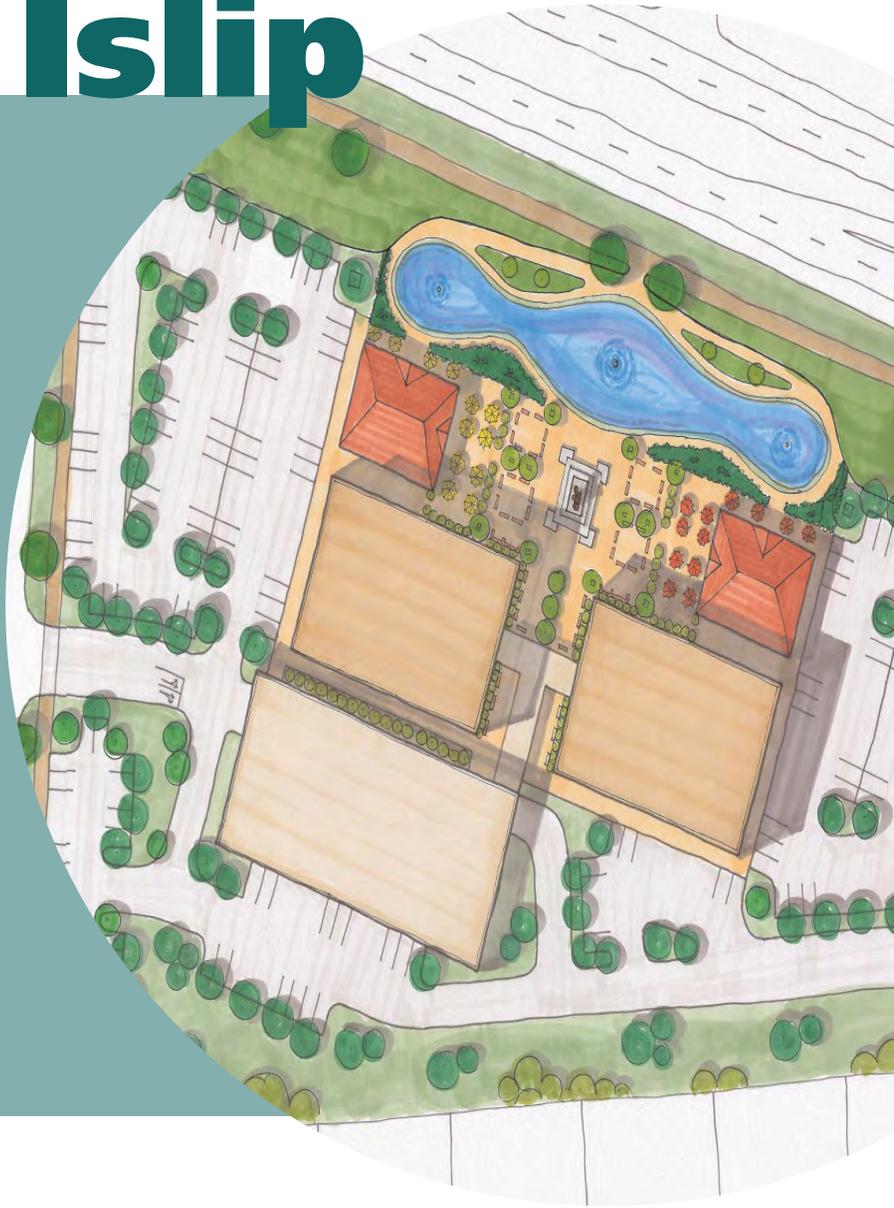


Town of Islip

Industrial Corridor District Study

SUBMITTED TO Town of Islip
Department of Planning & Development
655 Main Street
Islip, New York 11751

PREPARED BY Nelson, Pope & Voorhis, LLC
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Town of Islip

INDUSTRIAL CORRIDOR DISTRICT PLANNING AND ZONING STUDY TOWN OF ISLIP'S GATEWAY TO MACARTHUR AIRPORT



Town of Islip
Suffolk County, New York

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Plan (*located in the pouch at the back of report*)

