals would be to support designs that slightly reduce traffic speeds on the roadway while maintaining capacity. The speed limit is 40 miles per hour. Traffic studies have consistently found that low to moderate speeds (closer to 30 miles per hour) allow the maximum number of cars to use a roadway (the so-called roadway capacity). As speeds increase, capacity slightly decreases because cars spread out more along the road. The average driver will correctly seek a greater distance from other cars as speed increases. It is recommended that Suffolk County conduct a traffic study to determine if a speed limit reduction is feasible.

One issue with the roadway design is that the travel lanes are larger than they need to be. As shown in the cross-section to the right, the roadway configuration consists of two 12 foot wide travel lanes and a 12 foot left-turn lane. NYSDOT's Highway Design Manual allows 11 feet as the minimum width for a continuous left turn lane. Reducing the width of the lanes can help to reduce speeds and potentially enhance the street environment for non-motorists. By making a street



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or a lane more narrow, autos will tend to proceed more slowly. The space can be reallocated for other uses such as bicycle lanes, medians, or parking (on one side). All of these options would require the restriping of the street, and therefore, it would make economical sense to pair them with the next roadway resurfacing project.

At present, the center two-way left-turn lane, found along sections of Route 25A, typically is used as a turning lane, providing a place for cars to wait before making a left turn without impeding the movement of through traffic. However, this lane can be misused by motorists who utilize the lane as an additional driving lane, possibly contributing to the corridor's vehicular crashes. There are places throughout the corridor where this lane is not needed for turns and could be striped off or designed as a median. It is acknowledged that while a landscaped median is preferred from an aesthetics standpoint, it would be significantly more expensive to implement and would require continual maintenance compared to a striped median. SCDPW has indicated that it normally will not do landscaped medians or pedestrian islands without a local maintenance agreement. Any roadway improvements should be coordinated with the next resurfacing, which SCDPW anticipates would be several years in the future.

Cars entering Bayport from the west tend to be moving at high speeds as the corridor has four travel lanes and functions more like a highway. The corridor narrows to two travel lanes and a left turn lane in Bayport and there aren't many indications to vehicles that they are transitioning into a village area where people are walking and shopping. Some residents stated that left turns can be problematic with motorists moving at high speeds in the opposite direction. SCDPW could consider narrowing the road to 3 lanes a little further to the west so that motorists have time to slow down before they enter the commercial area in Bayport. There doesn't appear to be a need for five lanes on Montauk Highway east of Broadway Avenue. Eliminating the need for one or two of the lanes presents an opportunity to create a median along the road. If the median (or a small portion of it) was landscaped, it would help to create a boulevard-like



Existing roadway (top) and restriped roadway (below)



Floral/planter median (Tarentum, PA)



Potential areas for a road diet

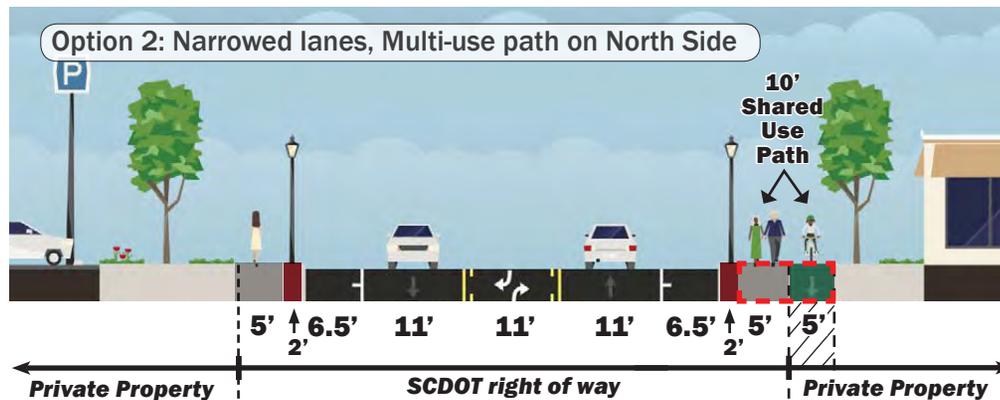
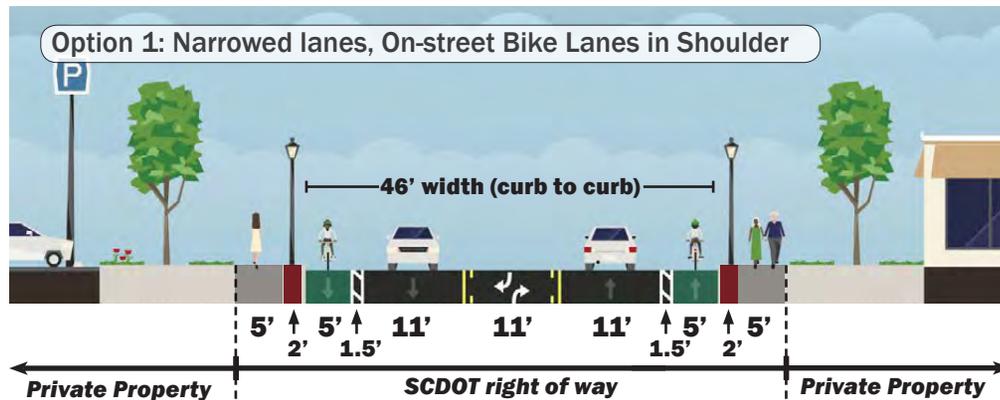
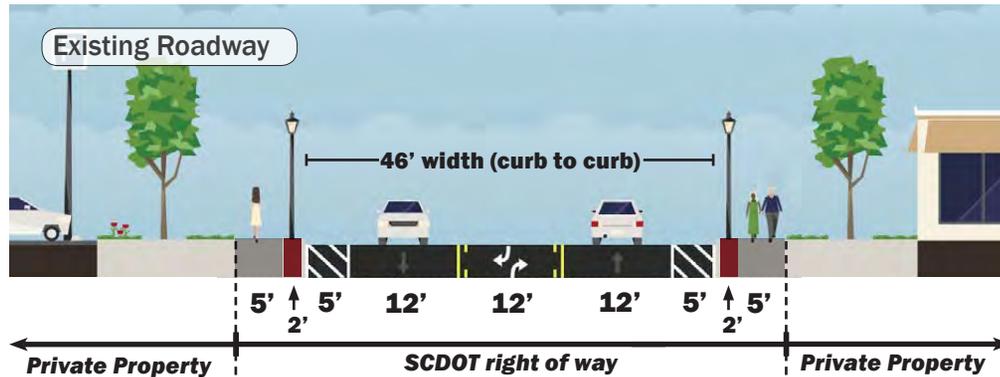
gateway to the community at the western approach. This improvement concept would need to be studied by SCDPW and advanced in cooperation with the Town. Narrowing the roadway could also be tied in with improving access to San Souci Park. This could also be tied in with creating a new access point to San Souci Park from Montauk Highway. Other gateway and open space concepts are discussed later in this chapter.

Bicycle Lanes

As seen in the graphic to the right, the corridor provides a very important pedestrian and bicycle circulation function as it is the primary east-west road in the hamlet. Many students walk or bike to school and use the corridor daily, and crossing guards are on duty in the morning and evening periods. Developing a bike lane along the corridor would help to improve neighborhood connectivity and would provide an easier, more convenient, and safer choice for everyday trips. This recommendation was also made in the prior hamlet study conducted Bayport as part of the Town of Islip’s Comprehensive Plan. This report presents



Bikeway Concept



two different alternatives for developing a continuous bike lane.

As discussed earlier, the roadway is currently wider than it needs to be. Lanes can be narrowed from 12 feet to 11 feet without impacting auto safety or capacity. The extra width presents an opportunity to incorporate a partially protected bicycle lane in each direction. The illustration to the left shows bicycle lanes buffered with striping to separate them from vehicular lanes (see Option 1). The striped buffers will afford some measure of protection for bikers by providing a visual separation between the bike lane and the vehicular travel lanes and will not inhibit the use of the shoulder by buses or vehicles in an emergency. It should be noted that biking on Montauk Highway was thought to be dangerous by some participants at the public workshops but it was recognized by many participants that bicyclists currently use the road and that safety for bicyclists needed to be improved. Thus, a second alternative has been developed which the town could implement.

In the long term, it is possible to create an off-road pathway that would be preferred from a safety standpoint (see Option 2). This report recommends the creation of a minimum 25-foot setback from the road which would include the sidewalk and a landscaped frontage. It is possible that within the front yard landscaped area, a bike path could be developed adjacent to the sidewalk to create a two-direction shared use path for pedestrians and bicyclists. Since this would be a two-way pathway, it would be sufficient to do this on one side of the road. The north side appears to be more appropriate

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given the existing land uses are less intensive and some properties already have landscaped front yards. To achieve this, the Town would have to work with individual property owners to secure easements, move signage and landscaping, and build the surface. The off-road path would need to be carefully designed to avoid problems at roadway intersections. While this scenario would require a significant amount of planning by the Town and property owners, it is a safer long term solution for bike users, especially children.

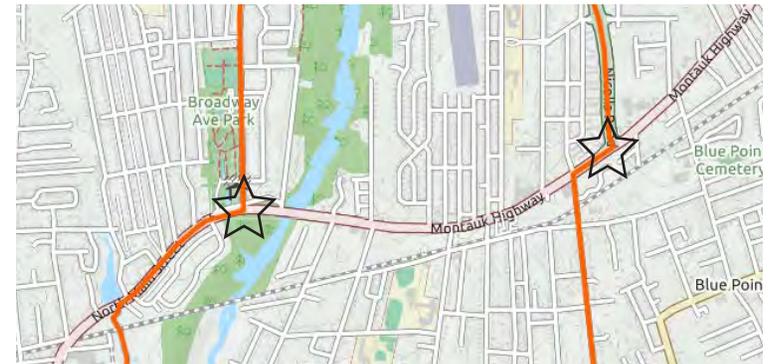
Public Transportation

Suffolk Transit provides bus service along Montauk Highway. The S40 bus goes between the Babylon LIRR Station and the Patchogue LIRR Station. The S54 bus goes between the Walt Whitman Mall and the Patchogue LIRR Station. Although not examined in detail in this report, the Town should further analyze potential service enhancements for Suffolk Transit such as bus shelters, and turn-outs along Montauk Highway to allow traffic to pass. Bus stops, while often viewed simply as utilitarian infrastructure, can play an important role in improving the built environment when they are recognized as design elements in their own right. If a bus shelter proves impractical for a location, an attractive alternative is a bench, which will significantly improve rider comfort and visual appearance along the corridor. All of these improvements would require review and/or approval by Suffolk County DPW and Suffolk County Transit.

Other Issues and Opportunities

Gateways and Placemaking

More could be done to denote arrival in (and departure from) the two neighborhoods through the creation of gateways. Gateways and public/open spaces play an important role in creating a sense of place within a neighborhood. Gateways create a sense of arrival and provide residents and visitors with a first impression of a neighborhood. The gateways could express the character of the



Roadway entrances to Bayport from the west (at Broadway Ave Park/San Souci) and east (Nicolls Road). Both Sense of arrival and place could be improved with new signage and landscaping.



East End (Nicholls Road - Gillette Ave)



West End

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community as well as calm traffic speeds as drivers arrive at these thresholds. Streetlights, landscaping and street signs that use the same font or logo can also convey Bayport's identity.

