



Bayport Planning Study

1st Public Workshop Summary Report

Event Date: April 30, 2019



Introduction

The Town of Islip is conducting a land use and zoning study for three distinct areas in the hamlet of Bayport including, Montauk Highway, Middle Road (Bayport's Historic Hamlet Center), and an industrial area located on Rajon Road currently occupied by Wenner Bakery.

Each of the study's three "areas" has its own unique character and different characteristics with regard to land use, circulation patterns, and development pressure on vacant and underutilized properties. The planning approach for each study will be sensitive to each sub-area's context in order to understand the needs of each area and to anticipate the impacts of growth.



The study is supported by technical planning and market professionals so as to develop realistic development alternatives and zoning recommendations that consider potential impacts and/or constraints, parking, traffic, infrastructure, and other potential impacts on community facilities and services. The plan will identify design elements that can help improve and strengthen the study areas and assist in creating a "sense of place". These design recommendations could be for public and private property and include signage, streetscapes, and site design. The study will also identify issues that may require further review.

Community outreach is a critical component of the study to ensure the vision for future development meets local needs. This report summarizes the first workshop, which took place on Tuesday, April 30, 2019 from 6:30 to 9:30 at the Bayport Fire House. Approximately 125 people were in attendance. Additional opportunities for public engagement and input will include stakeholder interviews and a second public meeting.

Presentation

The meeting began with introductions from Ron Meyer, Commissioner of Planning and Development for the Town of Islip. Next, BFJ Planning conducted a presentation which explained the purpose and process of the Planning Study. BFJ then reviewed existing conditions in the three study areas, focusing on land use, zoning regulations, parking, site orientation, and streetscapes. BFJ Planning then presented some preliminary strategies for each area. The presentation is attached to the end of this summary report.

Informal Survey

The presentation concluded with an informal survey intended to jump-start the conversation about issues and opportunities for the three areas. All participants were instructed on how to take the survey from their smart phones. It is important to note that the survey was informal and was not intended to be a scientific measurement of consensus. Results of the informal poll are shown in the slides on the following pages.



BFJ Planning leading the informal survey.

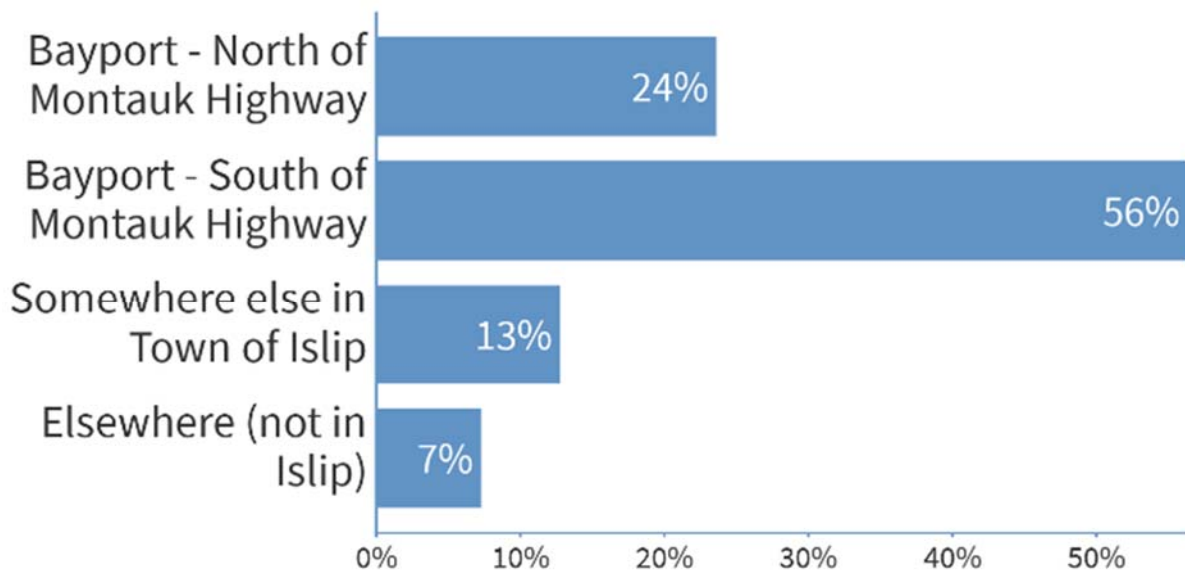
Informal Poll Questions:

Question 1: What words come to mind when you think of Bayport? (2-3 words)

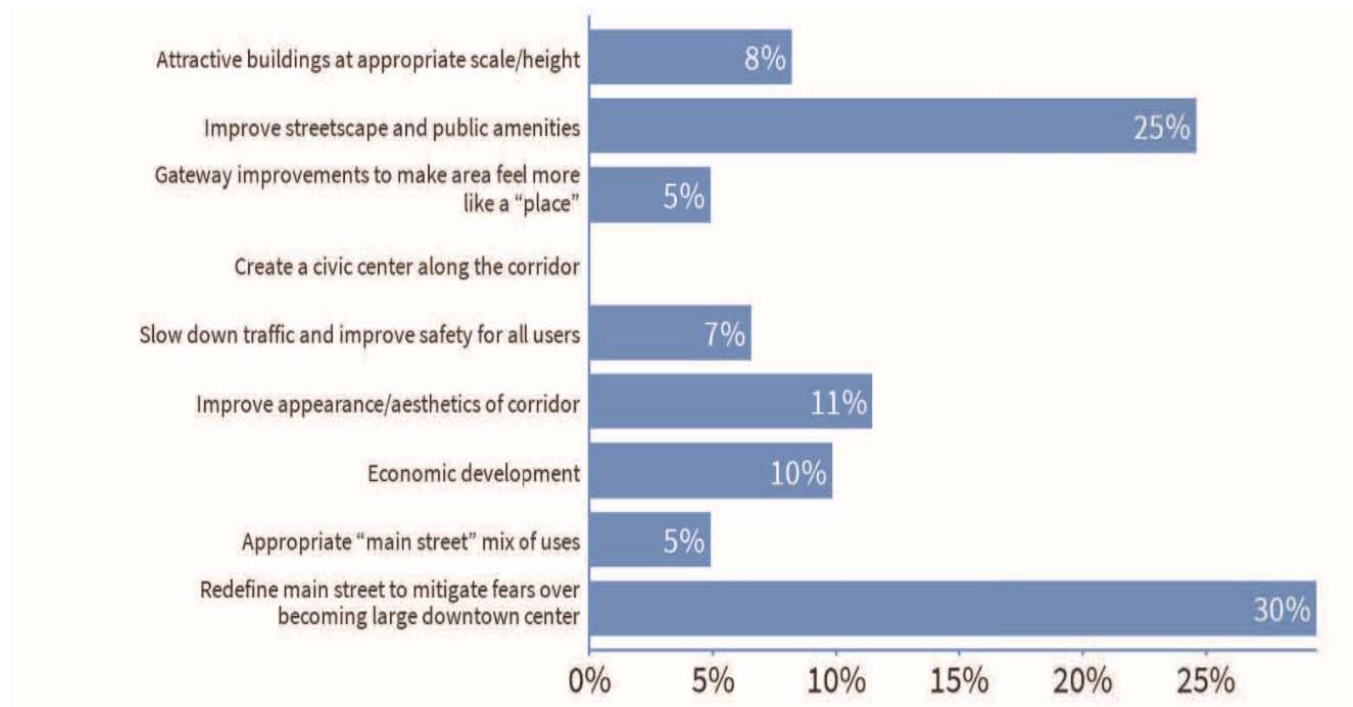
(A word cloud of these answers is shown below; the size of each word indicates its frequency by respondents)



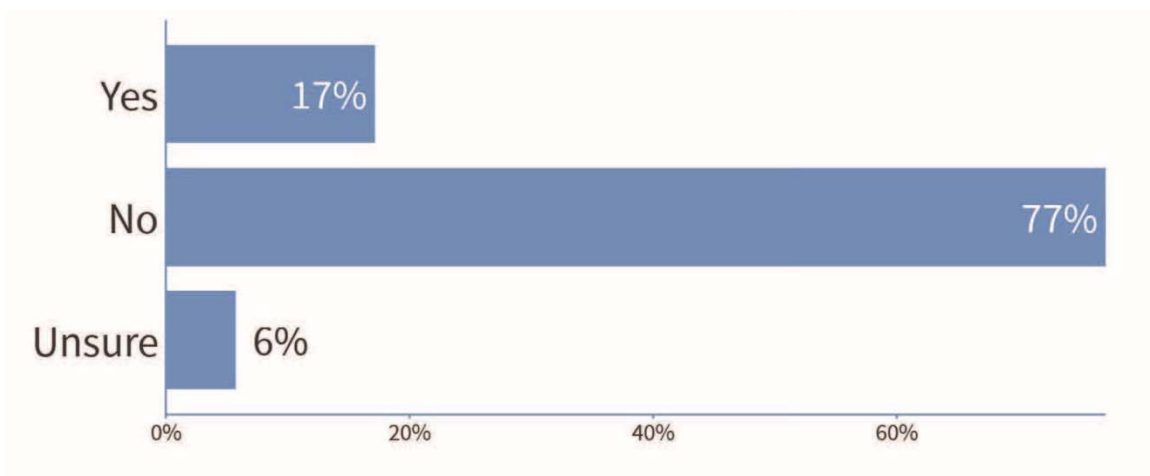
Question 2: Where do you live?



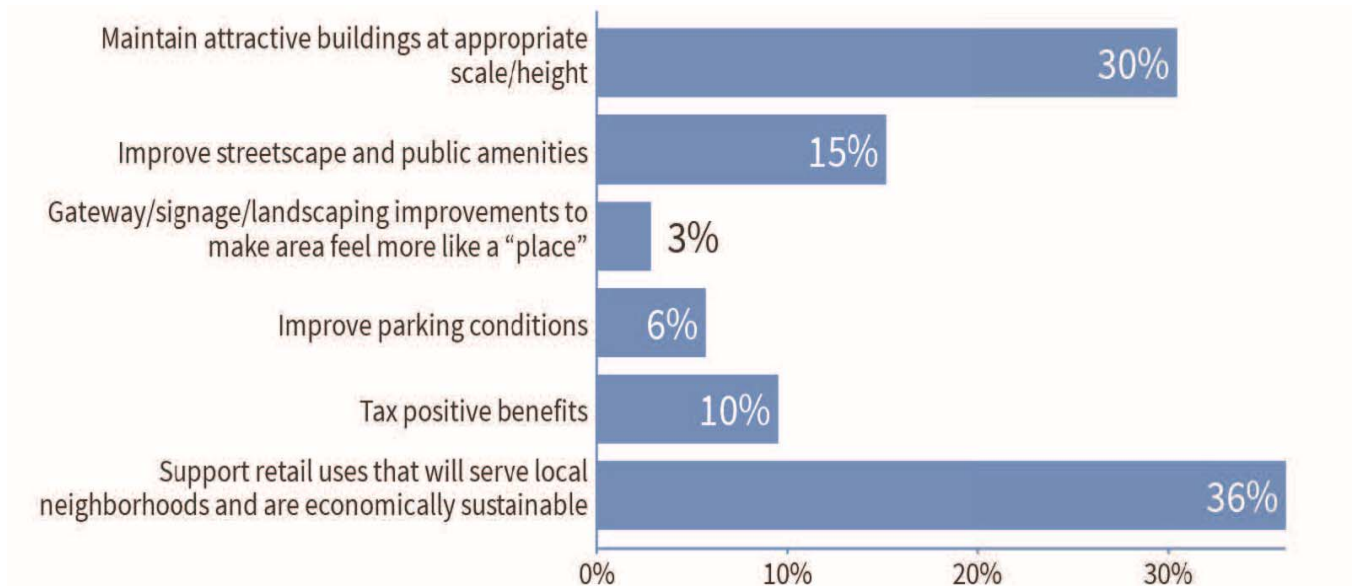
Question 3: What are your top 2 priorities for Montauk Highway?