Concept Sketch for Planned Office Mixed-Use Development



1.0 INTRODUCTION

1.1 Purpose and Goals

The overall purpose of the Industrial Corridor District Planning and Zoning Study - Town of Islip's Gateway to MacArthur Airport (hereafter "ICD Study") is to promote high quality development and redevelopment of the ICD Zoning District; expand on the successes of Long Island-MacArthur Airport and anticipated benefits of proposed Transit Oriented Development (TOD) near Ronkonkoma Station; and to enhance the area's success as a premiere industrial/office district. The study strives to identify a suitable mix of land uses that will supplement currently permitted ICD uses based on economic demand, land use compatibility, professional planning and design practices, and consistency with the overall legislative intent of the ICD zone. The study specifically evaluates the suitability of establishing limited retail, dining, and business and personal service uses that would support the area's office and industrial facilities, Long Island-MacArthur Airport, the local workforce and Islip residents. Dimensional zoning standards are also assessed to ensure that future land uses and the design of each new development will be compatible with the district and adjacent residential neighborhoods and advance the overall spirit and goals of the ICD Study. This investigation also identifies salient planning issues and concerns, builds upon existing opportunities for successful and sustainable growth, and identifies opportunities for visual enhancements, green stormwater infrastructure, connection to existing and proposed wastewater facilities, employment of sound parking and transportation management techniques, and other essential strategies and improvements. Specific goals and objectives of the study are to:

- Analyze vacant and underutilized properties, substandard-sized lots and other problematic sites and developments including pre-existing nonconforming uses such as gas stations, retail strip malls, and single tenant retail establishments;
- Identify the most appropriate mix of uses based on existing land use, past planning initiatives and zoning legislation, demographic and economic/market analyses, input from local property owners, business owners and real estate professionals, availability of essential capital infrastructure, and expected land use viability;
- Consider the appropriateness of allowing certain service businesses along the corridor at signalized intersections where new restaurants and other uses that support the local employment base could be provided;
- Assess the potential for aggregating parcels to create opportunities for new unified and coordinated development and redevelopment;
- Identify effective ways to promote redevelopment in a way that enhances the corridor, provides opportunities for high paying jobs and includes limited retail and services that support the local workforce and area businesses and industries without dominating the unique land use character of the district;
- Identify agency partnerships for upgrading infrastructure such as wastewater collection and treatment facilities and street improvements that enhance vehicle and pedestrian access, circulation and public safety;



- Consider methods to ensure compatibility between adjacent land uses and zoning districts so as to prevent land use conflicts and nuisance conditions, protect property values, and foster harmonious and supportive interaction among uses and site and district activities;
- Consider code amendments that will enhance the success and viability of accessory businesses such as locating restaurants on-site and ensuring appropriate signage;
- Identify the need for modifications to dimensional requirements and design standards that will enhance the overall pattern of development in the Study Area and greater Islip business community and promote judiciously planned growth and economies of scale;
- Identify issues and opportunities for fostering new economic growth that will be appropriate for the ICD, increase employment opportunities, and promote tax ratable development that supports long-term economic vitality and sustainability;
- Allow for convenient parking and access and support safe and orderly traffic flow and pedestrian activity and circulation on and between sites;
- Consider the need for means of achieving the implementation of quality indoor and outdoor public spaces/amenities that serve area workers and residents, and visitors;
- Support and plan for the use of enhanced multimodal transportation opportunities where possible to improve connectivity and facilitate mobility, including consideration for future planned developments in the area;
- Enhance the visual appearance of the corridor, gateways, and approaches to the airport;
- Promote orderly and efficient development to ensure the general health, safety, and welfare of the public is preserved;
- Identify opportunities for protecting or improving environmental quality and enhancing the aesthetic character of the corridor; and
- Provide draft modifications to Chapter 68 Industrial Corridor District Zoning Code.