Presently, no identifiable signage was observed that mark entry to the hamlet from the eastern or western approach. More should be done to denote arrival in (and departure from) Bayport through the creation of gateways. Formal gateways could be created on the eastern and western ends of the Montauk Highway corridor through attractive signage or standalone design elements that evoke an important aspect of the area's history or identity. These should be complemented by landscaping and lighting to improve aesthetics and call attention to visitors.

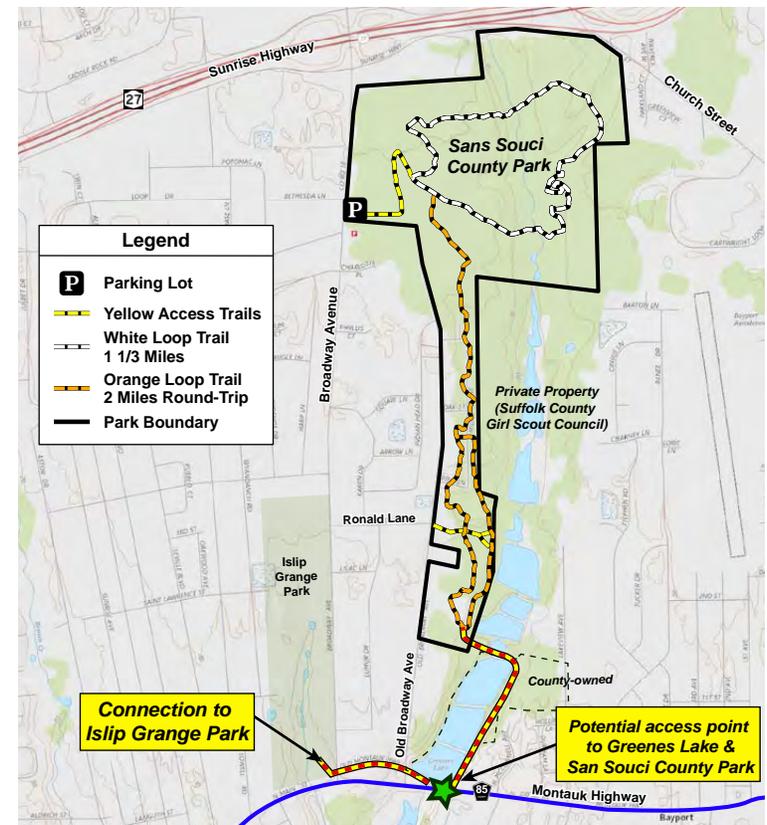
Open Space

There was community support to improve public access to nearby open spaces, trails, and waterfront areas. One example near the corridor includes San Souci County Park. While this open space resources is close, it is not well utilized and could be a significant amenity to the community if public access was improved. One opportunity could be for the County to provide a public path adjacent to Greenes Lake, a small reservoir adjacent to Montauk Highway, which is connected to the San Souci County Park to the north. Some residents also mentioned that this is a good fishing spot but could be improved if public access was improved (i.e. through an easement), which would include a pathway, signage, and a parking area off of Montauk Highway. It was mentioned that there may be maintenance and litter issues in this area as it has been relatively unmanaged in the past.

Community Space

Another idea that was discussed in the public outreach process was the desire to create a distinct community space within the corridor for community events. Providing a location for small events would benefit local businesses and

residents. While a specific location for a community space was not identified in the planning process. The idea is something the Town should consider, potentially as part of an easement with a private property owner. This concept was also proposed in the prior hamlet study conducted for Bayport.



Opportunities to connect to recreation resources

1.3: ZONING RECOMMENDATIONS

This section provides a zoning approach that is based on the prior discussion of issues and opportunities. The zoning recommendations have also been guided by comments expressed by the public during the public outreach activities. Figure 5 below shows individual zoning map changes that are recommended. This section also recommends the establishment of an overlay district, which would provide additional standards for development or redevelopment of the Study Area. Design guidelines for the proposed overlay district are provided in Section 1.4.

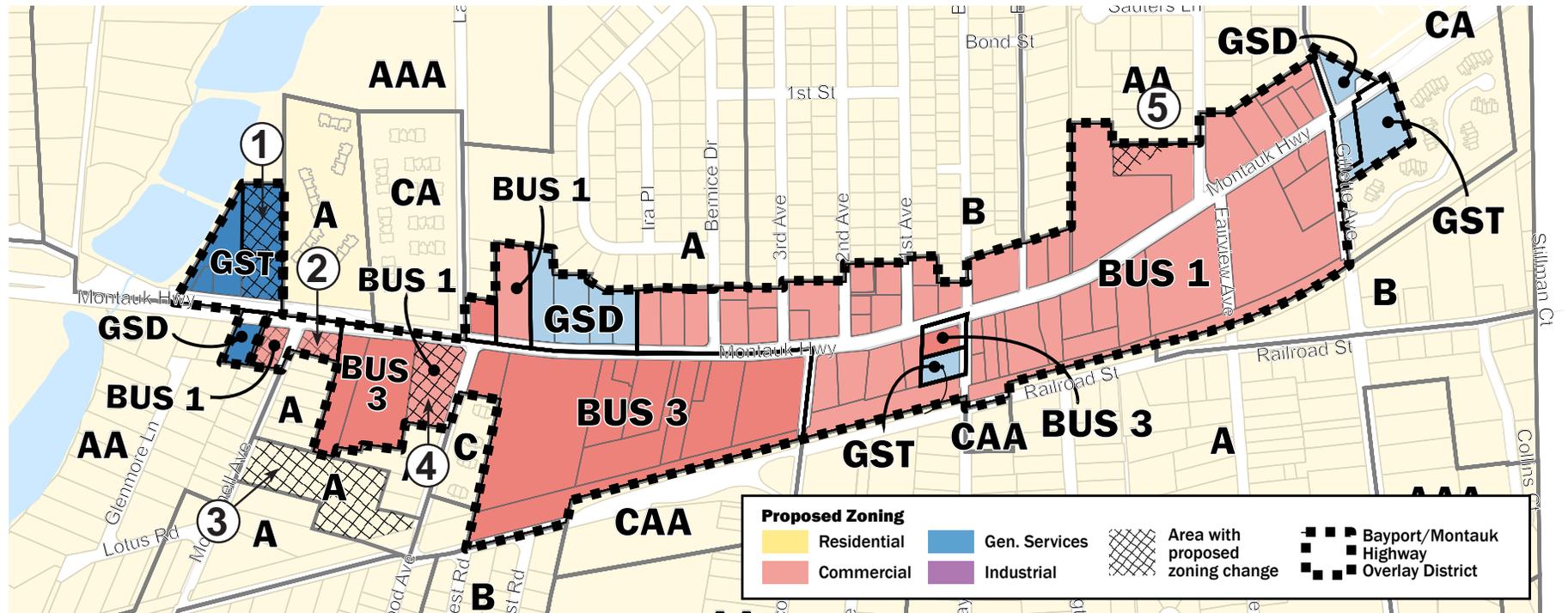
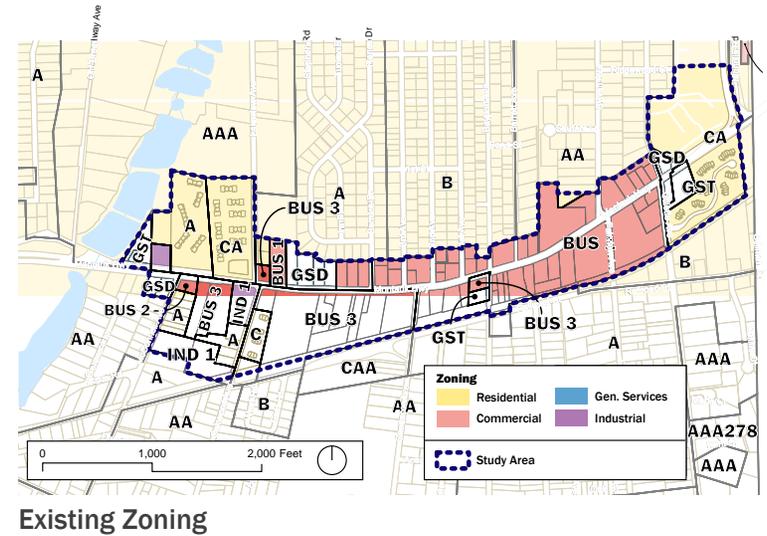


Figure 5: Proposed Zoning Changes - Montauk Highway

Proposed Zoning Map Changes

1.
Address: 609 Montauk Highway
Existing Zoning: IND 1 and A
Proposed Zoning: GST

This property, which is half industrial and half residential is part of the gateway to the business district from the east. Industrial zoning does not appear to be appropriate. GST regulations will help to ensure that the future use provides a better transition from the residential and open space areas to the west.

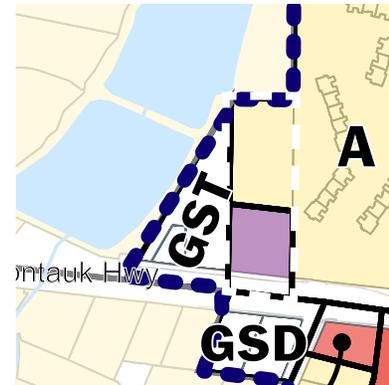
2.
Address: 600-606 Montauk Highway
Existing Zoning: GSD and BUS 2
Proposed Zoning: BUS 1

Both properties are small retail developments. The GSD zoning for the western property is no longer appropriate given the site has already been developed in a strip style manner. The Town should consider rezoning both properties to BUS 1 to help to bring the GSD property into conformance and “clean up” the zoning map.

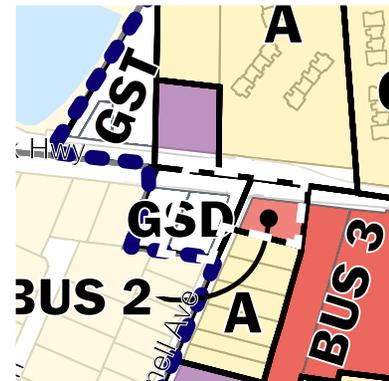
3.
Address: 347 Mcconnell Ave, O Oakwood Ave
Existing Zoning: IND 1
Proposed Zoning: A

This industrial parcel currently has a single family home and it is surrounded by single family residential. Residential use appears to be more appropriate than industrial or business given the surrounding built context.

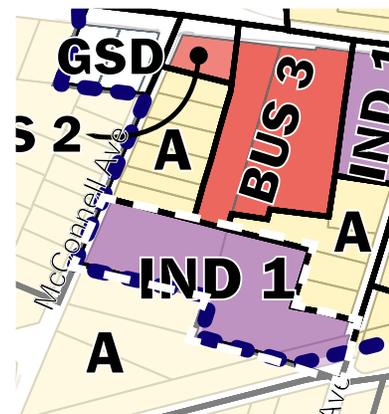
Existing Zoning



609 Montauk Highway



600 Montauk Highway



Proposed Zoning Map Changes (Continued)

4.