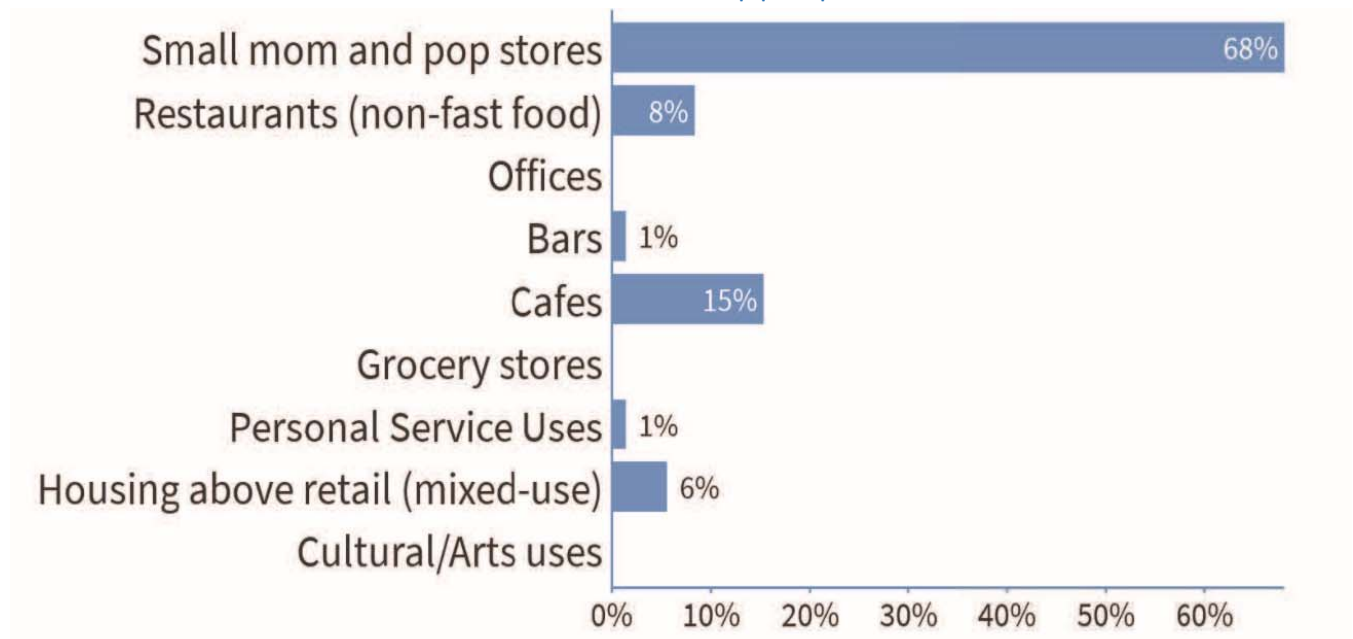
Question 4: Should the western portion of Montauk Highway continue to allow auto-related and/or industrial uses in the future?



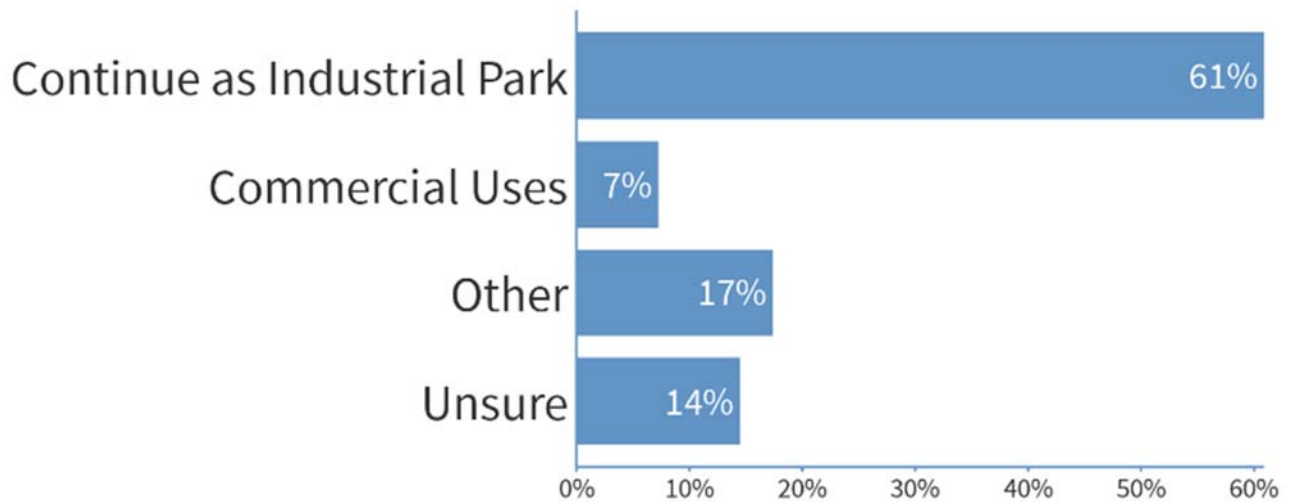
Question 5: What are your top 2 priorities for Middle Road (Old Main Street)?



Question 6: Check all businesses that are appropriate on Middle Road.



Question 7: What type of use is appropriate for Rajon Road/Wenner Bakery area?.



Town Hall Discussion

After the informal survey, the meeting transitioned into a “town hall” discussion of issues and opportunities for the three areas. Attendees were invited to ask questions about existing conditions in the study areas and share their vision for Bayport. The following sections summarize questions and comments by their general theme. The questions and comments that were raised by meeting attendees are shown in **bold**, and responses from the moderators are below the questions. Responses to the questions are grouped and summarized by theme, as many questions/answers had overlapping comments.

Planning Process

Question: What is the purpose and impetus of this study?

The zoning in Bayport dates back to the 1970s and 1980s. Recent development trends have caused concern amongst residents who don’t want Bayport overrun with drive-through fast food restaurants and gas stations. New York State law mandates that zoning changes be based on a well-reasoned plan. This study seeks to gather information and feedback from Bayport residents and translate that vision into zoning recommendations that will help make the future development of Bayport align with resident’s desires.

Question: Has the Town already made up their recommendations?

This first public meeting is the beginning of the planning process. The Town has not made any decisions for land use, zoning, streetscape, etc. The purpose of this meeting is to introduce the planning process, show existing conditions, present some initial ideas for discussion, and discuss overall impressions from the community. Direction on land use and zoning will come from the community. The purpose of this study is to help residents implement their vision for Bayport through zoning, not to force any type of development on the hamlet.

Question: How do we know residents, property owners, and business owners will have their voices heard?

This first public meeting is the beginning of the public engagement planned for the study. The Town and consultant team will conduct focus group interviews for the Rajon Road, Montauk Highway, and Middle Road study areas in addition to the second public meeting and public hearing.

Question: Will this study and recommendations lead to businesses closing?

This study is focused on the future of Bayport, and will not force any businesses to close. If zoning changes were to occur, existing uses would be grandfathered, and would be permitted to exist in the same size and manner as their current operation.

Question: What happens after the study is finished?

Once this study is complete, the Islip Town Board will have an opportunity to adopt the study. If adopted, the next step would be to enact zoning changes recommended by the Plan.

Question: How would any proposed zoning changes fit in with sewer issues limiting development?

We do not anticipate that sewers will be built on any of these areas, but this is ultimately under the jurisdiction of the Suffolk County Department of Health Services. This will limit development potential, and zoning recommendations will take the lack of sewers into account.

Vision Comments

No support for additional gas stations on Montauk Highway, residents do not want drive-through fast-food restaurants.

Gas stations, convenience stores, fast-food restaurants with drive-thru, and auto related uses are currently allowed in the BUS 3 district with a special permit. In order to limit their development, zoning regulations need to change.

Residents support strategies to help create a “sense of place” on Montauk Highway, but do not want their Hamlet to look like other hamlets in the Town.

The “sense of place” supported by zoning can be unique to Bayport. Unlike other Hamlets in the Town, Montauk Highway does not have traditional “Main Street” buildings that are located close to the roadway. Bayport’s more rural feel can be supported by requiring buildings to be set back from Montauk Highway and by requiring sites to be designed with parking in the rear of the lot.

Zoning Questions and Comments

BUS 1 zoning appears to be successful. Are changes needed?

The BUS 1 district allows a range of uses that are suitable for Montauk Highway. The Floor Area Ratio (FAR) is 40% and the maximum height is 35 feet. There are a few things that should be looked at, such as parking requirements and layout (prohibiting parking in the front yard), expanded landscaping requirements, and urban design standards.

Do we need to eliminate the BUS 3 district along Montauk Highway, or is there another way to modify it?

The zoning in Bayport is prescribed by the Town of Islip Code. If there is a change to the general BUS 3 regulations, that change would be applicable to the entire Town. One option is to create an overlay district, which would only modify zoning within the area of the overlay. Overlay zones can also be optional and could provide incentives for developers to provide site design improvements or other community benefits. Another option is to utilize a different existing zoning district that currently exists, if it makes more sense for the area.

What are the factors that limit development? Is it possible to maximize height with the FAR and small lot sizes?

The size of a building is limited by height and setback regulations (i.e. how tall a building can be and how close it can be to a lot line), and FAR. FAR limits the total potential size of a building but does not limit its footprint or dimensions. Parking requirements will also limit a building's size; the amount of space dedicated to parking is determined by the type of use. Additionally, the lack of sewers in Bayport limits the size of development. Bayport residences and businesses must process their waste with septic tanks, which must be approved by the County Department of Health.

Will existing businesses have to conform to zoning changes?

Existing businesses would not have to comply with any zoning change right away. Existing businesses may be "grandfathered", and allowed to operate in their current size and manner, but would have to conform with new zoning if the use on the property changed, or if the business owner wanted to expand their building or make other large changes.

Can we support industrial jobs that are compatible with businesses on Montauk Highway while prohibiting more intensive or incompatible industrial uses?

There are a few ways to support compatible industrial operations. If a new zoning district is created, those uses can be allowed either as-of-right or by special permit. Similar regulations could also be written in to an overlay zone. The Town wants to support local businesses in Bayport and recognizes that industrial businesses are often important sources of jobs for the community.

What is going to happen at the Wenner Bakery site?

The Town is not sure if Wenner Bakery will leave the area or stay. This study will take Wenner Bakery into consideration, but ultimately the plan is about the future. Recommendations for Rajon Road could be to strengthen the industrial core by removing the commercial zoning, which is more restrictive. Recommendations could also include circulation upgrades that would ease existing turning issues for large trucks within the industrial area.

Traffic and Circulation

Will congestion and access along Montauk Highway be part of this Planning Study?

This study will not have a separate Traffic Study, but it will make recommendations that consider effects to traffic conditions. For example, one recommendation could be for site design that encourages parking in the rear of buildings and encouraging cross access easements so parking areas are joined, allowing people to travel between neighboring uses without needing to go onto Montauk Highway.

Will this plan address truck traffic on Church Street?

The Town has heard that trucks accessing industrial properties near Church Street and Sylvan Avenue have been impacting quality of life for people who live in residential property along Church Street. This specific question is outside the scope of this study.

Montauk Highway is a county road; could the Town make any changes?

The Town of Islip has a good working relationship with Suffolk County DPW so changes to the street are possible. Any proposed changes for this road need to consider the County's priorities for potential changes (i.e. minimizing maintenance costs and providing space for snow plows).

Other Issues

What is the status of the QuickChek gas station application?

The QuickChek application is currently in litigation, and it is very possible that the result of the litigation will be that the project gets built. Ultimately, this study is about the future, and making sure the future development of parcels in Bayport reflects what residents want.

Note: Since the April 30th public meeting, the court has ruled in favor of QuickChek's application. As a result, the Town Board has required significant QuickChek building elevation/building material improvements to lessen its architectural impact. The site plan does require that QuickChek construct a Snedecor Avenue northbound designated right turn lane to mitigate traffic circulation concerns.

How long does the approvals process take? How can the Town make it easier for local land owners to develop their property?

Each application has its own complexities and associated timeframes. The Town has been working to improve the development process. It is important for the Town to balance the desire for a quick approvals process with a thorough and well thought out review.

What is the status of the residential property development west of the Rajon Road industrial area?

Townhomes are being developed on the northeast side of Church Street and west of the industrial area. Affordable senior residences are being developed between those townhomes and the industrial area. These residences will not have access to Rajon Road, and will only be accessed from the Sunrise Highway service road.