1.2 Project Approach

This study is predicated on a rational comprehensive goals-oriented planning model. Its methodologies are multi-faceted but provide particular focus on the primary goal, which is to identify suitable zoning and land development standards to ensure a mix of land uses that maximize district functionality, increase its stability and sustainability, and enhance its success.

The Study Area, which corresponds to the properties within the ICD Zoning District forming a corridor along Veterans Memorial Highway (also known as State Route 454) was delineated and mapped, and field reconnaissance was performed to identify existing land use conditions in and around the corridor Study Area. Properties along the corridor are generally within the ICD Zoning District, however, there are several properties that are within other districts including Business 3 District (BU3) and General Service D District (GSD). Details such as building heights/number of stories were noted, transportation systems were inventoried, and notable aesthetic characteristics such as building form and materials, architectural expression, signage, outdoor lighting, and landscaping were



observed. Land uses and other features that are supportive of project goals or which positively affect the success of the corridor were also identified. Ground photography was collected and a series of maps generated using Geographic Information Systems (GIS) software to graphically depict parcel by parcel land use, zoning district boundaries, street patterns, and physical conditions in the area. These maps, aerial photography, and available GIS parcel data were carefully analyzed, and additional maps generated to identify vacant and underutilized properties, existing nonconforming land uses, publicly-owned land, and major uses that serve as district anchors, area attractions or create a particular district theme. Average lot sizes, depths and widths were considered, the number and acreages of lots by land use were noted, and the availability of essential capital infrastructure, including sewer and water was ascertained. Relationships between adjacent land uses were considered as was site access, transportation, and connectivity.

Background materials were reviewed including relevant sections of the Town Code and previous Town plans and studies to assess the regulatory framework and plans for guiding corridor growth including a draft study completed in 2014 entitled the “Veterans Memorial Highway Industrial Corridor District (ICD) Planning Study,” which was a predecessor of the current project, and was prepared by a consortium of prospective developers and submitted to the Town for review and consideration but was never adopted. Codes and studies of other communities with similar goals and characteristics were also reviewed, including but not limited to, the Town of Poughkeepsie, NY’s “Business Parks” zoning regulations which led to the development of “Oakwood Commons,” and the City of Warwick, RI’s “Warwick Station,” mixed-use airport-oriented redevelopment plan. Follow up phone calls and correspondences with project representatives from these communities helped to identify the strengths and weaknesses of these plans. Applicable ideas and planning and zoning concepts from these plans were evaluated to assess their viability for application within the Study Area or whether modifications could be made to improve or fine-tune the standards and concepts to serve as a model for achieving the specific goals of the ICD Study. Numerous interviews were conducted to obtain input from stakeholders who own/manage property or operate businesses along the corridor.

A market trends and retail gap analysis was performed to identify the types of commercial land uses that are in demand or may be overrepresented in the area. This analysis was performed for the 2015 draft of the study and the retail analysis was updated for this version. The project team also researched economic trends and made observations regarding available leasable space and general input from real estate developers and brokers. Applicable resources including ESRI demographic and market data for the area were obtained and past Town studies were helpful in understanding previous conditions, changes that have occurred along the corridor, and trends in development.

The following considerations and analyses were completed to assess land use and zoning opportunities:

- Review and evaluation of the existing ICD code to identify issues and determine where changes can be made to further the intent of the code and facilitate appropriate development and redevelopment.