Address: 650 Montauk Highway

Existing Zoning: IND 1

Proposed Zoning: BUS 1

This parcel contains a variety of small commercial and office enterprises. The building provides an important function by providing space for small businesses, therefore, this use should be encouraged to remain. It appears that all of the individual uses within the building would be permitted in the BUS 1 district. The Industrial 1 district is no longer appropriate along the corridor given the built out pattern of commercial uses.

Existing Zoning



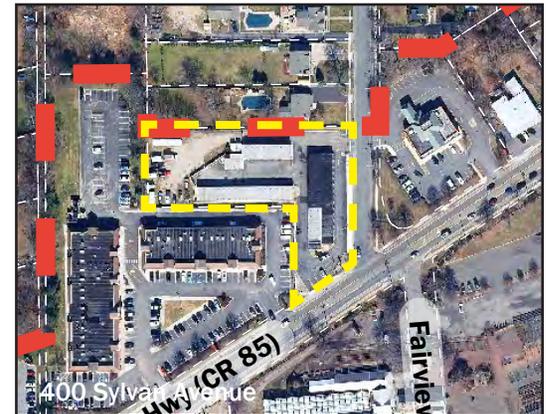
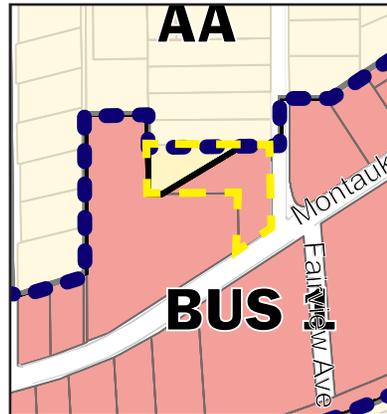
5.

Address: 400 Sylvan Avenue

Existing Zoning: BUS 1 and AA

Proposed Zoning: BUS 1

This parcel (Bayport Mini Storage) is in a split zone. Its current use is non-conforming because on split zone parcels, the most restrictive zoning applies (which is residential). Therefore, it seems appropriate to zone the entire parcel to BUS 1 to ensure the property, which fronts along Montauk Highway, remains commercial.



Montauk Highway/Bayport Overlay District and Design Guidelines

Many residents expressed the need to improve the visual quality and establish a clear and attractive identity for the Montauk Highway corridor in Bayport. The Town recognizes that within the corridor there are key sites whose use and reuse will play a significant role in the future character of the area. Future development should be managed so that it has the right balance between economic development and the preservation of the area’s suburban character. It is important to establish guidelines for the corridor, to ensure that future development promotes more of a “main street” character rather than an auto-oriented strip corridor. Any new construction and expansion of existing buildings within the Commercial Districts should incorporate good design and construction; proper scale and relationship to other buildings in the area; consistency of materials, signage and lighting; efficient use of space; and layouts that minimize traffic impacts on the corridor.

One zoning mechanism to achieve these goals is the establishment of an overlay district. This district would be applied over the existing zoning districts, and would include additional standards and criteria for development or redevelopment of those properties. As shown in Figure 6, the proposed Montauk Highway/Bayport Overlay District is recommended for the non-residentially zoned properties along the corridor.

Permitted Uses:

It is recognized that the prevailing land use along the Montauk Highway corridor is general commercial. It is recommended that all parcels in the overlay district allow any retail business which is allowed in the Business 1 district.

There was a general consensus from the public that there is a need to limit certain uses that detract from the “Main Street” function of the corridor, such as gas stations, large convenience stores, and fast-food restaurants with drive-thrus. The overlay district would limit the expansion of these uses along the corridor. therefore, it is recommended that in the the Montauk Highway/Bayport Overlay District, the following uses become not permitted.

- Gasoline service station. Any gasoline service stations that were given special permits prior to the adoption of the overlay district shall be considered to be permitted uses.

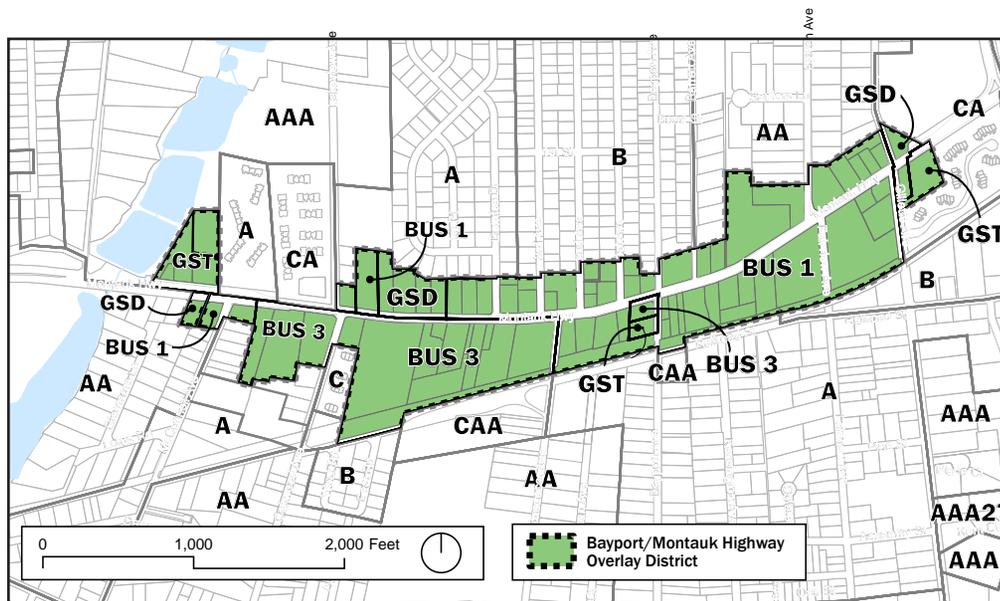


Figure 6: Proposed Montauk Highway/Bayport Overlay District

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- Fast-food restaurant (restaurants whose design includes drive-up or drive-through service or offers curbside service)
- Convenience market.

All other uses allowed in the underlying zoning districts are permitted as provided for in the underlying zoning.

Design Guidelines

There is also a need to establish standards that will establish greater consistency in the architectural character and the visual quality and establish a clear and attractive identity for the corridor. This section provides “design guidelines” to supplement the underlying Town zoning and building regulations. These guidelines are concepts related to the compatible scope of architectural styles, street layout and building form, access and parking configurations, landscape design standards, lighting and signage standards and other design concepts that Bayport prefers in new development or building renovation. For example, the guidelines promote development that:

The purpose of the guidelines are to:

- Encourage a more uniform and aesthetically pleasing appearance on Montauk Highway
- Provide guidance to developers, property owners and their designers of the aesthetics and site design expected in new development
- Establish a consistent set of criteria for the Town’s use in reviewing projects.

- Promote a vision for a future built environment that is proactive (reflecting Bayport’s choices) rather than reactive (reflecting applicant choice).
- Provide the municipality with user-friendly tools, engage prospective investors, and answer property owners’ questions.
- Guide the Town for public improvements along the corridor

The diagrams in this section show how the design guidelines linked to the District would promote development that will create an attractive streetscape with ample sidewalks, landscaping in the front, and parking in the side and rear of the building. These elements can be designed to improve the relationship of the built environment to promote a more human scale and improve quality-of-life in the community. An articulated and attractive streetscape can also benefit local businesses by attracting a diversity of users.

The Design Guidelines are intended to be a user-friendly resource for property owners, Town officials, and Planning Board members. The guidelines would be considered as part of the site plan approval process for any remodeling of existing buildings, adding to existing buildings, or constructing new buildings. The guidelines would be interpreted on a site by site basis by the Planning Board. Guidelines for new construction may be more demanding than those for the upgrading or expansion of existing structures.

The proposed design guidelines are not intended to be a burdensome layer of review for applicants. Rather, they provide residents, developers and design professionals with a complete picture of what to expect when appearing before the Town’s land-use approval boards, thus simplifying and expediting the review, permit and development process. Applicants are more likely to “get it right” the first time by

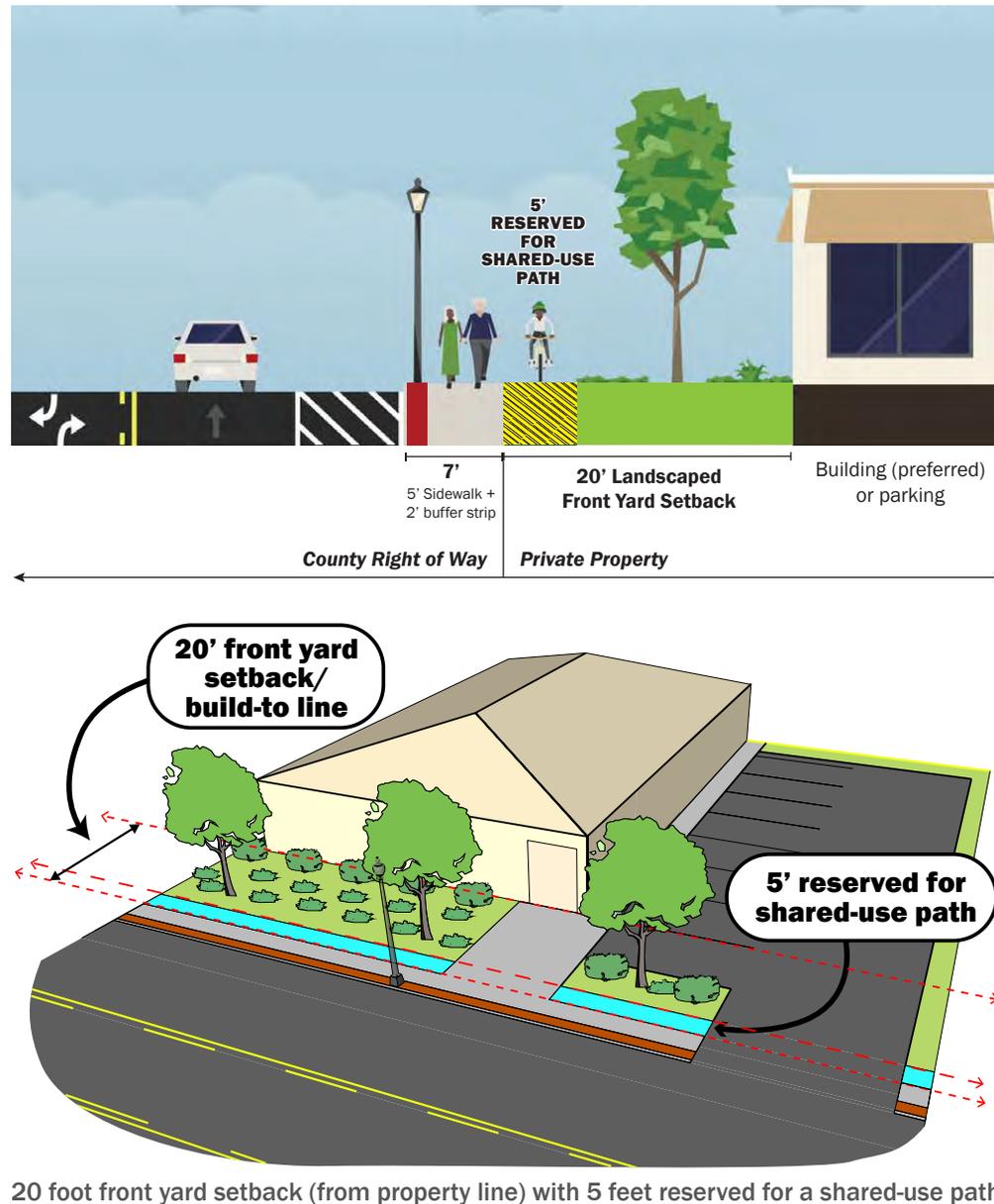


Figure 7: Front Yard Setback Recommendations

reviewing the guidelines, and therefore avoid expensive delays, public controversy and project redesign.