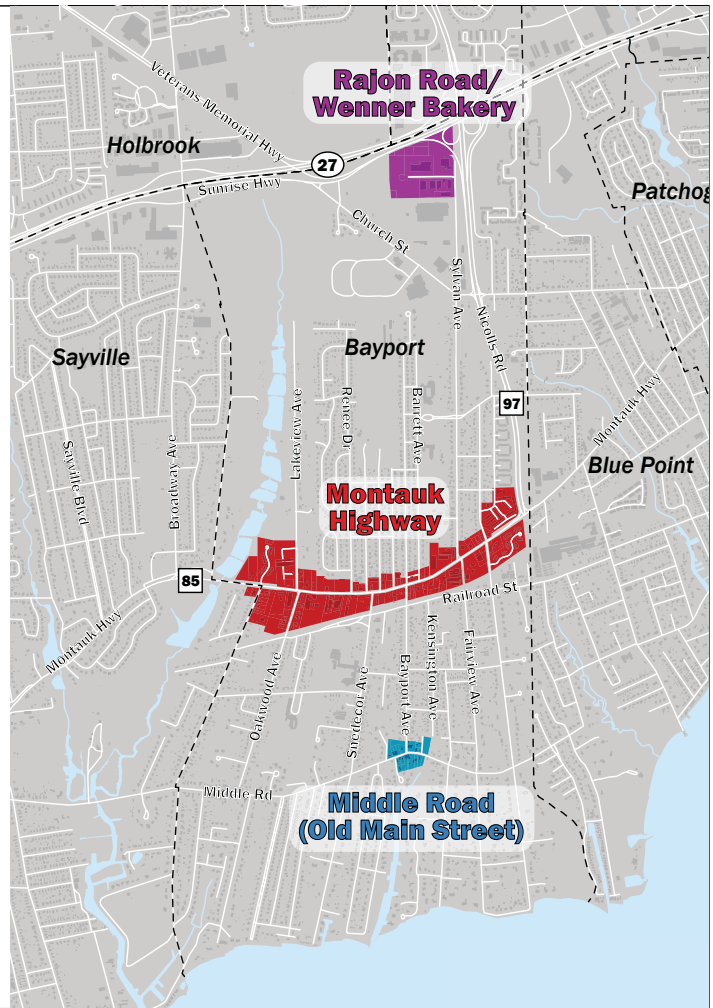
Appendix A: Workshop Presentation

Bayport Zoning Study

Public Meeting #1
Thursday, April 30, 2019



BFJ Planning



Introductions

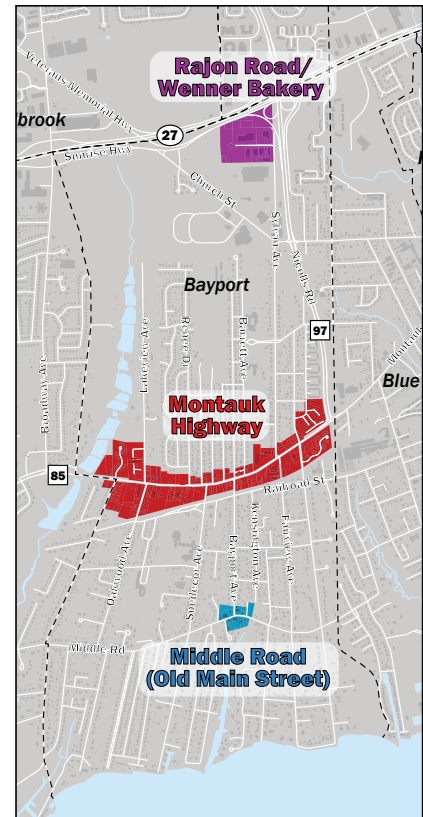
Town Staff

- Ron Meyer,
*Commissioner, Dept. of
Planning and Development*
- Jessica Joyce,
Senior Environmental Analyst
- Sean Colgan,
Principal Planner



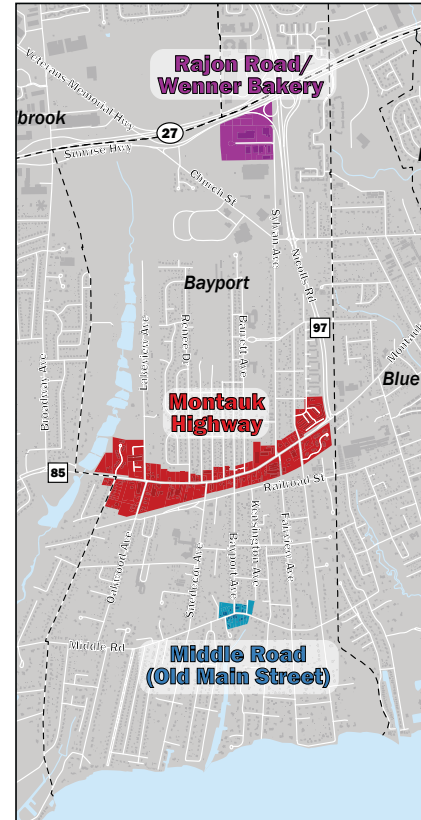
BFJ Planning (Consultant Team)

- Frank Fish, FAICP
- Noah Levine, AICP
- Taylor Young, AICP



Purpose of Project

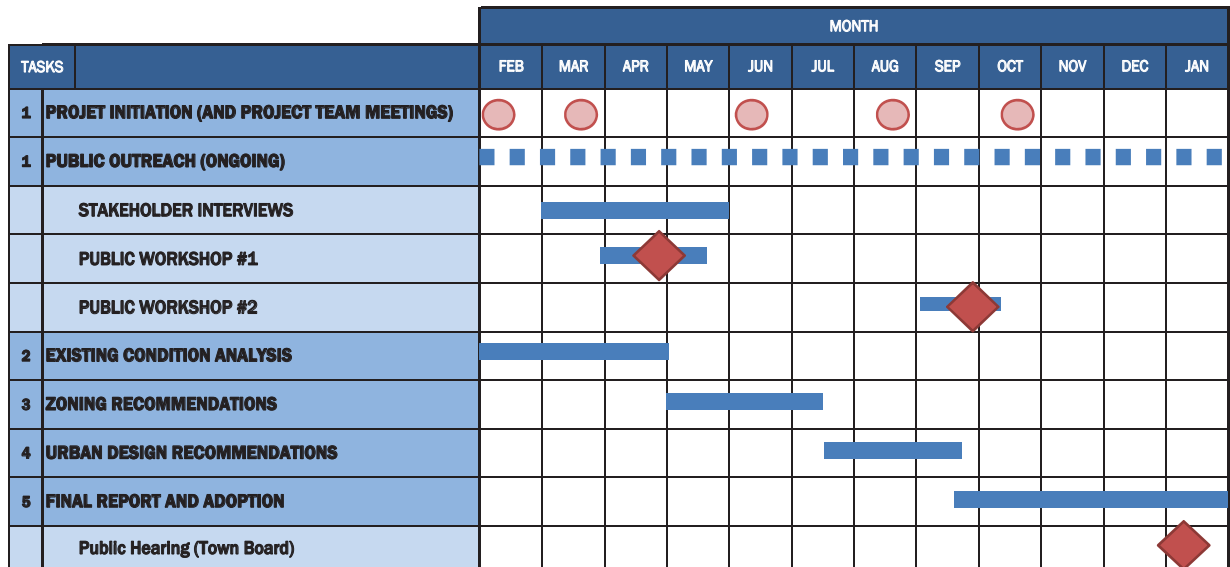
- **Develop a publicly supported vision** for future growth which meets local needs.
- **Define a set of realistic development alternatives and zoning recommendations** that considers potential impacts on parking, traffic, safety, aesthetics, infrastructure, community facilities and other services.
- **Identify design elements that will improve and strengthen each area** and improve their relationship to surrounding neighborhoods. Recommendations will be for both private and public property (e.g. roads).
- Focus for zoning is less about what is happening now and more about what could be developed in the future when businesses change over.
- **Maximize public engagement.** Process includes two public workshops and stakeholder interviews.



Agenda

1. **Introductions**
2. **Discussion of Existing Conditions and Preliminary Takeaways**
3. **Informal “Straw Poll”**
4. **Roundtable Discussions**
 - Montauk Highway
 - Rajon Road/Wenner Bakery
 - Middle Road

Project Schedule



NOTE: This schedule represents a preliminary and generalized timeline associated with the proposed scope of work. It is understood that this schedule may be subject to revisions prior to signing of a contract, as well as potential further refinement with the project team.

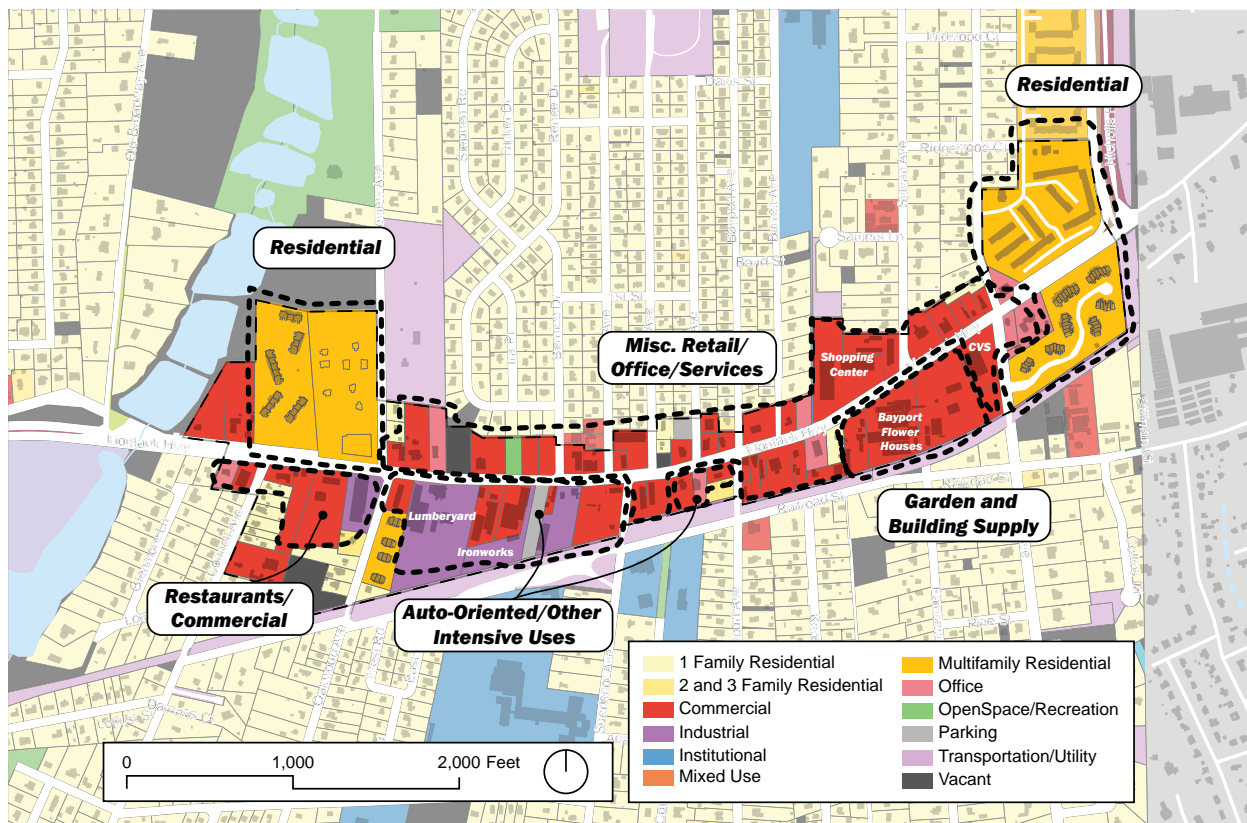
Montauk Highway (CR 85) Study Area



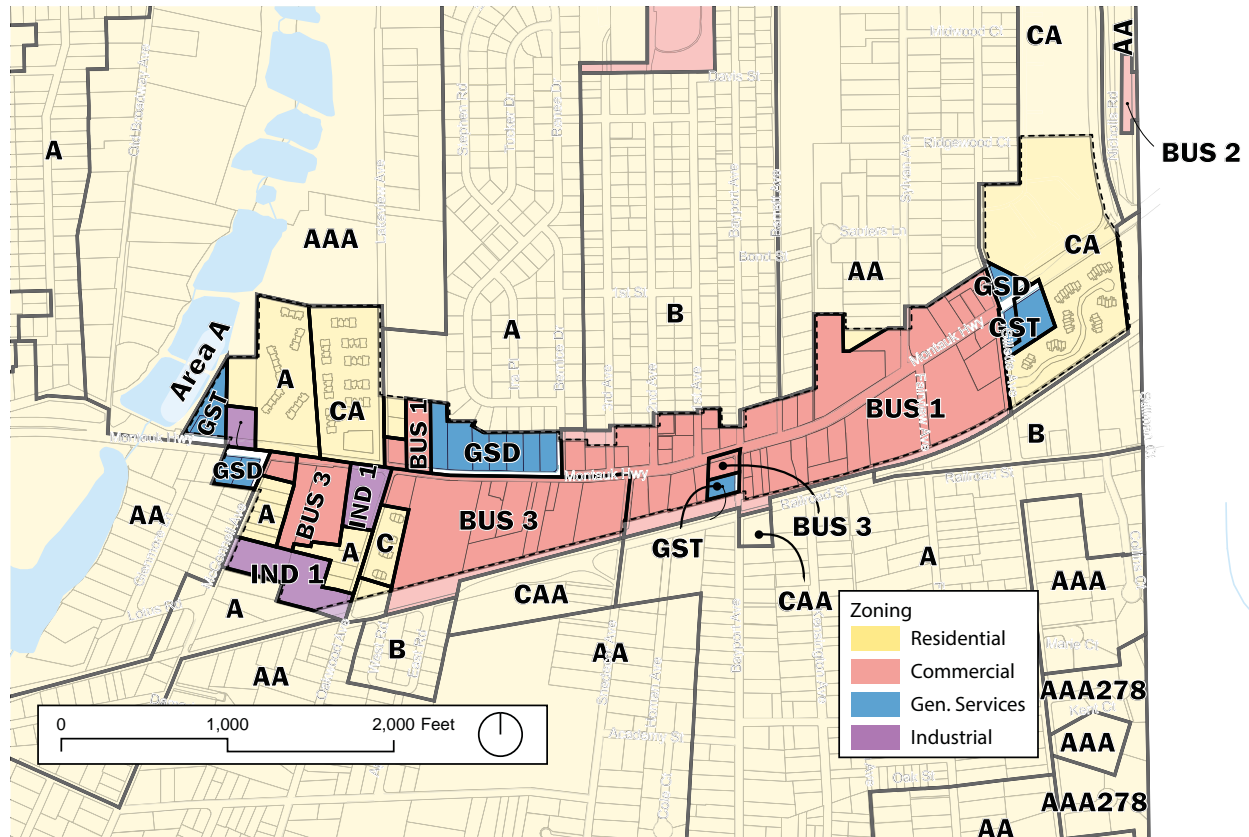
Montauk Highway (CR 85) Study Area



Land Use Montauk Highway (CR 85)