- Utilize information from the economic & market trends analyses, and explore alternatives for developments with multiple uses and sites that may serve as commercial nodes.
- Inventory and analyze properties located at signalized intersections that may provide opportunities with safe vehicular access for commercial businesses to service the employees that work along the Corridor.
- Interview property owners and managers to get stakeholder input on the challenges faced in development of properties within the ICD and the needs of their employees.
- Consider modifications to the ICD Code and a possible new overlay district or district opportunity areas for the corridor to promote development and redevelopment with multiple properly scaled uses.
- Consider case studies from other areas and prepare a sketch plan of potential mixed-use site development in the ICD.
- Recognize existing successful industrial and/or mixed-use sites and evaluate features that contribute to the sustainability and success of these developments.
- Identify existing non-office/non-industrial uses along the corridor to assess their suitability for redevelopment that supports and conforms to the prevailing desirable office/industrial corridor theme.
- Identify properties that are developed, but are underutilized and could support additional development, as well as locations where limited employee, office and industrial support services and retail may be appropriate.
- Consider changes to dimensional restrictions (such as increasing floor area ratio (FAR) standards, modifying setback requirements, ensuring suitable transition yards, etc.), where such changes are consistent with the industrial use intent but may facilitate further appropriate development or redevelopment.
- Consider additional permitted uses/accessory uses and review body (Town Board/Planning Board).
- Evaluate redevelopment potential for opportunity sites, prepare conceptual plan of option with a reasonable level of development and consider incentivizes for the aggregation of numerous previously developed nonconforming and underutilized properties.
- Explore opportunities to highlight the gateway to MacArthur Airport and the district through gateway design.
- Evaluate ways of “greening” and beautifying the corridor, including addressing signage, outdoor lighting, landscaping, architecture, and buffers or transition yards adjacent to residential uses or zones and consider possibilities for providing a unique identity for this important business corridor.

This analysis was followed by identification of issues and opportunities to provide a series of recommendations for incorporation into the Study. Finally, draft recommended revisions to the ICD code were developed for consideration by the Town.



2.0 EXISTING CONDITIONS

2.1 Study Area Location, Boundaries, and Regional Context

The Study Area is located along a five mile stretch of Veterans Memorial Highway in the Town of Islip which passes through portions of the Hamlets of Bohemia, Ronkonkoma, and Holbrook. The Study Area specifically includes those parcels fronting on the highway between the 3,473-acre Connetquot River State Park at its westerly boundary and Sunrise Highway at its easterly boundary. The ICD, which is the focus of this study, is a Town zoning district that is generally defined as a 300-foot deep strip of land along the north and south sides of the Veterans Memorial Highway corridor, ranging from approximately 100 feet to 800 feet according to the Town's official map; however, several small intermittently spaced parcels along the highway with other zoning designations are also included in the Study Area. The study corridor, from Connetquot River State Park to Sunrise Highway, encompasses a total of 1,738 acres, which comprises all parcels fronting on the highway including the entire 1,208-acre Long Island - MacArthur Airport, since a small portion of this property has frontage along the highway and is zoned ICD. The 1,738-acre Study Area is based on parcel areas and therefore does not include the land within the Veterans Memorial Highway right-of-way.

The ICD corridor is primarily an auto-dependent highway office business and industrial district. Since Veterans Memorial Highway ultimately intersects the Long Island Expressway west of the Study Area, merges with Sunrise Highway to its east, is only 1.7 miles south of the Long Island Rail Road Ronkonkoma Station, and features the entrance to MacArthur Airport, the corridor is ideally suited for commerce and multimodal regional access. Three large and dense clusters of industrial land uses are present in the area including: one of which is located opposite the airport to the south of the Study Area; one that is adjacent to the west of the airport; and one which is adjacent to the northwest of the corridor comprise. These cohesive areas of industrial development supplement the office/industrial character of the area and reinforce the area's niche as a center for commerce. Single-family residential neighborhoods are present in the area as well, comprising part of the local labor pool for area businesses and a large portion of the purchasing power that supports local commercial businesses in the area.

Figure 1 shows the limits of the project Study Area and surrounding land development patterns.