Site Design and Layout

Figures 7 and 8 show how new development should be designed to establish a clear and attractive identity for the corridor. Figure 7 shows the 20 foot setback/build-to line for new buildings along the corridor. Figure 8 Inset 1 illustrates typical site design and layout of highway commercial development along the Montauk highway corridor. Insets 2 and 3 depict more desirable development sites with buildings that are oriented towards the street. Sidewalks, ground floor activity, pedestrian scale lighting, attractive architecture, and landscaping can also help create a welcoming site. Walkability, safety, and access should be a primary consideration for all improvements.

Redevelopment along the corridor should consider the following guidelines for site design and layout.

- There should be a 20-foot setback from the property line (which is coterminous with the sidewalk). The 20-foot setback is a build-to line (See Figure 7).
- With the 7 foot sidewalk and brick/green buffer area (which are in the County's right-of-way), there would be a setback of 27 feet from the street.
- There should be no fixtures, trees or shrubs placed within 5 feet of the sidewalk. This space should be reserved for the future placement of an off-street bicycle lane.

1



Typical Highway Commercial Development (undesirable): multiple curb cuts, parking along highway frontage, lack of landscaping and pedestrian environment.

Typical Highway Commercial Development

2



An example of retrofitting Highway Commercial Development (more desirable): new commercial spaces break-up long buildings and add interest, landscaped buffers along roadway frontage soften edges and reduce curb cuts, and clearly demarcated pedestrian paths provide pedestrian connection to adjacent properties.

Retrofitting Highway Commercial Development (More Desirable)

3



Alternate Highway Commercial Development (recommended): buildings closer to roadway frontage, parking provided in the rear and side of buildings, landscaped buffers between highway and buildings and within parking areas, clearly demarcated pedestrian and bicycle paths

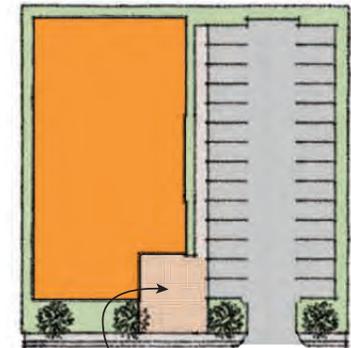
Alternate Highway Commercial Development (Recommended)

Figure 8: Urban Design Recommendations

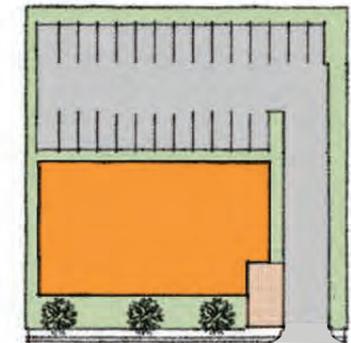
- Parking between buildings and the street disrupts the pedestrian experience. Parking should not be located in the front yard setback. To the maximum extent practicable, parking and service areas should be located to the side and /or rear of primary buildings. It is understood that discretion should be given to the planning board to allow parking in the front area if it is properly landscaped and in cases where existing shopping centers are expanding or redeveloping.
- Where multiple structures and uses are proposed, buildings should be clustered with access provided by shared road entrances. Main entrances should be recessed and inviting, allowing for views into commercial areas.
- Pedestrian entrances to buildings should be oriented towards Montauk Highway if possible. Secondary entrances should be discouraged when they will detract from use of the main entry. Users should be encouraged to use the street entrance, as this will bring more customers and patrons onto the streets in support of the neighborhood as a whole.
- Landscaping or plaza/public space areas should be located in the front yard. The landscaping is intended to soften the effects of the built and paved areas. It also helps reduce stormwater runoff by providing a surface into which stormwater can percolate. Guidelines for landscaping are provided later in this chapter.
- Artwork, benches, and other structural features may be included within front yard landscaping areas.

Parking and Circulation

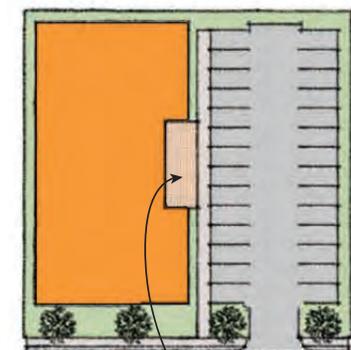
- Designs should promote the safe movement of vehicles and should minimize traffic impacts on Montauk Highway. Site design should encourage interconnectivity between uses on-site and adjacent areas.
- Surface parking lots should be located to the rear or the side of principal buildings where possible.
- Motorists should find that access driveways are clearly defined and easy to access. Whenever possible, properties should minimize the number of driveways/curb cuts, provide access via a side street or adjacent property/driveway, and add landscaping to improve parking configuration and circulation.
- In general, no lot should be allowed more than one curb cut to encourage connections and coordinated circulation between adjoining internal parking lots. Suffolk County DPW is essential in implementing the recommendation to limit curb cuts to one per building or preferably group of buildings, instead of the traditional two curb cuts with one out and one into the site.



This Entrance accessible from parking lot



This Parking in the rear of building



Not This Entrance is in parking lot and does not encourage use of street

- Where possible, parking areas should be integrated with and/or linked to parking areas on neighboring properties.
- Parking should be separated from sidewalks with visually reinforced edges to present a clean, orderly appearance. Perimeter screening (such as a hedge, berm, decorative metal fencing and/or masonry or stone wall) is a good way to eliminate significant safety hazards and visually separate and screen the parking lot from roads, pedestrian paths, and other facilities.
- Parking lots visible from a street should be continuously screened by a 3-4 foot high hedge, wall, or fence. The fence should be of high quality; chain-link fences should not be used. Parking lots adjacent to a residential use should be continuously screened by a wall, fence or hedge, unless there is enough buffer area that landscaping can provide adequate screening (a 25-foot buffer is currently required in the Town's land use development regulations).
- Owners with rear parking street access are encouraged to grant easements to mid-block owners so that the mid-block owner can gain access to the street for their required parking.
- Planting areas at the end of rows (for non-covered parking) should be used to soften the visual expanse and provide shade.
- One tree should be planted per 10 spaces and there should be a landscape separation of every other parking bay.
- In all off-street parking areas containing 25 or more parking spaces, at least 10% of the interior of the parking area should be curbed and landscaped with trees, shrubs and other material.
- Provide perimeter landscaping as outlined in the landscaping and ground treatment section of these guidelines.
- Off-street parking requirements should provide some flexibility to promote greater efficiency in use. This may include the sharing of parking on a site with multiple uses. Where a permanent or long-term lease or agreement has been executed between two or more adjoining property owners to share, aggregate or pool their parking spaces, the required off-street parking requirement for each participating lot may be reduced by up to 30%. The reduction in parking would be evaluated by the Planning Board based upon a shared parking study. Additionally, a small parking reduction could be given to developments that integrate/link parking areas with neighboring properties. With better access management, having fewer lots minimizes the number of ingress and egress points.
- Surface parking should not extend more than 70 feet in width along any street without being interrupted with a principal building or a landscaped island.
- Permeable pavers/pavement and other green infrastructure (e.g. bioswales, rain gardens, planter boxes) should be utilized to mitigate stormwater runoff, reduce the urban heat island effect and create and a more walkable built environment.
- Lighting for all parking areas should be appropriate in function and scale for both the pedestrian and vehicular traffic. Parking lot lighting should not exceed 20 feet in height and should not emit more light than is necessary to ensure the security of the property and the safety and welfare of the public. All illumination should be shielded from adjacent properties.

Architecture

The guidelines encourage an overall improvement in design quality that will support existing development and ensure high-quality new investment within the Town. Materials, landscaping, architecture, and site design should be of high quality; choosing the right materials can mean a more appealing project. Design criteria should allow for design flexibility and choice and encourage creative and imaginative site layout in concert with local character. Architectural designs that reflect or are sympathetic to New England or traditional architectural character are preferred.

Storefronts

- Designs should emphasize the role of the storefront as the focus of the building facade. Storefront should act as the unifying element within the block by creating strong horizontal elements such as continuous display windows and a consistent design frieze.
- Main entrances should be recessed and inviting, allowing for views into indoor commercial spaces.
- Architectural features and details such as projecting storefront cornices, decorative below-window panels, prominent display windows, etc. are encouraged.
- Landscape treatment should establish an attractive link between building entrances and parking areas.
- Designs of upper stories should be included in site plan submissions to the Planning Board.

Building Facades

- Building materials are to be compatible with nearby structures.
- Use of brick, stucco, stone and clapboard is appropriate in this regard.



Examples of desirable architecture with pitched roofs

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- Facade articulation using bay windows, setbacks, pilasters and other features are encouraged to create architectural interest and to maintain a human scale along the street.
- Materials, colors and quality of side and rear facades should be complementary and of similar design to materials, color and quality of front facades.

Materials

- In general, the use of natural building materials, such as wood, brick, stone, cementitious materials, and limited amounts of stucco is preferred.
- Preference should be given to materials derived from renewable resources.
- No more than two siding materials may be used (not including the foundation material or trim work). Separations between materials should be primarily horizontal.
- Finish materials should be oriented to accentuate horizontal lines.
- Heavier materials should always be below lighter materials.
- Stone, whether natural or dressed, should only be used as a secondary or accent material.
- Painted brickwork and the use of unfinished concrete, aluminum siding, and/or concrete block for exterior walls material, is highly discouraged.

Roofs

- Peaked roofs and varied roof planes are encouraged as a means to promote architectural variety and streetscape quality.

- Preferred roofing materials are wood, slate, ceramic, copper, metal, or fiberglass asphalt shingles. The use of green roofs and rooftop gardens is encouraged to reduce stormwater runoff, reduce heat sinks, and to promote energy efficiency.
- The use of metal roofing should be limited to small roof areas for accent purposes.
- All mechanical equipment including television and satellite antennas should be screened from view from the street or adjoining properties.
- Varied building heights, roof types, and forms are encouraged to create visual interest. For example, a main pitched roof could be combined with secondary roof types. Large roof expanses should incorporate dormers, cupolas and other features to help reduce the scale of pitched roofs.

Lighting

- Lighting should contribute to the overall safety of the development, and landscaping should incorporate safe-by-design standards. These standards promote crime reduction through design methodology and functional planning.
- Lighting should be of a height and intensity to ensure a pleasant and safe sidewalk for pedestrians.
- Landscaping and lighting should be used to identify entrances, pathways, and public spaces.
- Lighting should be shielded to ensure a minimum amount of light is directed towards the sky or creates off-site glare.
- The use of Light Emitting Diodes or another alternative to High Pressure Sodium or Metal Halide is preferred.

- Accent lighting should be used to reduce the visual impact of blank space.