Zoning Montauk Highway (CR 85)



Business 1 Zone (BUS 1) Montauk Highway

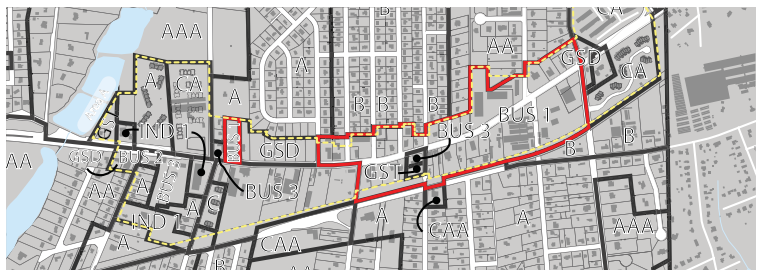
Allowed Uses

General Business & Professional Services

- Retail, Office, Bank, Personal Service
- Community Facilities
- Special Permit:
 - 1-2 Family Residential
 - Restaurants, bars
 - Free-standing retail over 10,000 sf

Bulk and Height Regulations

- FAR: 40%
- Max Height: 35 feet

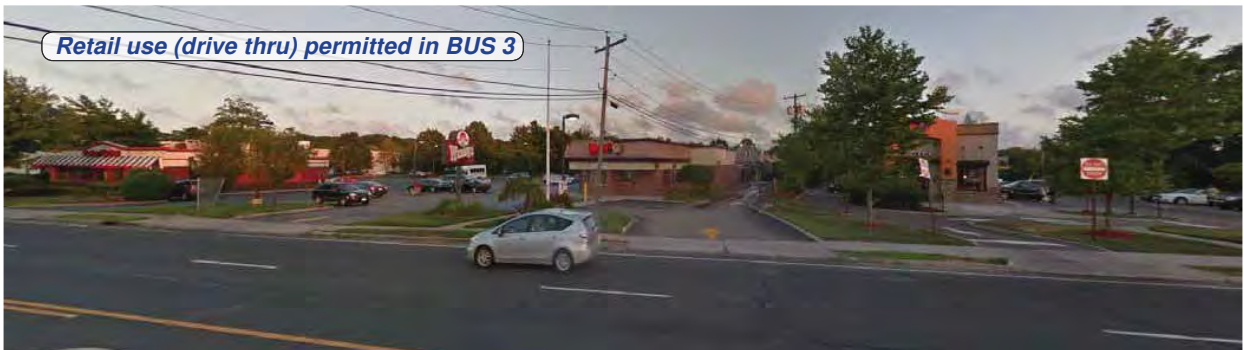


Business 3/Industrial Zone Montauk Highway

Use allowed Industrial 1 Zone



Retail use (drive thru) permitted in BUS 3

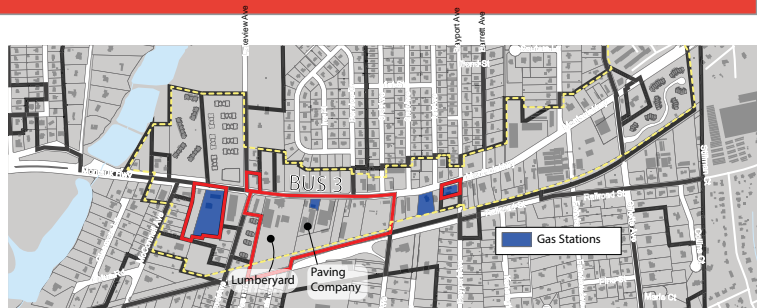


Business 3 Zone (BUS 3) Montauk Highway

Allowed Uses

Same as BUS 1 with additional Special Permits

- Retail, Office, Bank, Personal Service
- Restaurant
- Special Permit:
 - 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



Bulk and Setback Regulations

- FAR: 20%
- Max Height: 35 feet



Industrial 1 Zone (IND 1) Montauk Highway

Allowed Uses

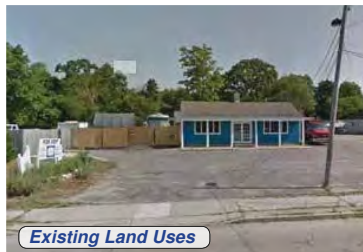
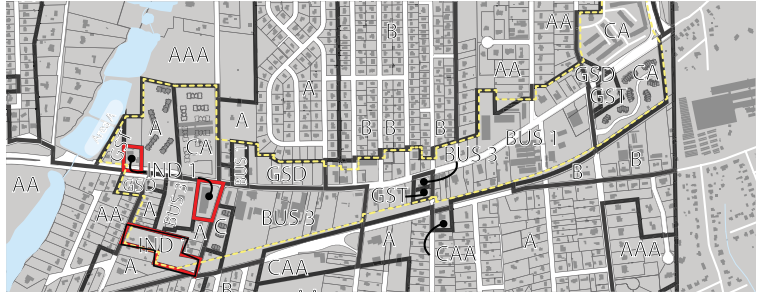
- Offices
- Manufacturing, Indoor Wholesale, and Warehouse
- Research and development labs

Zoning Standards

- FAR: 35%
- Max Height: 60 feet

Zoning Issues

- Only 3 sites zoned are IND 1, none of them have uses that are industrial in nature.
- Front yard setback is 50 feet, inconsistent with surrounding zoning districts.



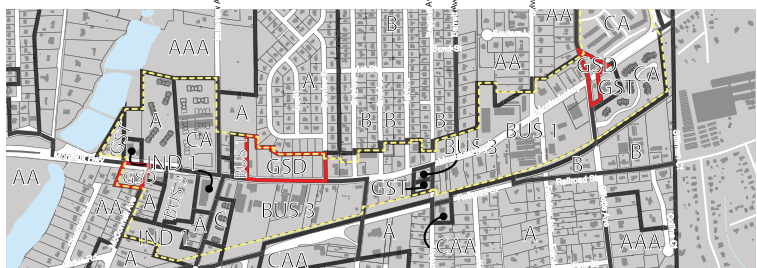
General Service D Zone (GSD) Montauk Highway

Allowed Uses

- Medical Center
- Offices
- Professional Building
- Veterinarian
- Funeral Parlor

Zoning Standards

- FAR: 25%
- Max Height: 35 feet



General Service T Zone (GST) Montauk Highway

Allowed Uses

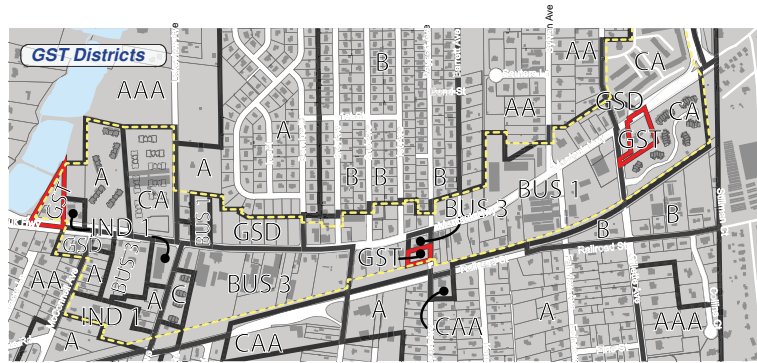
- Offices
- 1-2 family residential
- Non-retail mixed-use buildings
- Institutional uses

Zoning Standards

- FAR: 25%
- Max Height: 35 feet

Additional Standards

- Provisions that maintain unique and historic residential character for gateway areas to business districts.
- Parking setback from road.
- Encourages cross access agreements with adjacent properties
- Architectural guidelines



Existing Land Uses



Residential Zones (A, C, & CA) Montauk Highway

Allowed Uses

A District

- Single Family Housing
- 3.5 dwelling units/acre

C District

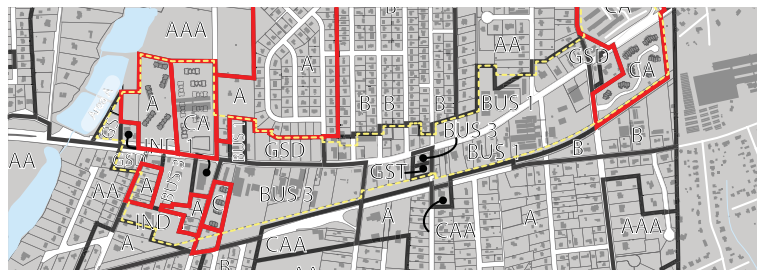
- Senior Housing (apartments or detached)
- 10 dwelling units/acre

CA District

- Multifamily Apartments
- 9 dwelling units/acre

Zoning Issues

- Single-family housing in A zone squeezed between industrial and commercial zones



Parking Montauk Highway

- Parking is a limiting factor for development.
- Zoning does not incentivize shared parking and shared parking lot/access easements.
- Parking in the front yard is unattractive. No requirement to screen parking areas with landscaping.
- Some of the parking areas are poorly maintained.
- Very little landscaping within older parking lots.

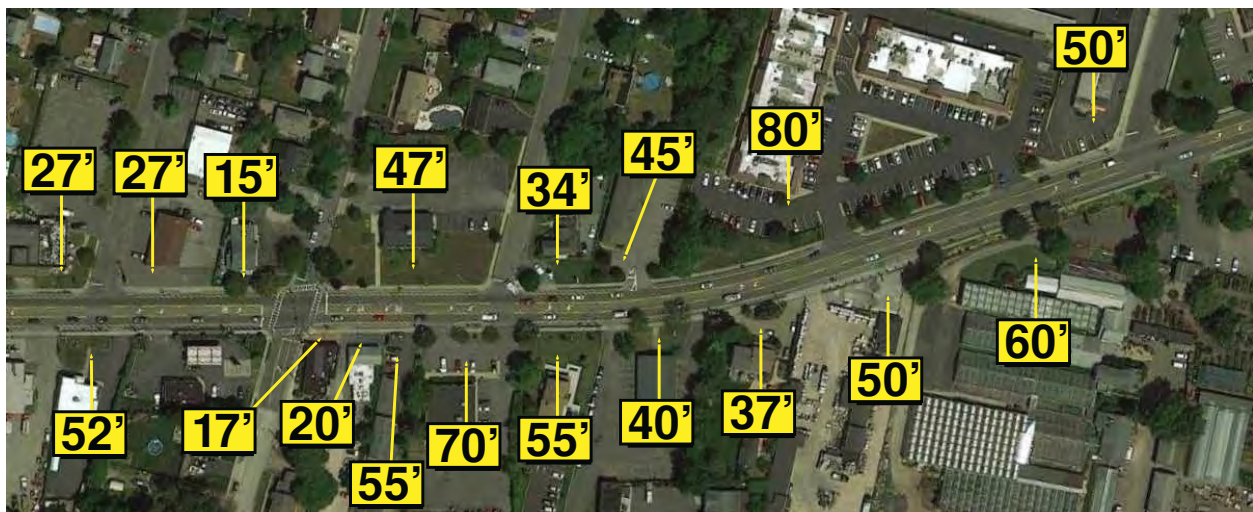


Front Yard Setbacks Montauk Highway

Inconsistent setbacks

- Area, bulk and front setbacks vary. Variety of zones creates a corridor that has non-uniform feel.
- 20% of site is required to be landscaped with $\frac{1}{2}$ in the front yard.

District	Setbacks		Max FAR
	Front Yard	Side Yard	
BUS 1	10'	10'	40%
BUS 3	25'	10'	25%
GSD	25'	15'	40%
GST	25'	10'	25%
IND 1	50'	10'	35%



Setbacks in the BUS 1 District (approximate area from building to sidewalk)

Front Yard Setback: Design Montauk Highway



Streetscape: Sidewalks, Signage, and Lighting Montauk Highway

- Sidewalks on both sides of the street
- Brick buffer strip
- Sidewalks in various levels of maintenance
- Crosswalks with crossing guards
- Pedestrian-scale lighting
- Historic clock
- Inconsistent feel to signage



*Pedestrian-scaled lighting/
flower boxes*



Attractive signage



Historic clock element



Mix of signage types



Signage in disrepair

Vacant and Underutilized Sites Montauk Highway



Streetscape: Street Trees/Landscaping Montauk Highway



Potential Strategies

Montauk Highway

- Design Montauk Highway to be a pedestrian-welcoming, retail-active road that supports the desired “Main Street” function (within Suffolk County Road standards).
- Assume no public sewer

Potential Strategies to Discuss:

- Consider desirable uses along the corridor.
- Consolidate patchwork of zoning districts
- Rezone Industrial 1 and Business 3 zoned areas
- Relate development to the street
- Encourage cross access easements
- Guidelines for building design, signage and landscaping
- Encourage consistent use of street trees
- Reinforce gateway areas. Consolidate GST and GSD zones at gateway areas
- Traffic calming improvements
- Bicycle Infrastructure

Existing Streetscape

Montauk Highway

Existing conditions:

- Consistent 5' sidewalk with brick buffer on both sides
- Crosswalks, crossing guards for schools
- No bus shelters/benches
- No bike lanes



Attractive example of 25 foot setback

Opportunities

- 25 foot setback is enough to incorporate sidewalk, landscaping and signage.
- Parking should not be located in front yard (side or behind of building only)
- Enough space for an off-street multi-use path, or pedestrians and bicyclists. Would need cooperation of Suffolk County and property owners.