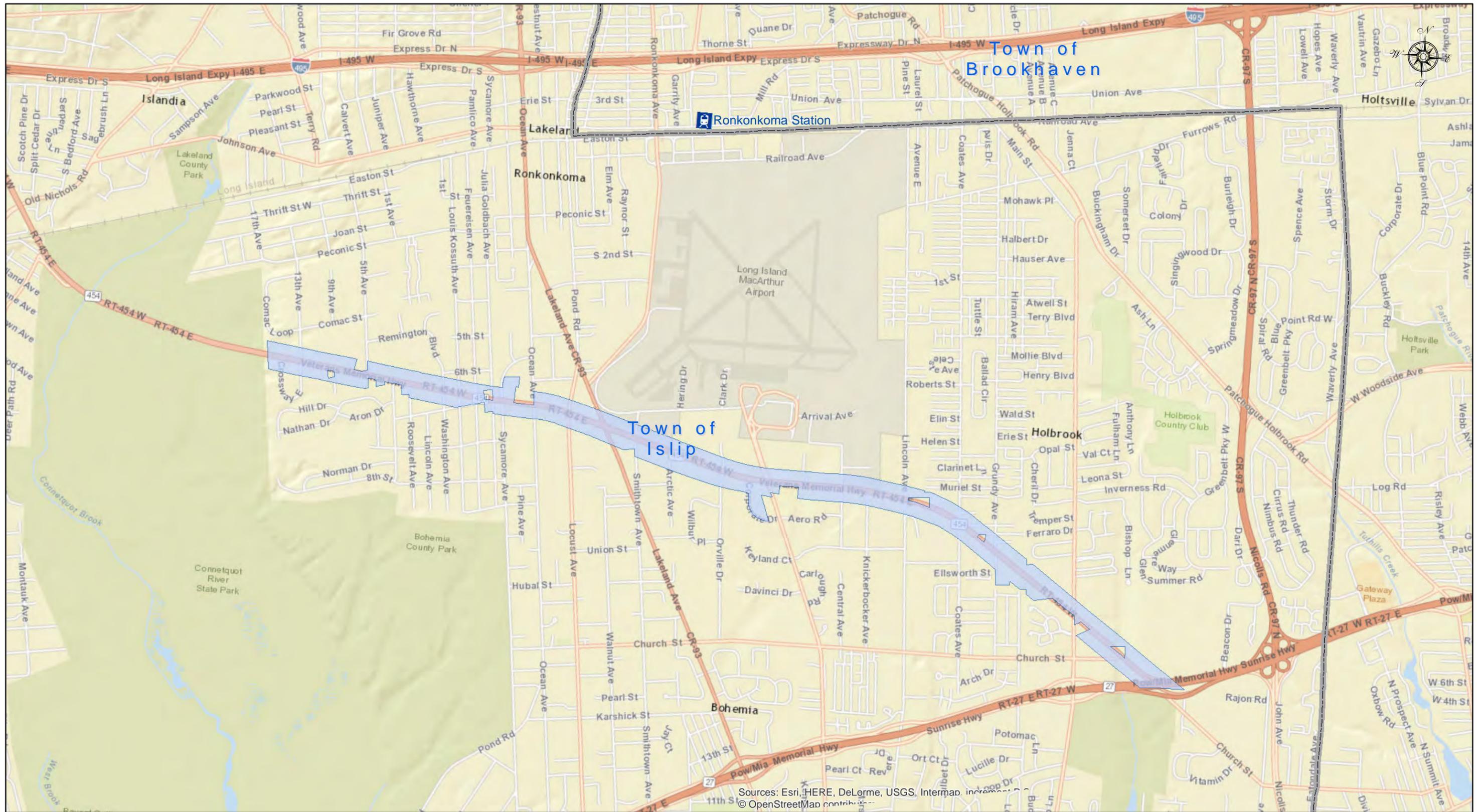


FIGURE 1
STUDY AREA LOCATION MAP

Source: ESRI Web Mapping Service; Town of Islip, 2015

Scale: 1 inch = 2,500 feet

Legend

- Study Area
- LIRR Station
- Towns

**Veterans Memorial Highway
ICD Study**



Town of Islip



2.2 Land Use

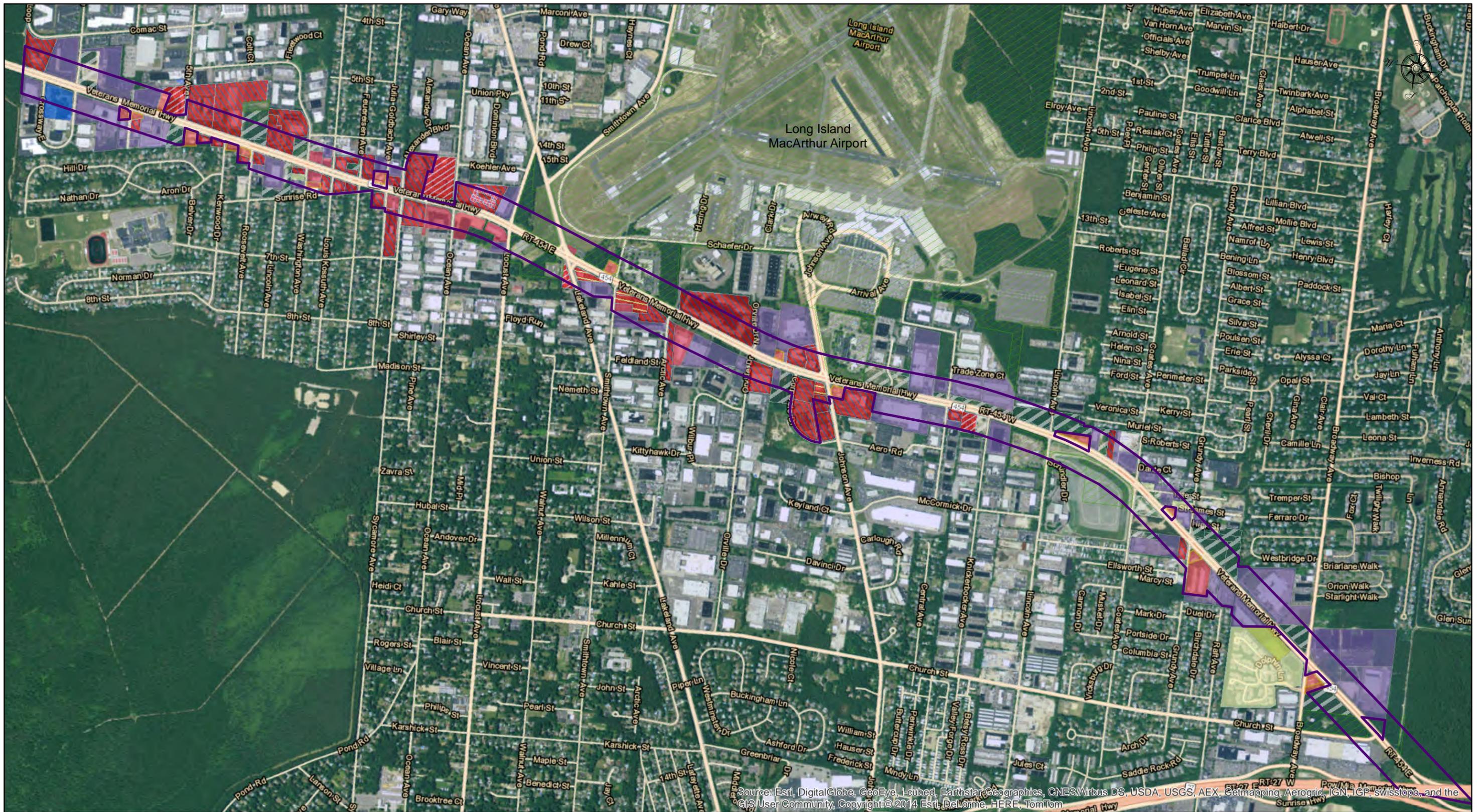
2.2.1 Overview

Land use within the ICD and corridor Study Area consists of a mix of industry (including some large scale manufacturing, warehouse, distribution, and delivery uses); medical, veterinary, and other professional offices, including small single tenant offices, office parks and multistory office building complexes; hotel/motel uses; and small commercial businesses (such as banks, restaurants, auto service garages, gasoline filling stations, some of which contain convenience shops as an accessory use, and other similar uses). The area also contains a mix of preexisting nonconforming land uses that cannot be simply classified as commercial or industrial in nature. Several institutional or governmental/public/quasi-public uses are found along the corridor including Association for Habilitation and Residential Care (AHRC) Suffolk Services which provides assistance to disabled persons, and a capped and closed landfill, resource recovery facility, and highway department yard. Apartments and multifamily residential development are present at the east end of the ICD Study Area on the south side of Veterans Memorial Highway. In total, there are 238 separate tax parcels in the Study Area. A breakdown of the number of lots and total acreage by general land use classification is provided in **Table 1** while **Figure 2** shows the existing pattern and distribution of land use in the area.