Service, Refuse and Utility Areas:

- Locate service, refuse and utility areas to the rear of buildings to screen from view from corridor vehicular and pedestrian travel.
- Screen refuse and utility areas with vegetation and/or screening (e.g. solid walls) that compliments the building’s architecture. Chain link fencing screens (including those with slats or metal lower walls) are strongly discouraged.
- All mechanical equipment such as heating and air conditioning units should be placed in areas that have minimum visual and noise impacts on the street and adjacent properties, and should be adequately screened from direct public view with landscaping and/or screen walls.
- As much as possible, solid walls or other elements such as gates and fencing designed to screen mechanical equipment should be made to appear as extensions to the existing building.

Streetscape Design

Streetscape refers to the elements in or near the street right-of-way, including buildings, building setbacks, lawns, sidewalks, street furniture, street trees, signs, streetlights and public art. These elements can be designed to improve the relationship of the built environment to promote a more human scale and improve quality-of-life in the community. An articulated and attractive streetscape can also benefit local businesses by attracting a diversity of users.

The streetscape could be improved with lighting, benches, trash cans and street furniture. These fixtures contribute to a sense of community by creating an inviting atmosphere that encourages public use and relaxation. Walkability, safety, and access should be a primary consideration for all improvements. A well-designed streetscape can protect pedestrians, reduce glare and soften the suburban environment.

- **Sidewalk:** The sidewalks along Montauk Highway have a brick buffer strip between the sidewalk and the curb. The use of this brick paving adds to the texture and character of the corridor and the pattern should be continued.
- **Benches/Seating areas** are encouraged. These amenities should be provided adjacent to the sidewalk or near entrances.
- **Service and trash areas** should be screened from view on all sides.

Signage

Commercial signage plays an important role in determining the visual quality of the corridor due to the number of large free-standing signs that complete for the attention of passing motorists. Signage should be used primarily to identify a business or residential complex rather than serving as advertising. Signage should be complementary and well integrated to the surrounding area while also being readable to vehicular traffic. The following guidelines are designed to provide a more attractive and consistent design approach for the corridor:

- **General Guidelines:**
 - Signage design should relate to adjacent buildings in terms of general appearance and choice of materials.

- Grouped signs designed for commercial plazas should have a consistent design character and quality in terms of materials, colors and typeface.
- Signs should have a minimum of information to avoid clutter and confusion. The use of bold, easily recognized symbols, logos and simple illustrations that identify a business or activity is encouraged.
- Simple overall shapes are preferred over complex geometries.
- Signs should be professionally designed and constructed using high-quality materials. Painted wood with carved lettering is a preferred material.
- A dull or matte finish is encouraged to reduce glare and enhance legibility.
- Signs should be placed to accentuate key architectural elements, doors or windows of a building.
- Signs for multiple businesses on a property should be of similar material and design, including those on marquee signs identifying multiple tenancies.
- Directory signs should have uniform coloring and lettering.
- Tall pole and pylon signs are discouraged.
- Monument Signs: Low, monument-style free-standing signs are recommended rather than tall pole or pylon signs because ground-based signs can be more easily integrated with landscaping. All signs should be supported on a solid base designed to complement the architecture of the building. Signs should be designed so that they are informative and visible at the pedestrian scale. Monument signs should not exceed 30 square feet in area, excluding the support structure. At four to seven feet high, they can also be directly seen from eye level and are less likely to obstruct views of neighboring properties.
- Free-standing signs, if permitted, should be limited to one sign per parcel. The location of free-standing signs should be carefully related to other site features such as landscaped setbacks, trees, and plantings.
- Wall-mounted signs provided they do not exceed 75 percent of the width of the front façade or have lettering that exceeds 36 inches in height.
- Awning signs provided that lettering is limited to valance and is no greater than 80 percent of the height of the valance or 12 inches, whichever is less. Copy should be limited to 50 percent of the horizontal width of the awning. Lettering on the main sloping or arching surfaces of awnings is prohibited.
- Window signs, may not occupy an area greater than 25 percent of the total area of all windows on the façade of a building.
- Signs that should be discouraged:
 - Pulsating, flashing, running or rotating light signs, neon signs.
 - Light-emitting diode (LED) signs other than those depicting time, temperature and gasoline prices.
 - Animated, flashing, chasing, running or sequential signs.
 - All portable signs, including parked vehicles with signs expressly for advertising.
 - Pole banners and streamers are not permitted.
- Lighting
 - Lighted signs should be spotlighted, externally lit, or back-lit with a diffused light source.
 - All lighting should be completely shielded; light should be contained primarily within the sign frame whenever practicable.

- Backlighting should illuminate only the letters, characters or graphics on the sign, but not its background.

Landscaping and Ground Cover

Landscaping and open spaces should be an integral part of the overall site plan design. Landscaping and green open spaces enhance street quality by providing shade, texture and seasonal color, enhancing building design, enhancing public views, providing buffers, transitions, and screening. Trees also improve air quality and can modestly reduce noise.

Well-executed street trees are rows of mature, appropriately spaced trees that continue the whole length of the streets with breaks at intersections. Street trees along Montauk Highway would add an attractive canopy and increase comfort for pedestrians.

Tree selection should consider the overhead utility lines, which are primarily on the south side of the street. Trees that grow through power line cables would have to be pruned over time. Proper selection of tree species could help to reduce maintenance problems. Street trees beneath overhead wires should have a mature height less than 25 feet and an upright or vase-shaped habit with a canopy of 15-feet in diameter or less. Trees with a strong central leader (the main upright stem) should be avoided due to pruning by power companies. Where planting sites do not conflict with overhead wires, larger trees should be selected.

Plantings also help to soften the often hard-edged urban landscape, dominated by buildings and streets. Similar to the shading effects of trees, plantings also provide ecological benefits by reducing the paved area to cool the streets, absorb stormwater runoff and attract birds and butterflies. Landscaped areas should be used to frame and soften structures, to define site functions, to enhance the



Section of corridor with consistent landscaping and linear trees

quality of the environment, and to screen undesirable views. Landscaping should work with buildings and surroundings to make a positive contribution to the aesthetics and function of both the specific site and the area.

Ground Cover

- It's highly preferable that building setbacks along the corridor frontage be landscaped with lawn or vegetation, including trees, bushes, flowerbeds and other ground cover to screen buildings and preserve the linear green and visual quality along the corridor.
- Provide ground cover planting along the length of the base of buildings on the corridor frontage to soften the building's appearance and to knit it into the general overall green infrastructure of the area.

Bayport Zoning Study, Town of Islip

- All driveway and parking lots should include perimeter landscaping in the form of planting strips. For corner parcels, landscaping treatment should extend along the property edge along the adjoining side street.
- Property lines between adjacent properties along the corridor should be defined with landscape treatments (e.g. bushes, hedges, trees, etc.) rather than fencing. Fencing should start a minimum of 20 feet back from the property line along the corridor.
- Exterior planting should be designed to allow stormwater to collect and percolate back into the water table.

Parcels Abutting Residential Properties

- Landscaped buffers, including trees, hedges, and bushes, should be provided along commercial property lines that adjoin residential properties.
- Buffers should be high enough to visually screen and reduce audible impacts of commercial and service activities.

Trees and Plantings:

- Recommended (1) 2 to 2.5" caliper tree per 20 linear feet of frontage
- Recommend planting in a continuous landscape strip with other plantings to provide adequate space for roots to grow.
- Street trees need to be large enough at planting to allow pedestrians to pass under the lowest branches (about 8' clear) where directly adjacent to the walk surface.

- Trees selection on the south side of Montauk Highway should be mindful of the existing power lines. Low growing trees (mature height of less than 25 feet) are preferable, especially those that are resilient to continual pruning. Trees should be LIPA approved wire-friendly trees.
- There should be a sufficient number of shrubs and perennials to cover 100% of the planted area within two years.
- Required planting areas should be permanently maintained. "Maintained" includes proper watering (irrigation is required), pruning, mowing of lawns, weed abatement, removal of litter, fertilizing, and replacement of plants and other landscape materials when necessary.
- Planting Design Concepts. The following are common planting design concepts that should be considered when appropriate:
 - Specimen trees used in informal grouping and rows at major focal points;
 - Pots, vases, wall or raised planters;
 - The use of planting to create shadow and patterns against walls;
 - Large broadleaf deciduous trees to create canopy and shade in the summer and sun in the winter, particularly in parking areas;
 - The use of flowering trees in informal groups to provide color;
 - Informal massing of colorful plantings;
 - Use of distinctive plants as focal points; and
 - Plantings and low walls to screen parking areas from view of public rights-of-way while allowing filtered views of larger buildings beyond.

Green Infrastructure

As a final note on design and design guidelines, something that is visibly absent from all the properties in the Study Area is any attention to environmentally sound green infrastructure in any of the landscaping treatments. Green infrastructure, also known as “low-impact development” or “LID” standards is a landscaping strategy designed to minimize runoff from impervious surfaces, including contaminated water from parking areas. LID accomplishes this by minimizing such impervious surface area and increasing a site’s “effective” pervious surface ratio. The goal is to reduce runoff and provide landscape opportunities to return rainwater to the water table through natural filtration. By doing so, green infrastructure also reduces the amount of (often polluted) stormwater entering into the stormwater sewer system, thus reducing necessary filtration and demands on existing storm sewer infrastructure. Generally, LID standards are more economical to build and maintain than conventional stormwater infrastructure systems. LID landscape design standards employ techniques such as rainwater collection and filtration in designated planting strips, bioswales designed to retain and naturally filter water before it seeps into the water table, and semi-impervious surface treatments. An added benefit is a correlative reduction in greenhouse gases (GHG).



Bioswale in a parking lot

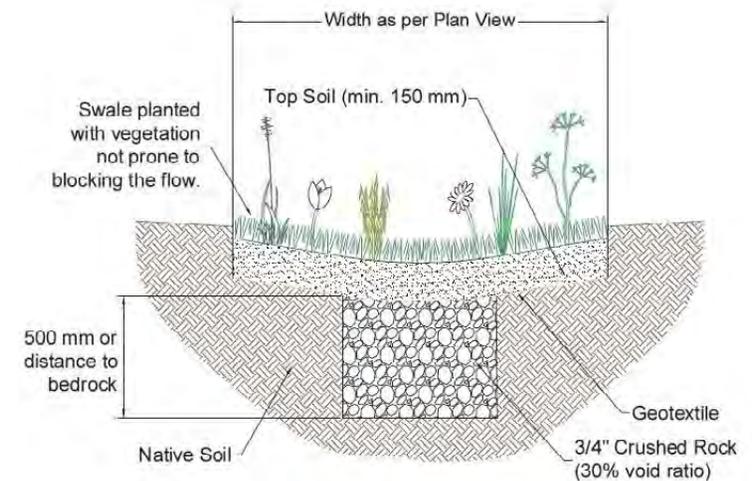


Diagram of a bioswale (Source: City of Charlottesville, Canada)