Existing Roadway Montauk Highway

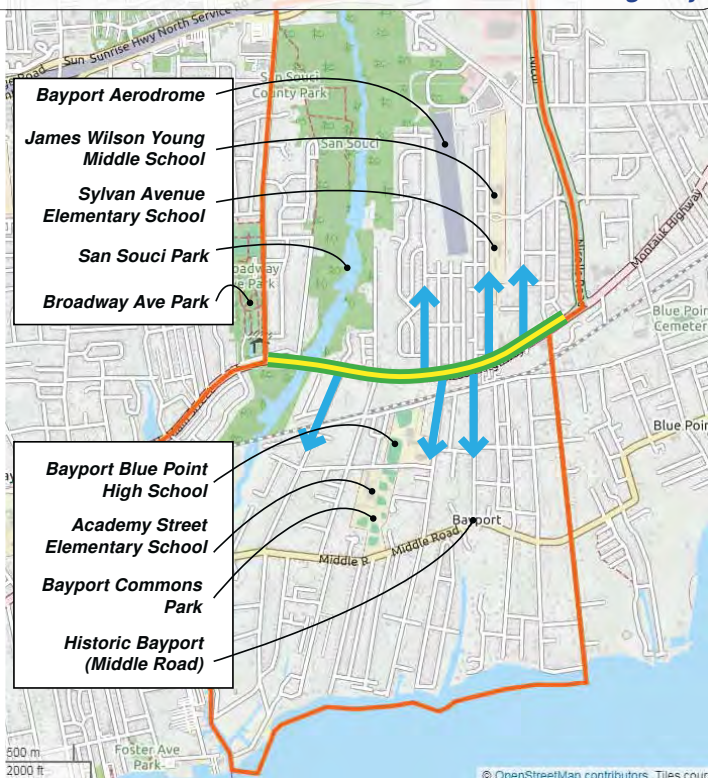


5' Sidewalk
2' Brick
5' Shoulder
12' Lane
12' Turn Lane
12' Lane
5' Shoulder
2' Landscape
5' Sidewalk

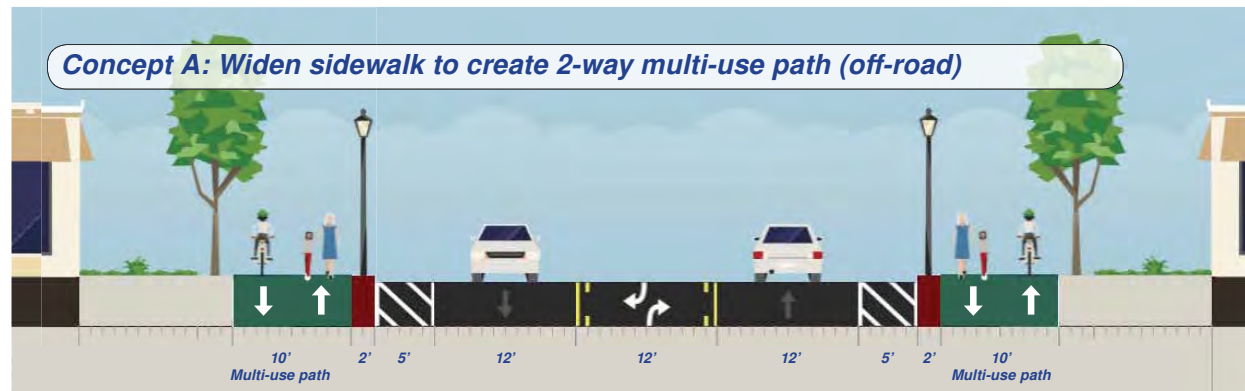
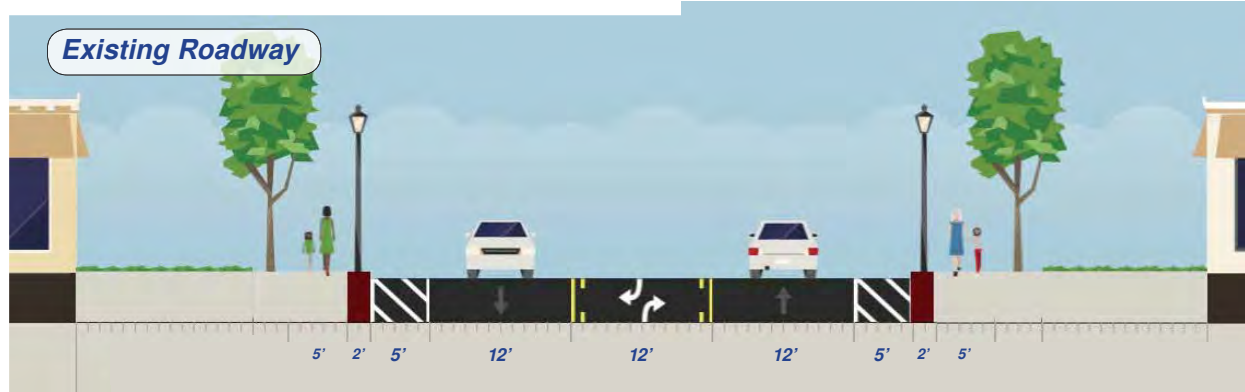
60 feet

Complete Streets: Bike and Ped Improvements Montauk Highway

Pedestrian Generators North and South of Montauk Highway

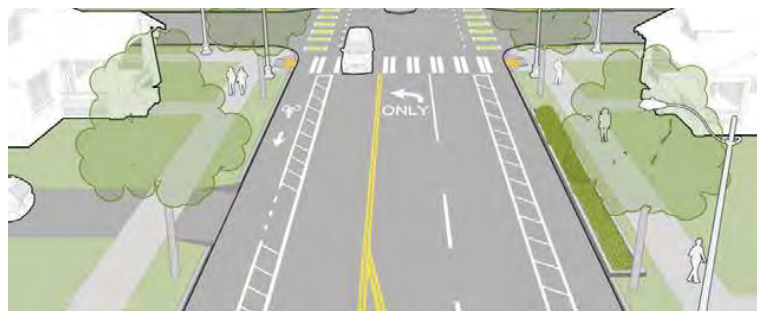


Complete Streets: Bike and Ped Improvements Montauk Highway



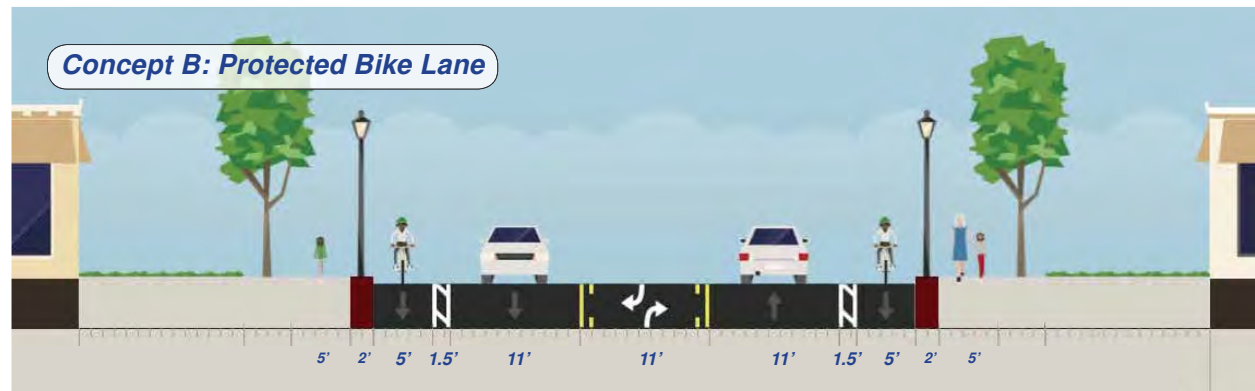
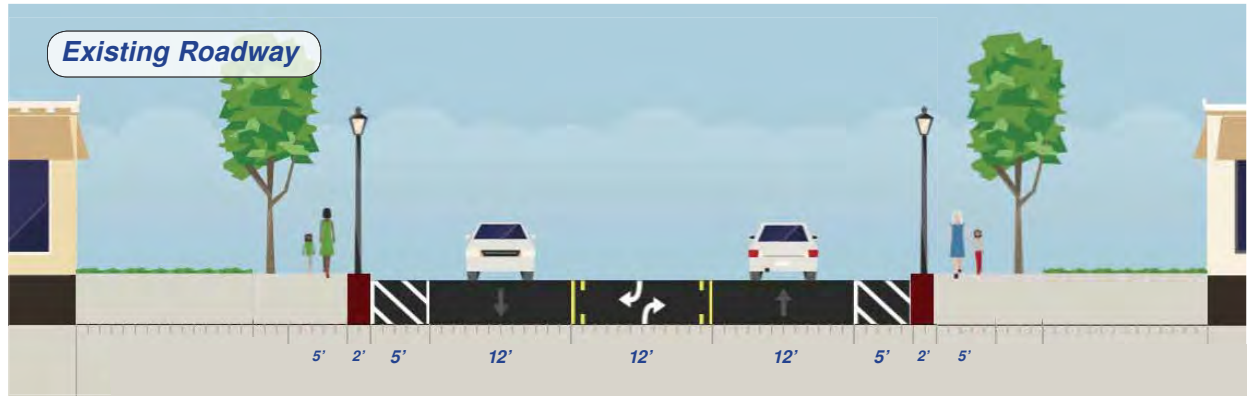
Complete Streets: Bike and Ped Improvements Montauk Highway

- Roadway is wider than it needs to be. 11 foot lanes are preferable to 12 feet.
- Reducing lane and shoulder width would help to slow down traffic.
- Extra width presents opportunity to incorporate a protected bicycle lane.
- Would require cooperation with Suffolk County DPW.
- Could test with striping/ cones in pilot project.



Source: Seattle Rights-of-way Improvement Manual

Complete Streets: Bike and Ped Improvements Montauk Highway



Complete Streets: Traffic Calming Montauk Highway



Example of stamped asphalt crosswalk on Montauk Highway in Patchogue

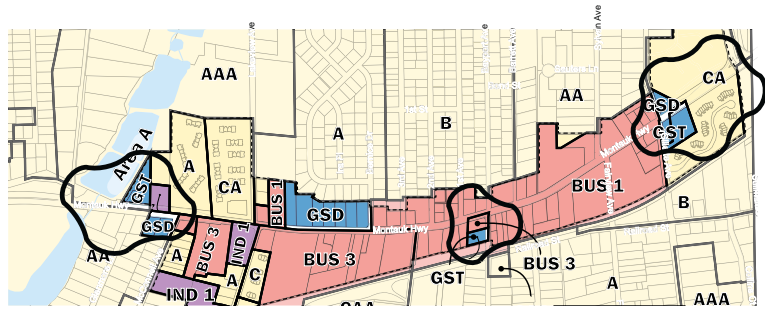


Example of stamped asphalt median

Gateway Areas Montauk Highway

West Entrance to Bayport

- Roadway narrows from 4-5 lanes to 3
- Open space at Sans Souci Park
- Vacant/Underutilized properties



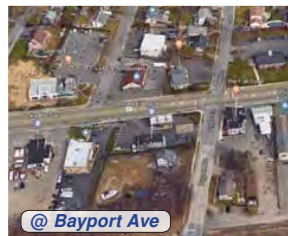
Bayport Ave

- Link to Middle Road (Old Main Street)
- Mix of uses (gas station, retail, office, residential)



Nicholls Road-Gillette Road

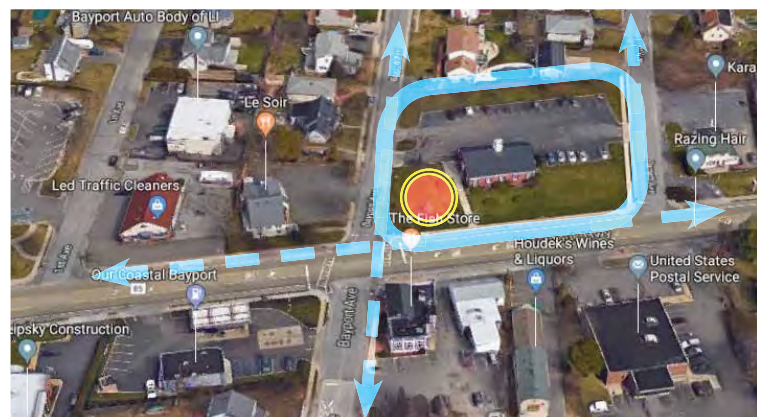
- Median in entrance from Nicholls
- Civic space/gateway signage at CVS?