Table 1
Land Use Inventory¹

Land Uses Within Corridor (includes parcels not zoned ICD)	Number of Lots by LUC	Total Area (acres)
Apartments	1	4
Restaurant/bar (stand-alone)	4	5
Institutional	1	6
Auto service/fuel	15	11
Hotels/Motels	4	13
Commercial including banks	11	21
Residential	6	28
Vacant land	50	62
Offices	75	113
Industrial	59	192
Public/quasi-public	12	1,282
Total	238	1,737

¹ Note that the inventory was completed for the initial study prepared by NP&V in 2015 and was not updated for the final 2017 Study. Based upon area inspections, it was observed that there has not been significant change in land use.



Source: Esri, DigitalGlobe, GeoEye, i-cubed, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community, Copyright © 2014 Esri, DeLorme, HERE, TomTom

**FIGURE 2
EXISTING LAND USE**

Sources: ESRI Web Mapping Service; Town of Isip, 2015
Scale: 1 inch = 1,500 feet



**Veterans Memorial Highway
ICD Study**



Town of Isip



Based on the above data, the land use category comprising the largest portion of the Study corridor is public and quasi-public uses (1,282 acres), including primarily the 1,208-acre airport. Public and quasi-public uses are followed by industrial uses (192 acres), offices (113 acres), and vacant land (62 acres). It is interesting to note that offices occupy most of the parcels (75) followed by industry (54 lots), and vacant land (50 lots); while stand-alone restaurants occupy just 4 lots and mixed commercial use, including banks, only 11 lots.