2.0. MIDDLE ROAD (OLD MAIN STREET) STUDY AREA

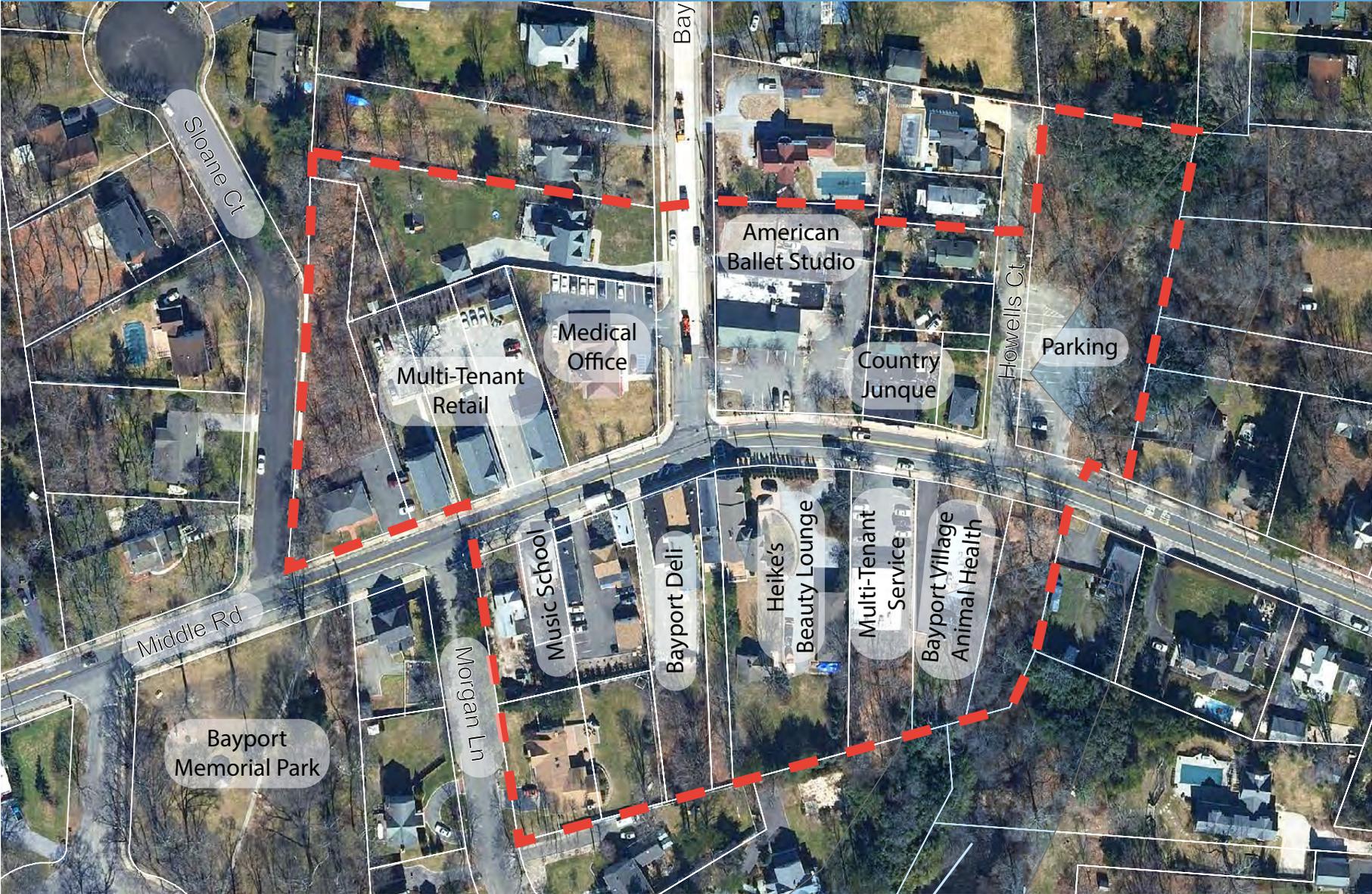


Figure 9: Middle Road Study Area

2.1: EXISTING CONDITIONS

The commercial node along Middle Road at Bayport Avenue was historically Bayport’s original main street. The area is relatively small (approximately 0.2 miles on Middle Road). The area contains a mix of small shops and offices, including a deli, a print shop, personal care and wellness services, the Old Bayport Arts Center, a doctor’s office, and a music school. The commercial uses primarily serve the surrounding single family residential neighborhood.

The buildings in this commercial area have the look and feel of a historic hamlet center, with buildings that are built close to the street and shingle style facades. The pedestrian-scale commercial storefronts are one to two stories. The orientation and setback of buildings, in particular along the older buildings on the southern side of Middle Road, create a street wall and enhance the village-like feel, walkability and accessibility for pedestrians. The street and sidewalk are lit with cobra head fixtures attached to utility poles and pedestrian scaled ornamental lighting in select locations.

This area is zoned Business District (BD) which primarily allows for allows for a mix of uses, including neighborhood oriented retail stores, personal service establishments, offices, and artist/craft establishments (see chart below). Restaurants, single family homes and mixed-use buildings are allowed by special permit. This district is found along some of the Town’s other downtown business areas in Central Islip, Bayshore, Islip and East Islip.



Storefronts in study area

BD Zoning District Regulations

District	General Permitted Use	Setbacks		Max FAR	Max Height
		Front Yard	Side Yard		
BD	<ul style="list-style-type: none"> • Store, Office, Bank (and bank drive-thru) • Personal Service • Artist/Crafts/Florist/Brewing • Special Permit: Restaurant/Bar, Single family detached, Mixed-use 	Min - 1 foot Max - 25 feet	0	60%	35

2.2: ISSUES AND RECOMMENDATIONS:

Maintain Historic Character

During the public outreach process, residents expressed that the old downtown area along Middle Road has a unique charm that should be maintained and preserved. This small commercial area offers a pleasant pedestrian environment for shopping and businesses that are mostly oriented towards local residents. Residents stated The Town should help property owners to preserve and repair the historic core retail. Any new development should be at a comparable scale and should incorporate the traditional long island hamlet center building style.

Revitalize Hamlet Center

There is some concern about the long term economic stability of this commercial node given the fact that most of the commercial activity in the hamlet has moved to Montauk Highway over the years. The hamlet center primarily serves local residents, which is a relatively small catchment area. Some of the main difficulties from an economic development perspective are that the area does not get a significant amount of traffic, on-street parking is limited, and there are not many candidate sites for redevelopment. While many residents asked about the potential for a restaurant, opportunities are limited due to the fact that the area does not get a lot of traffic, parking is limited, and there is no sewer service. New businesses are likely to move to a larger commercial district, and only those uses that are compatible with the existing business and the physical conditions of the neighborhood could blend in. Brick-and-mortar retail development is also declining nationwide, largely due to the growth in online sales.

Nevertheless, there are opportunities to build on Middle Road's strengths to encourage small businesses, shops, and boutique stores. The commercial market should capitalize on the area's strengths. While this area does not get nearly the same amount of vehicular traffic as Montauk Highway, it does offer a more bucolic and approachable retail experience. Many of the offices in the recently