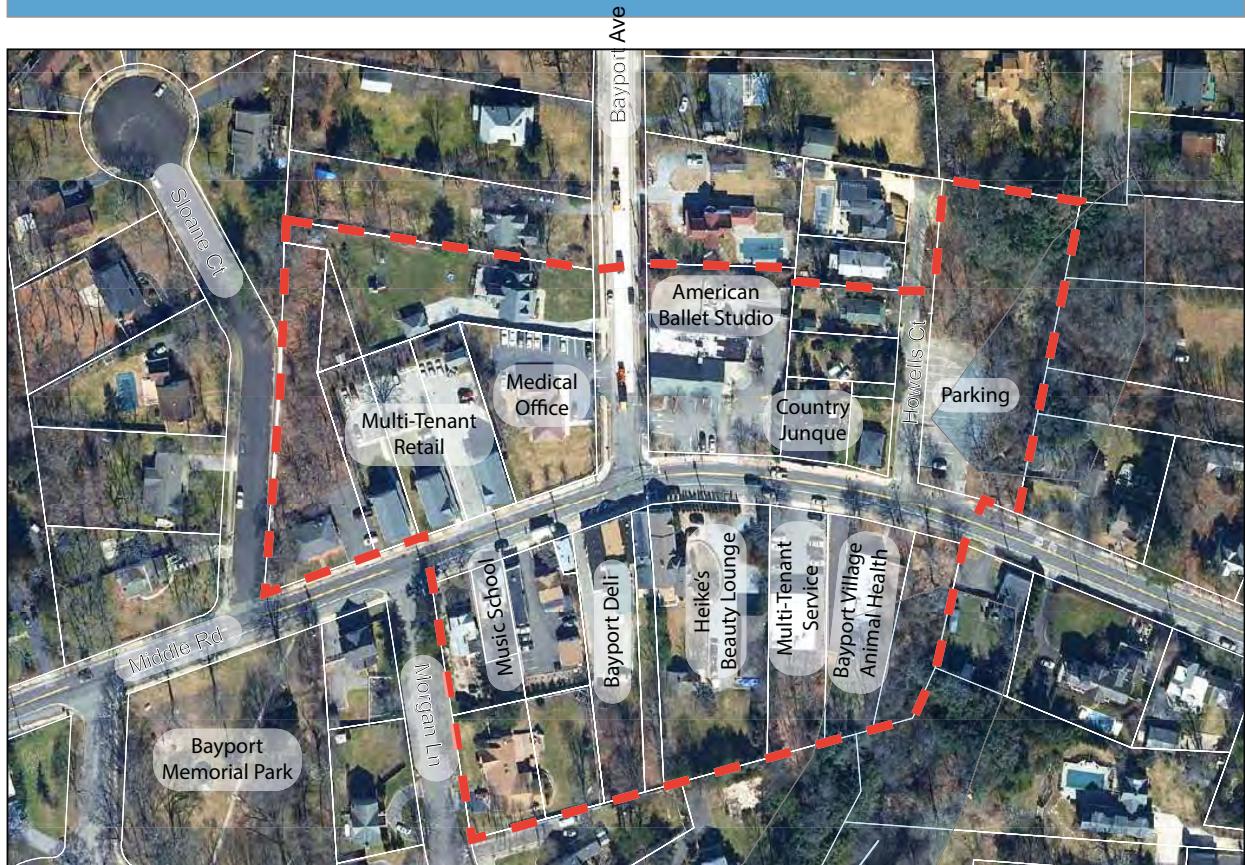
Placemaking Montauk Highway

Potential to create a sense of place with:

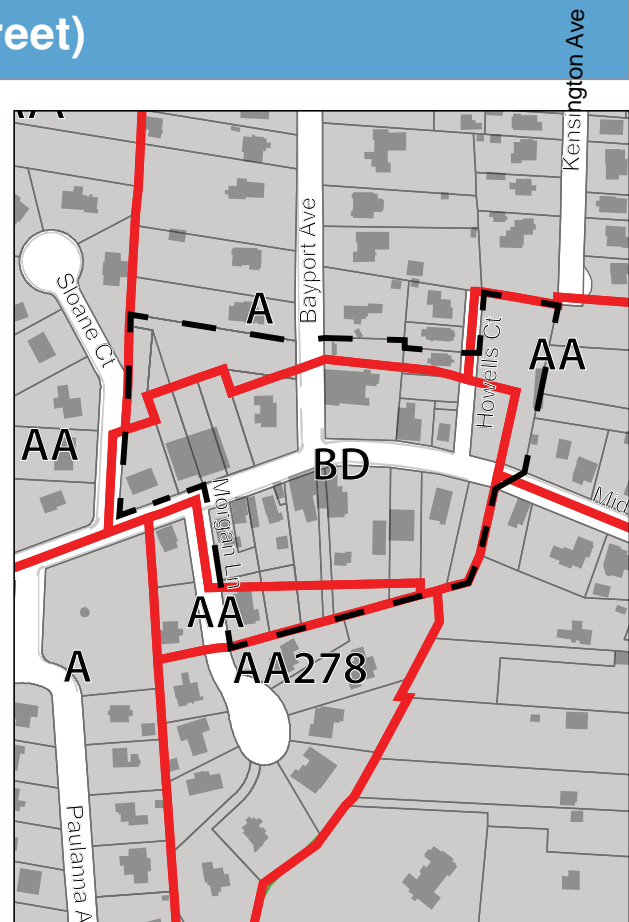
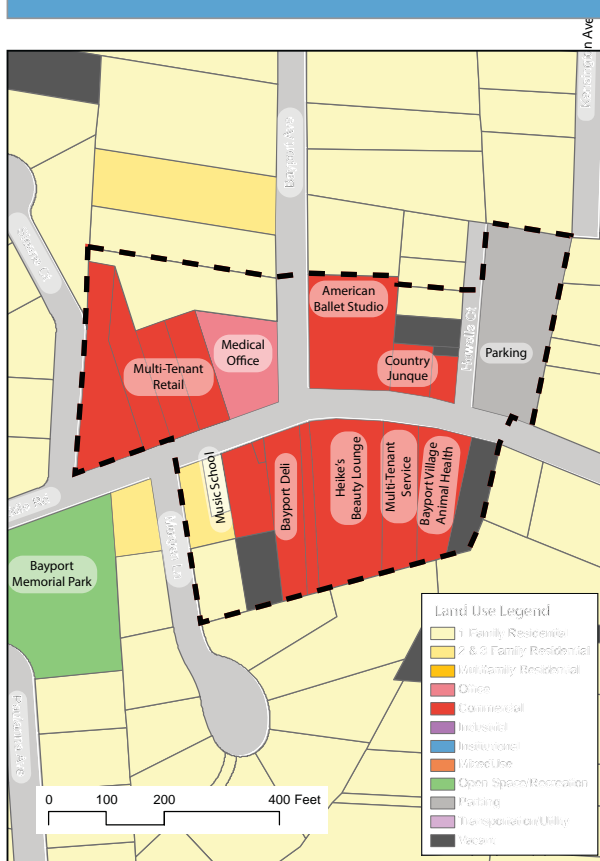
- Central civic space
- Signage
- Focal point monument



Middle Road (Old Main Street)



Middle Road (Old Main Street)



BD - Business District

Middle Road (Old Main Street)

Allowed Uses

- Store, Office, Bank (incl. drive-thru)
- Personal Service
- Artist/Crafts/Florist/Brewing
- Special Permit:
 - Restaurant/Bar
 - Single family detached)
 - Mixed-use



Zoning Standards

- FAR: 60%, Residential: 25%
- Max Height 35 feet
- Front Yard Setback:
 - Min. 1 foot, Max. 25 feet
- Side Yard Setback: 0 feet

Parking

- Parking within front yard is prohibited, all parking on rear or side of building



Streetscape

Middle Road (Old Main Street)

- Historic architecture reflecting Long Island hamlet center
- Feels very comfortable to walk
- Streets largely built to street. Setbacks vary from 0-10 feet.
- Historic and nautical elements
- Signage is generally well designed (i.e. hand painted, gold lettering).
- Sidewalks with brick buffer strip
- Limited parking on Middle Road
- Cultural Center - Old Bayport Arts Center



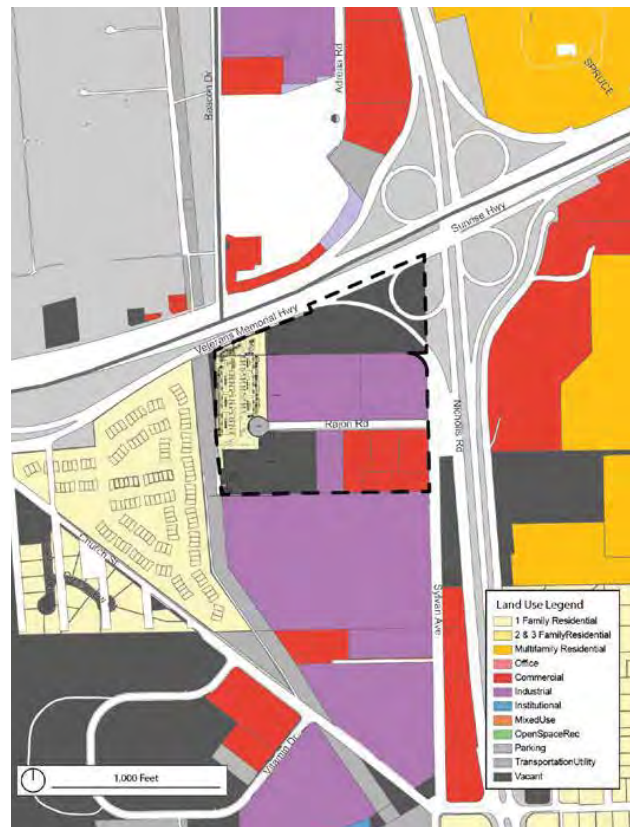
Considerations/Concerns

Middle Road (Old Main Street)

- Development should reflect “historic district”
- In core area at Middle Road, buildings are built to sidewalk, but at north and south ends, setbacks vary.
- Old Main Street needs encouragement for small businesses, shops, and boutique stores.
- Parking and access is a significant issue and restricts commercial activity.
- An overlay zoning district to help preserve the area is a possibility.



Wenner Bakery Industrial Area



Zoning

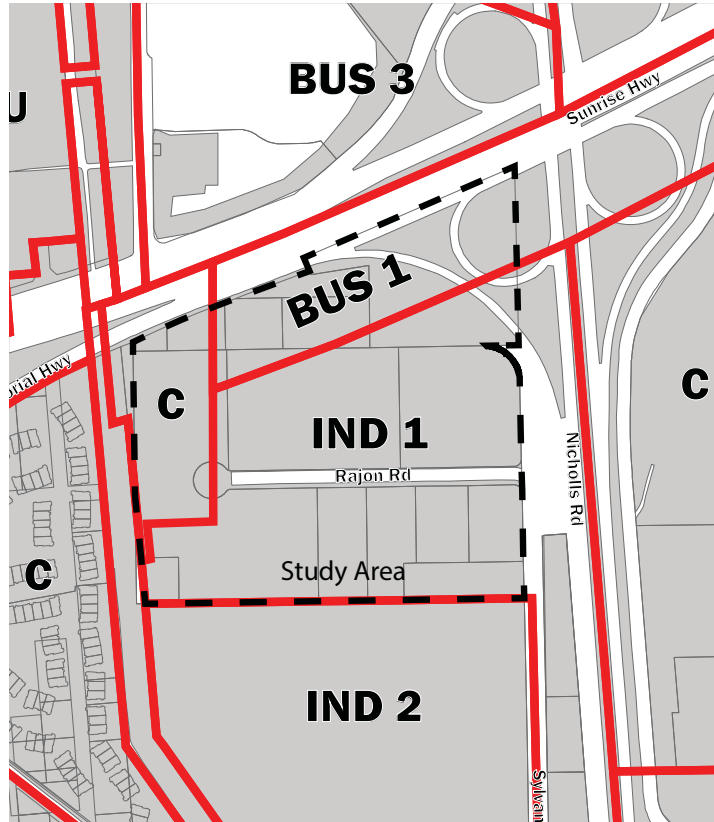
Wenner Bakery Industrial Area

IND 1 Allowed Uses:

- Offices
- Manufacturing and Warehouse
- Research and development labs

Zoning Standards

- FAR: 35%
- Max Height 60 feet
- Front Yard Setback: 50 feet
Side Yard: 25 feet



Zoning

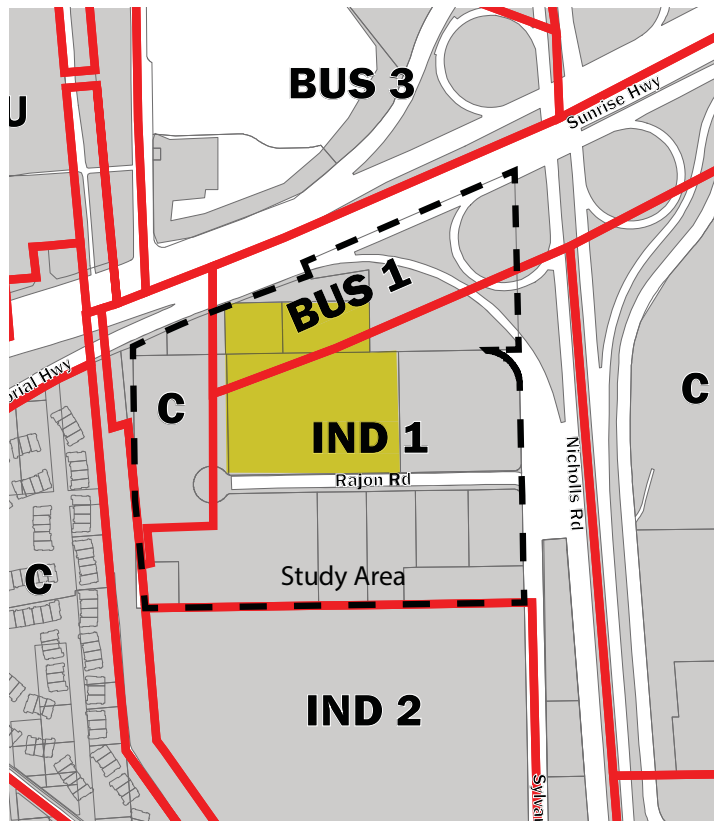
Wenner Bakery Industrial Area

In areas with split zone, more restrictive zone presides

BUS 1 Allowed Uses:

- Retail, Office, Shopping Center, Bank, Personal Service

Existing Wenner Bread use is non-conforming



General Observations

Wenner Bakery Industrial Area

- Traditional industrial/office park area which has industrial, storage, office and warehouse uses.
- Excellent access to Sunrise Highway (Rte 27) and LIE (I-495) via Nicolls Rd
- Access Road (Sylvan Ave) only utilized by commercial & industrial uses.
- Vacant parcel between existing industrial buildings area and residential area.
- Wenner Bakery is in split zone (BUS 1 & IND 1), zoning districts could be consolidated.
- Need for a roadway loop in property to facilitate truck circulation.



General Observations

Wenner Bakery Industrial Area

- Residential development in construction on adjacent parcel to east, separate roadway access (from Sunrise Highway).
- Industrial development would need to be buffered from residential area.



Next Steps

1: Informal “Straw Poll”

Visit on your phone:

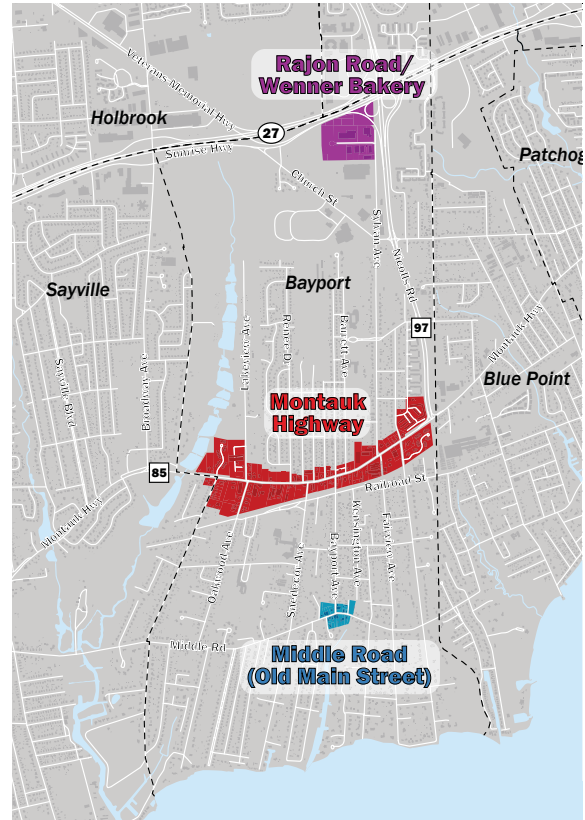
www.pollev.com/bayport

Results are anonymous

2: Roundtable Discussions

- Montauk Highway
- Rajon Road/Wenner Bakery
- Middle Road

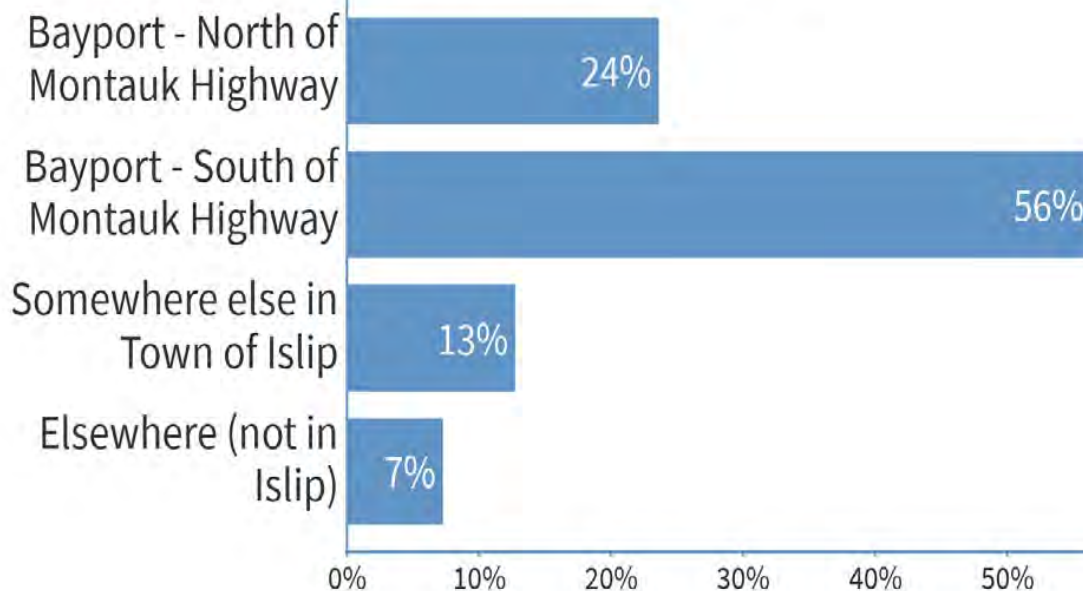
3: Report Back Session



Informal Poll

Where do you live?

When poll is active, respond at PollEv.com/bayport



Informal Poll

What words come to mind when you think of Bayport? (2-3 words)

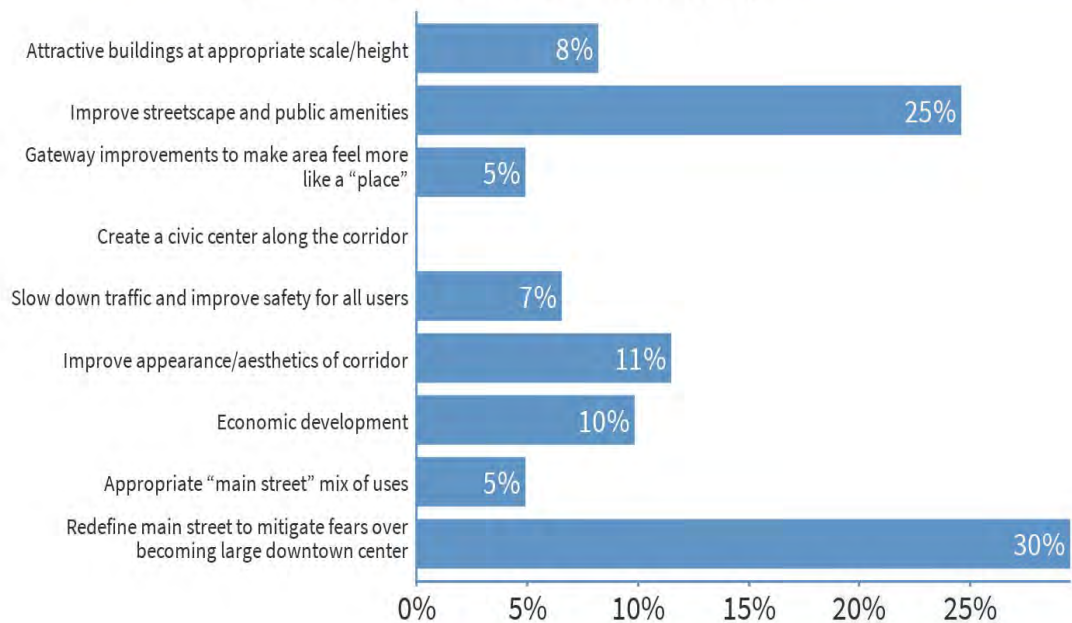
 When poll is active, respond at **PollEv.com/bayport**



Informal Poll

What are your top 2 priorities for Montauk Highway?

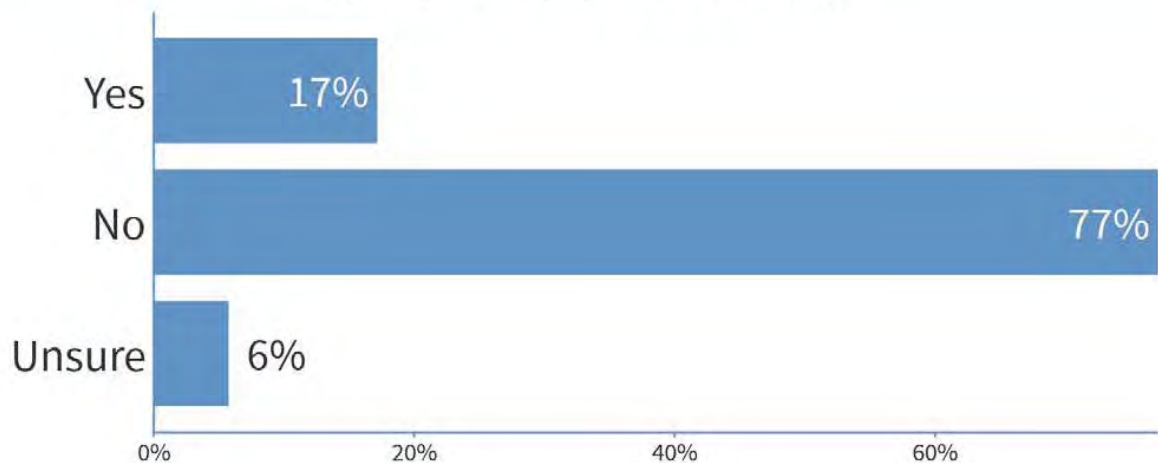
 When poll is active, respond at **PollEv.com/bayport**



Informal Poll

Should the western portion of Montauk Highway continue to allow auto-related and/or industrial uses in the future?

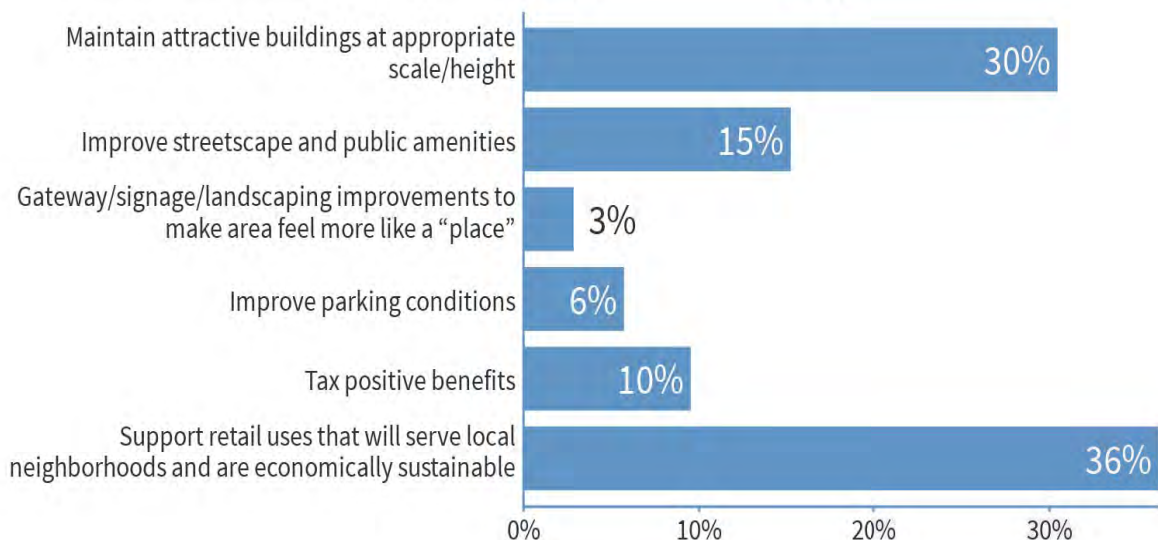
When poll is active, respond at [PollEv.com/bayport](https://www.poll-ev.com/bayport)



Informal Poll

What are your top 2 priorities for Middle Road (Old Main Street)?