In addition to the 50 parcels of vacant land within the Study Area, there are an additional 4 properties that contain vacant or abandoned buildings. Therefore, there are a total of 54 parcels (69 acres) of vacant land or land containing abandoned or vacant buildings. Examples of the parcels with vacant buildings include the Wonder Bread/Hostess Bakery Outlet, Marvin's Pool, and other unidentified vacant buildings or partially constructed structures. The vacant parcels and parcels with vacant buildings within the Study Area range in size from 0.03 acres to over 5 acres. More specifically, 13 parcels are less than 0.25 acres, 32 parcels are less than 1 acre, 9 parcels are between 1 and 2 acres, 9 parcels are between 2 and 4 acres, and only 4 parcels are larger than 4 acres.

Additionally, within the Study Area there are examples of clusters of vacant parcels. It is important to identify these clusters because redevelopment scenarios could focus on a singular vacant property, an entire vacant cluster, or a section of the vacant cluster. If there are multiple adjacent vacant parcels with the same owner, it is especially important to consider the development potential of these parcels if combined into one development. On the northeast corner of Veterans Memorial Highway and Grundy Avenue there is a cluster of 8 vacant wooded parcels ranging in size from 0.19 acres to 2.81 acres, totaling 9 acres of adjacent vacant land. There is another cluster located on the southeast corner of Veterans Memorial Highway and Coates Avenue, comprised of 4 parcels totaling 1.9 acres. Based on aerial imagery, this cluster appears to have been cleared of most vegetation. Other examples of smaller clusters (2 or 3 parcels) are located throughout the Study Area and consist mostly of vacant undeveloped land.