Firehouse Commons



Stores along Middle Road

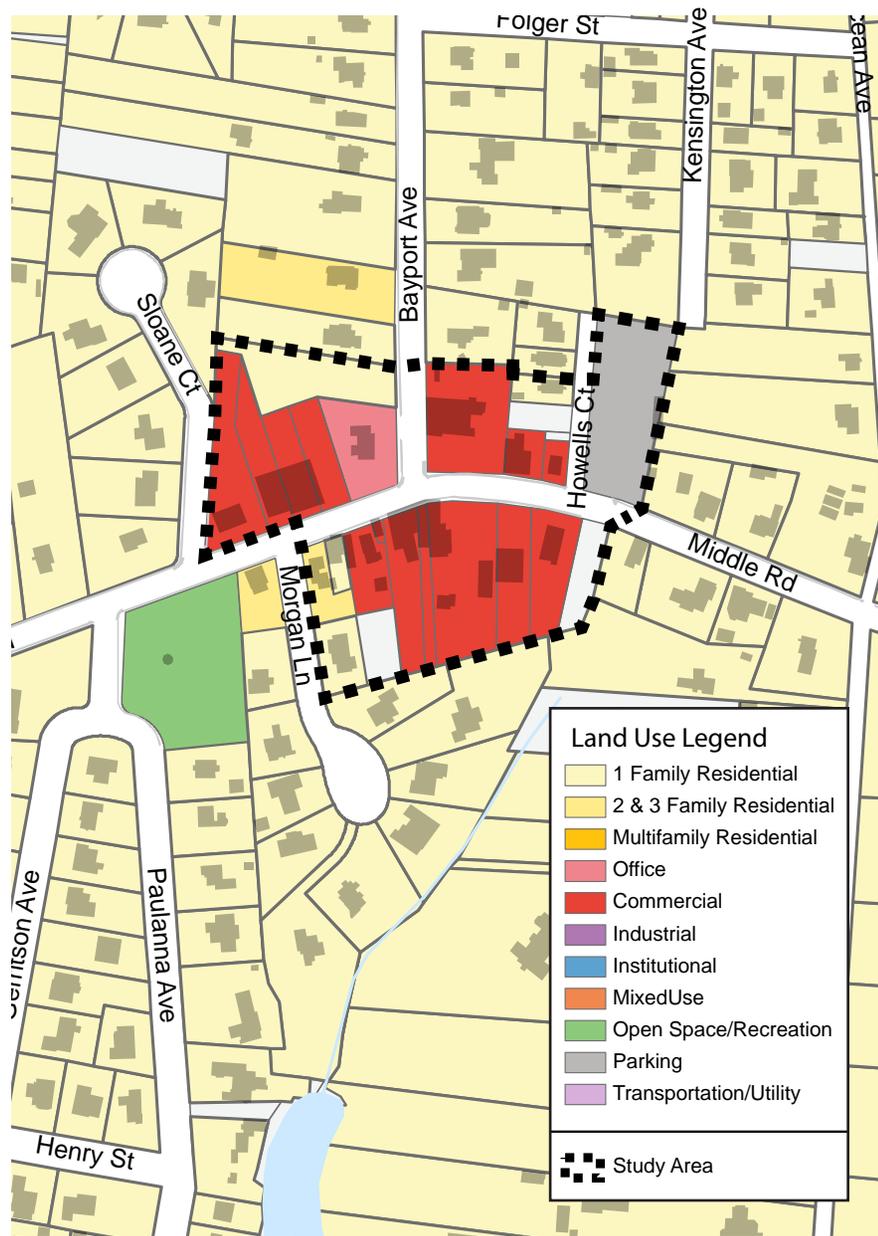


Figure 10: Existing Land Use

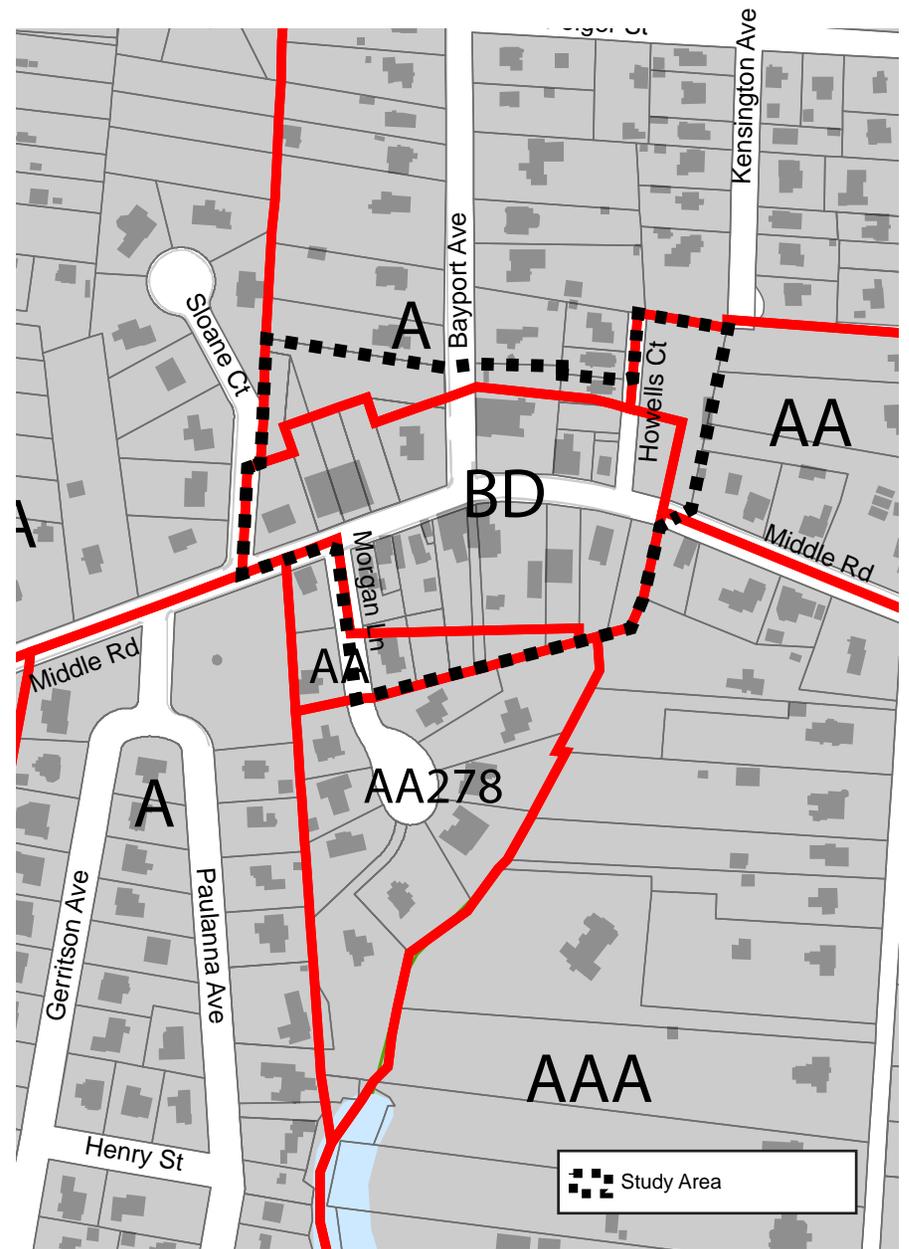


Figure 11: Zoning Map

Bayport Zoning Study, Town of Islip

built Firehouse Commons (2009) suggests that this area might be a good location for offices and stores that focus on wellness and personal care. Stores and offices oriented towards health and personal care could be one possibility to compete with the larger commercial areas for local business. The Town could consider a branding campaign which seeks to market this area as the “healthy heart” of Bayport. Another branding scheme could focus on Bayport’s nautical history and connection to the waterfront.

Parking

Comments from the public revealed that parking for merchants, employees, and shoppers is limited. Some stated that this issue significantly restricts potential commercial activity, particularly for some of the interior buildings along the south side of Middle Road that do not have their own dedicated off street parking. Customers typically use the on-street parking, which is only on the south side of Middle Road and is reportedly well utilized. Parking on this side is limited and some of the spaces are striped off (i.e. in front of the delicatessen). While there is a municipal parking lot on the northeastern side of the area, it is not widely utilized (see Figure 8). More could be done to alert visitors that the municipal lot is in this location. At a minimum, signage to the parking area should be improved; existing signage is in poor condition. The area could also use some landscaping and pedestrian scaled lighting to spruce it up and make it more inviting to use.

While some of the interior buildings on Middle Road do not have their own dedicated parking, some have rear yards adjacent to other parking areas. The Town can work with the adjacent property owners to see if there are opportunities to create cross access easements and combine rear yards into a shared parking area.

Most of the surrounding uses have their own off-street parking areas, however, the lots vary to the degree that they are easily seen and arranged for convenient access to nearby shops. For example, the parking lot in front of the shopping area



Shopping center with tight parking area in front



Opportunity to create shared parking area

at 596 Middle Road is very tight for vehicles. This parking configuration is non-conforming with the BD district, which prohibits parking in the front yard; parking must be provided in the rear or the side of a building.

Urban Design Improvements

As discussed earlier, this commercial area has a friendly pedestrian environment for shopping. The urban design character is defined by the core businesses on the southern side of Middle Road which are built to the sidewalk. The properties to the east and west of the core area tend to be set back further from the street and do not contribute same kind of “Main Street” feel. If there were to be future development, the Town should ensure that the walkable environment is encouraged, with buildings oriented towards the sidewalk and parking to the side or rear.

Creating a sense of place and community is a guiding principle in designing livable and high-quality built environments. The kiosk and clock at the Old Bayport Arts Center (northeast corner of Bayport Avenue) is an important streetscape element that helps to create a recognizable entry, or gateway into the community. Gateways create a sense of arrival and provide residents and visitors with a first impression of a neighborhood. Gateways can help to express the character of the area as well as calm traffic speeds as drivers arrive. Streetlights, landscaping and street signs that use the same font or logo can also convey Bayport’s identity.

The streetscaping at the medical office property at the northwest corner of Bayport Avenue and Middle Road could do more to help create a sense of place in the area. The front lawn (which was previously a driveway) is a grassy area with a white fence, which are more symbolic elements of residential areas than commercial areas. While it is understood that this area is privately owned, the Town and/or the Bayport-Blue Point Chamber of Commerce should consider working with the private property owner to improve this area with landscaping, lighting. Additionally, if the property owner were willing, it would be an ideal



Potential opportunity for community space

location for a small parklet area with benches. This amenity would help to make the hamlet center a more enjoyable place to visit and walk around. This opportunity should be pursued and coordinated by the Chamber of Commerce.

2.3: ZONING RECOMMENDATIONS

This area is zoned Business District (BD) which primarily allows for allows for the mix of uses that one would like to continue to see. No specific zoning changes are necessary at this point.

There was some desire in the community to develop guidelines to ensure that the historic character of Bayport is maintained. Design guidelines and standards could help to maintain the unique and historic character of the area if properties were to redevelop. The guidelines would not be a substitute for zoning regulations, rather it would provide the framework for building form, streetscape, and landscape character as part of site plan review by the planning board.

If the Town is interested in developing guidelines for this area, it may consider developing guidelines for the BD District townwide, which is zoned for the Town's older business areas such as (Central Islip, Bayshore, Islip and East Islip). Because each of these areas is not exactly the same, a basic set of guidelines could be tailored to each area. This text could be provided either in the underlying zoning text, as part of an overlay zone, or separate zones can be created for each area (BD-1, BD-2, and so on). As a reference, the Town of Brookhaven developed design guidelines for its Main Street business district and it's J6 Business district.

3.0. RAJON ROAD/WENNER BAKERY INDUSTRIAL AREA



3.3: EXISTING CONDITIONS

This study area includes the industrial office park area along Rajon Road (via Sylvan Ave). Wenner Bread is the most prominent use in the area, it is one of the largest commercial taxpayers in Bayport. The study area also includes a mix of industrial, storage, office and warehouse uses. There are two vacant parcels between Wenner Bakery and Sunrise Highway.

Part of the impetus for including this industrial area was to consider long term options for the property if Wenner Bread were ever to relocate. While the ownership has no immediate plans to leave, it is important to plan for the future if that were to occur.