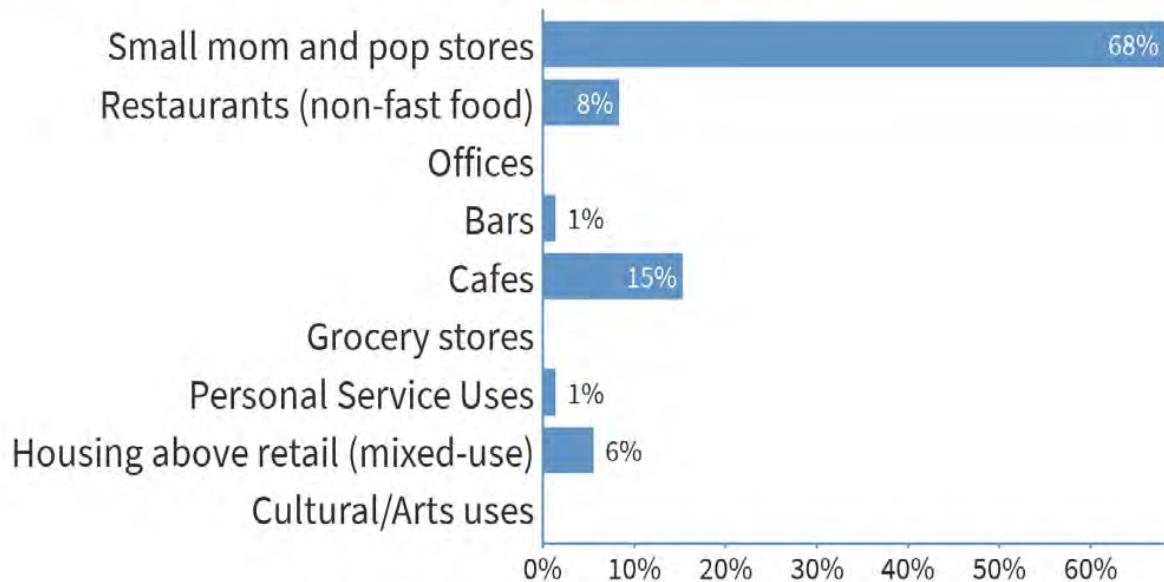
When poll is active, respond at [PollEv.com/bayport](https://www.poll-ev.com/bayport)



Informal Poll

Check all businesses that are appropriate on Middle Road?

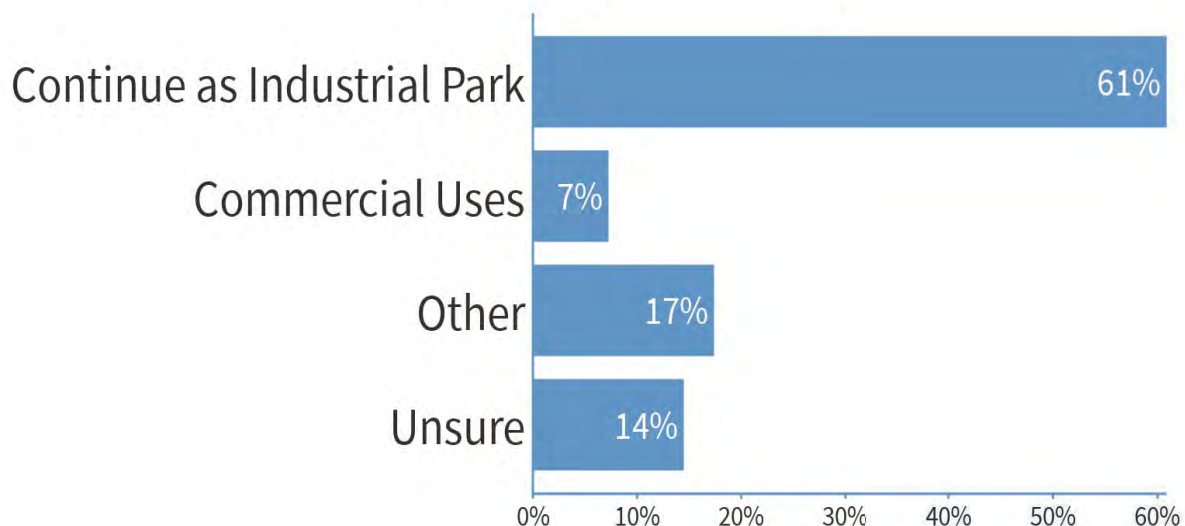
Respond at PollEv.com/bayport



Informal Poll

What type of use is appropriate for Rajon Road/Wenner Bakery area?

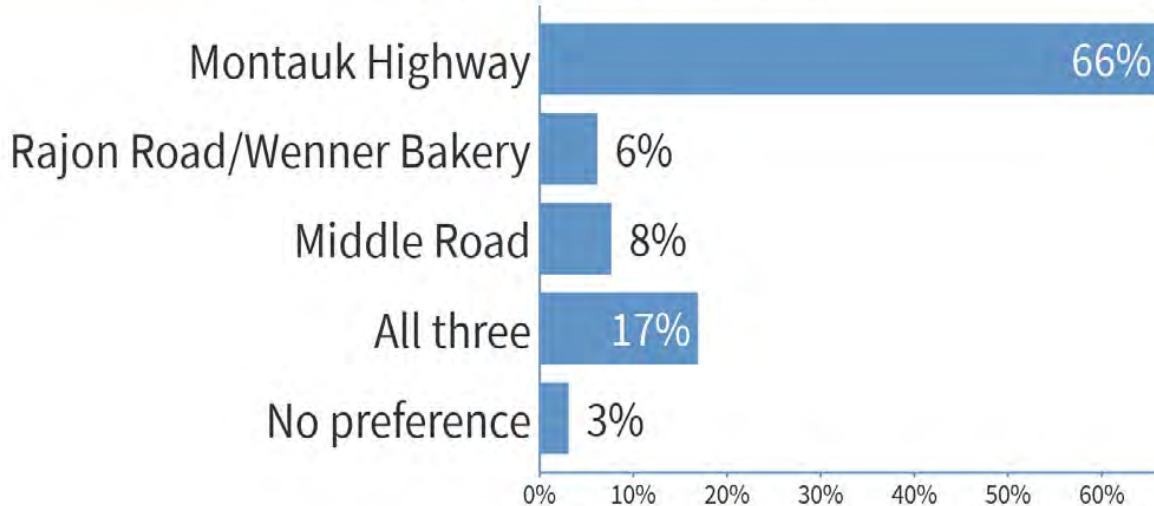
When poll is active, respond at PollEv.com/bayport



Informal Poll

We are about to break into roundtable discussions. What study area would you like to focus on?

When poll is active, respond at [PollEv.com/bayport](https://www.poll-ev.com/bayport)

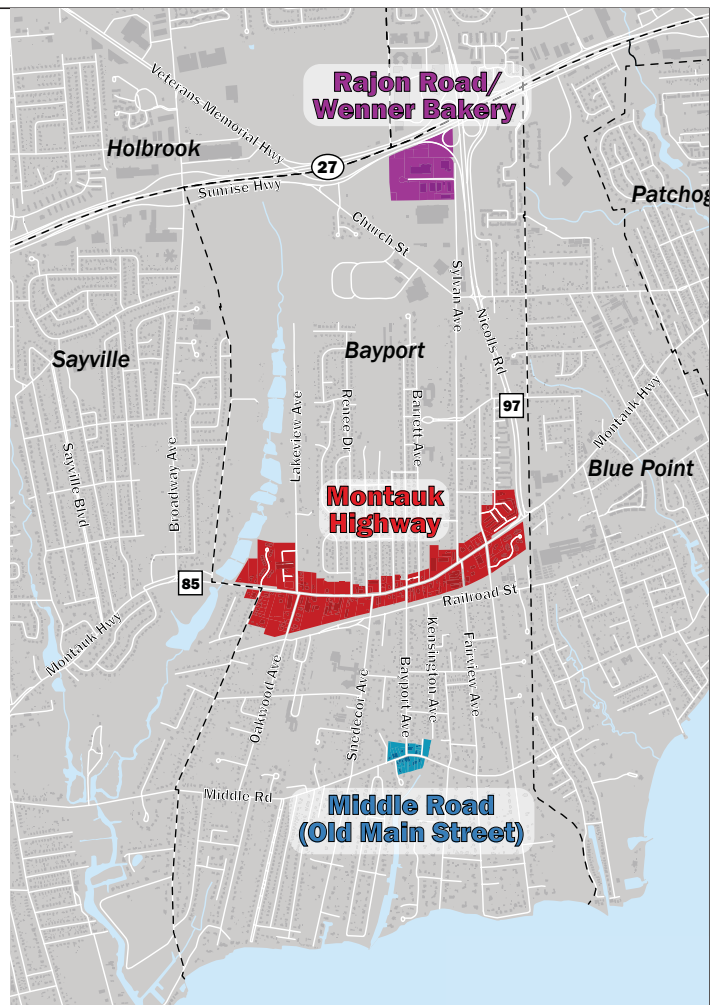


Bayport Zoning Study

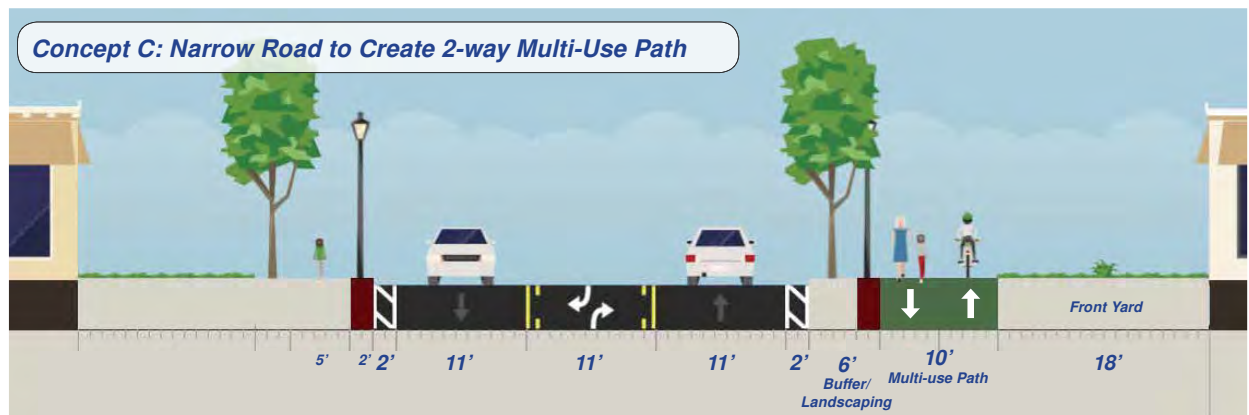
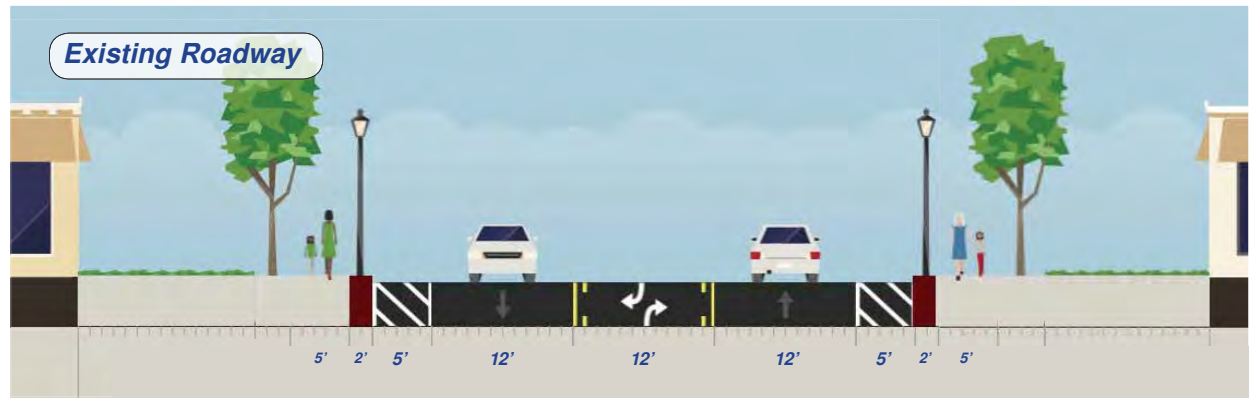
Public Meeting #1
Thursday, April 30, 2019



BFJ Planning



Traffic Calming/Pedestrian & Bicycle Improvements Montauk Highway



Complete Streets: Bike and Ped Improvements Montauk Highway