Figure 12: Rajon Road/Wenner Bakery Industrial Area

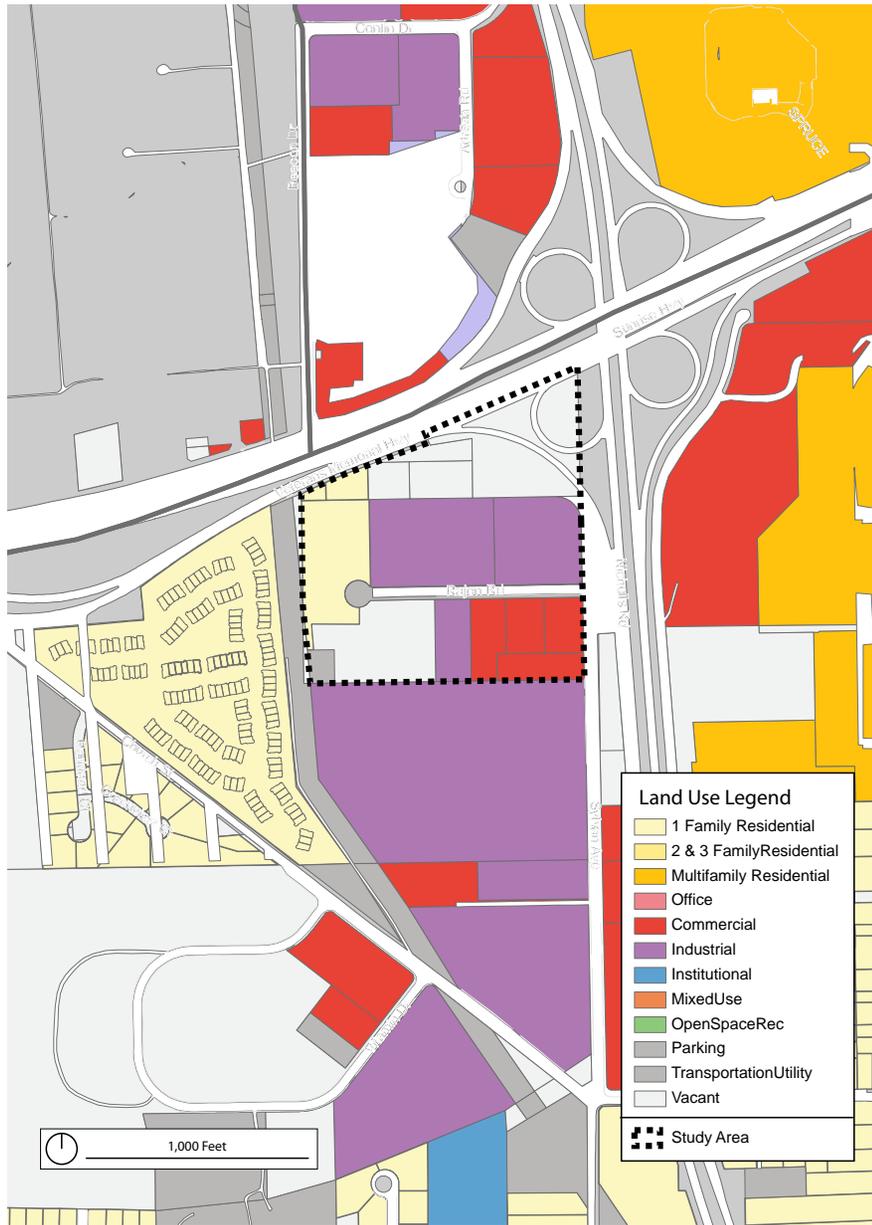


Figure 13: Existing Land Use

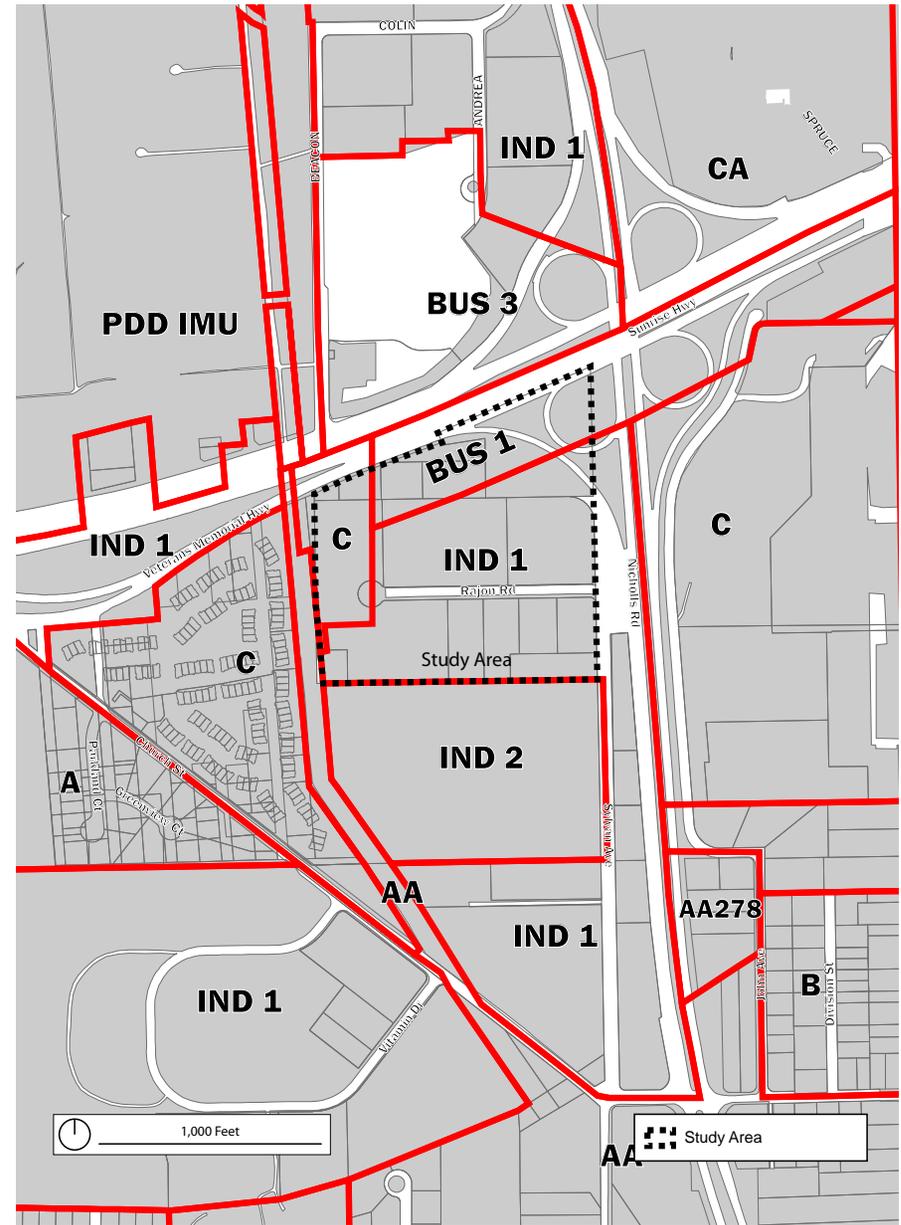


Figure 14: Zoning Map

Existing Land Use and Zoning

Figure 12 shows the existing land uses in the general area and Figure 13 shows the zoning. The maps indicate the study area includes parcels along both sides of Rajon Road including those vacant parcels along the south side of Sunrise Highway. Most of the area is zoned IND 1, however, there is a strip of BUS 1 zoned along the Sunrise Highway frontage. The two vacant parcels and the Wenner Bread site are split between IND 1 and BUS 1. This is an issue because when there is a split zone, the more restrictive zone rules. In this case, the more restrictive zone is BUS 1, therefore, technically, the Wenner Bread industrial use is non-conforming, and the area could be redeveloped as a shopping center.

In discussions with residents, the Town, and property owners, it was universally agreed that the area along Rajon Road should remain industrial. The area is one of the few remaining industrial areas in the Hamlet, and is ideally suited to remain industrial given it is generally separated from adjacent residential uses. Therefore, it is recommended that the BUS 1 areas along Sunrise Highway be consolidated into the IND 1 district. This zoning change is shown in the Figure 14.

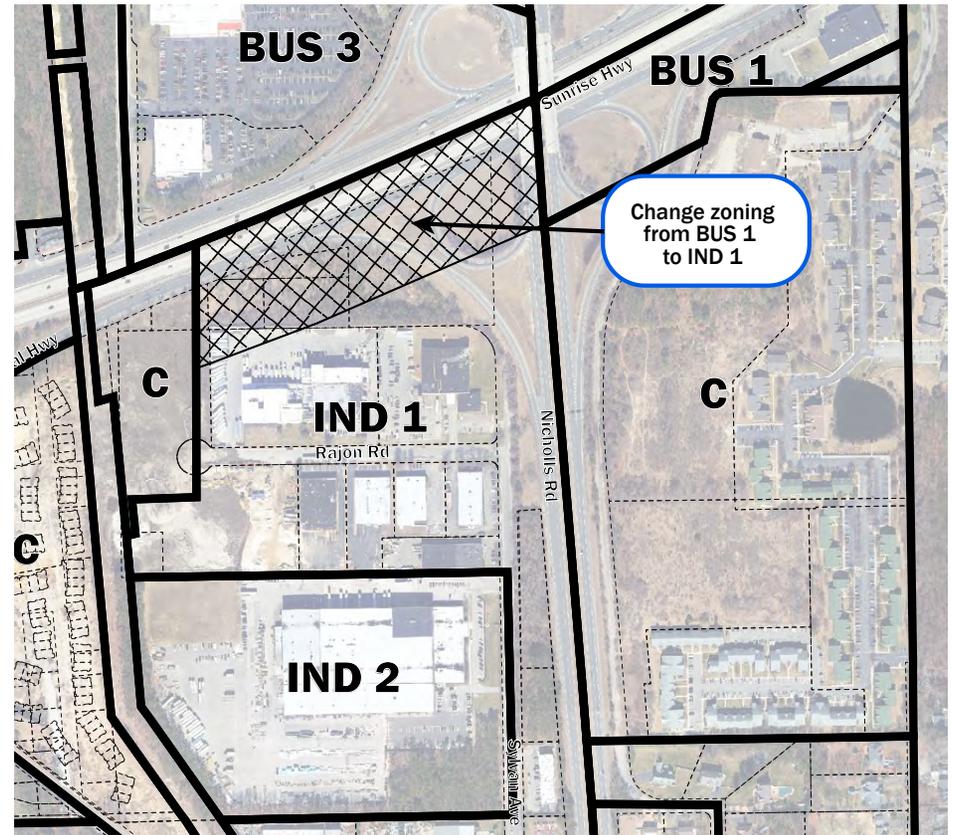


Figure 15: Proposed Zoning

Zoning Regulations for IND 1 and BUS 1

District	General Permitted Use	Setbacks		Max FAR	Max Height
		Front Yard	Side Yard		
IND 1	<ul style="list-style-type: none"> Offices Manufacturing and Warehouse Research and development labs 	50 feet	25 feet	35%	60
BUS1	General Business or Professional Services	10 feet	10 feet	40%	35



Sylvan Avenue

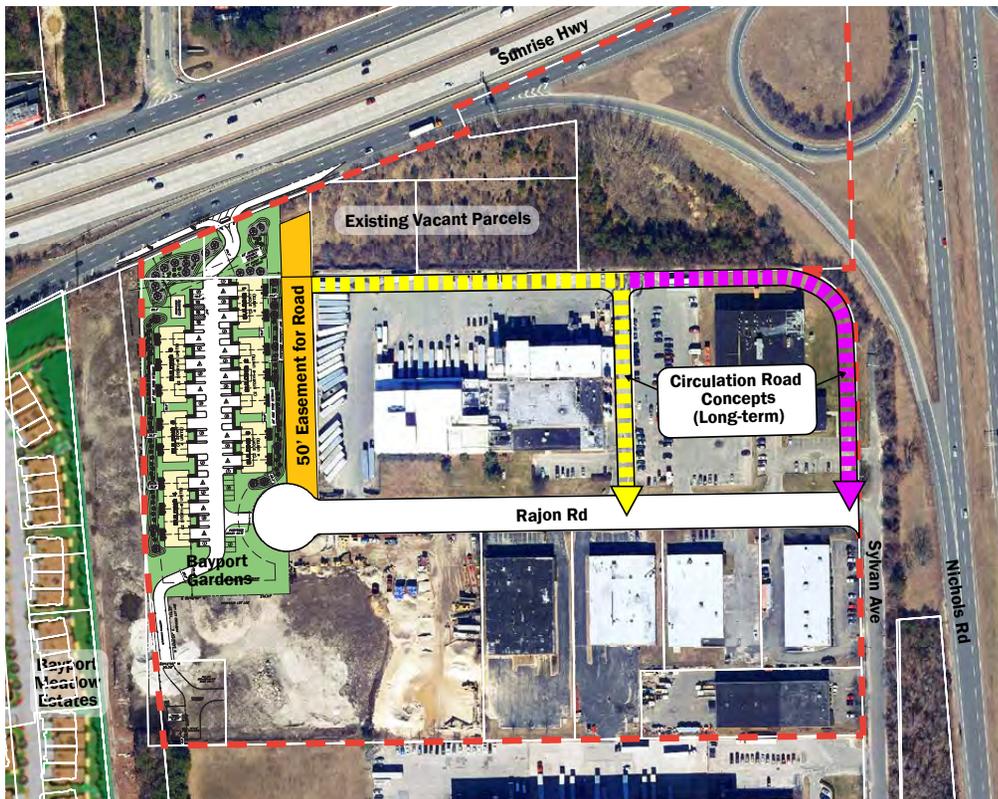


Figure 16: Circulation Road Concept

Roadway access.

The area has excellent access to Sunrise Highway (Rte 27) and LIE (I-495) via Nicolls Rd. The access road (Sylvan Avenue) is only utilized by commercial and industrial uses. While a 30 unit senior housing development was recently approved adjacent to the Wenner Bakery site, that property will be accessed via the Sunrise Highway service road and not Rajon Road.

There are two parcels between Wenner Bread and the Sunrise Highway that do not currently have roadway access. Access to these areas can be provided via Rajon Road and the use of the 50 foot easement between Wenner Bread and the new senior housing development, Bayport Gardens (see Figure 15). It is not recommended that these parcels be accessed via the Sunrise Highway as there already is an access point for the recently approved residential use. It would raise safety concerns to mix industrial traffic with residential traffic at the same access driveway nor is there sufficient space to provide another access point before the Nicholls Road off-ramp.

As a longer-term planning concept, if either of the properties on the northern side of Rajon Road ever were to be redeveloped, the Town should work with the property owner to create a new road to better accommodate truck circulation. As illustrated in Figure 15 this will create a loop road system so that Rajon Road is no longer a dead end. It will also give better fire access for any future development.