2.2.2 Significant Land Uses and Planned Development Projects in the Area

Significant Land Uses

A number of major land uses exist within the general area which have a major influence on the corridor, while other proposed projects are likely to maintain a significant presence in the future as described below.

Long Island - MacArthur Airport

Long Island - MacArthur Airport is a commercial aviation facility located mostly north of but with frontage on Veterans Memorial Highway near the center of the ICD Study Area (**Figures 3**). The 1,208-acre airport is owned and operated by the Town of Islip, serves approximately two million commercial passengers each year (i.e., over 5,000 daily), and is considered to be one of the top 90 airports in the United States (**Long Island MacArthur Airport, 2015**). The airport primarily serves Nassau and Suffolk County residents and



their visitors; however, its low congestion and exemplary record of on-time service makes it an attractive alternative to JFK and LaGuardia airports, both of which are located in Queens. The airport contains four runways and two helipads and provides shuttle service to and from Ronkonkoma Station, which is located just one mile north of the airport terminal (**Long Island MacArthur Airport, 2015**). Long Island MacArthur Airport is a major presence in the area, not only due to its size, but also because it attracts millions to the area and serves as a major economic engine and anchor for growth.

Foreign Trade Zone

The Islip Foreign Trade Zone (FTZ) was established in 1982. The FTZ consists of 435,000 SF of warehouse and office space on 52 acres of developed land, with additional acreage available for development adjacent and to the east of the airport. An FTZ is an area within the United States that is outside of US customs jurisdiction allowing products to enter the United States without the payment of normal customs, duties, or governmental taxes. Payment of customs duties and excise taxes can be delayed until products are transferred from the zone into the US. Products that are imported into the zone, processed, and shipped to foreign markets benefit from a duty-free policy. The FTZ is aimed at increasing the international competitiveness of global firms with US based operations by helping to offset the higher costs associated with doing business in the United States versus a foreign country. Based upon field observations and discussion with the director, the majority of the built space in the FTZ is occupied and there is little vacant land.

Planned Development Projects in the Area

It is important to consider land use in the areas surrounding the ICD when evaluating the appropriateness and compatibility of future uses in the district. Understanding the pattern of development and types of land uses nearby can help to identify land development opportunities and limitations, capital infrastructure needs, and an appropriate mix of uses to promote district success and sustainability.

“Islip Pines” and “Ronkonkoma Hub” are two major planned projects in the area that will have significant effect on the ICD. These projects have the potential to provide workforce housing, new retail and entertainment uses, fiscal, economic and public benefits, and critical infrastructure to serve and accommodate additional growth.

Islip Pines (Planned Development)

Islip Pines is a proposed 135-acre mixed-use planned development project that would include multi-family housing, offices, retail, and entertainment uses on the north side of Veterans Memorial Highway, near the eastern boundary of the Study Area. In March 2014, the Town of Islip approved a requested change of zoning of the property to permit a Mixed-Use Planned Development District. The project was still being reviewed at the time this report was published; however, it is clear that this project or similar plan would be beneficial in increasing the size of the local workforce in the area, provide additional employment opportunities, and help to support the needs of office and industrial uses along the corridor. The introduction of new retail uses would also affect the supply of goods and



services in the area, and add new consumers of goods and services that would stimulate local economic activity.

Ronkonkoma Hub and Railroad Station

The Ronkonkoma Hub is a planned mixed-use transit oriented development (TOD) project involving numerous properties adjacent to the nearby LIRR's Ronkonkoma Station in the Town of Brookhaven. A master plan for this area was prepared, the plan has been approved, the property subsequently rezoned, and a master developer has been selected to construct the project. The development site, which is located just 1.7 miles due north of Veterans Memorial Highway and one mile north of the airport, will include up to 1,450 apartments and 545,000 SF of retail space on 50 acres. Funding for new infrastructure has been secured and sewer mains and a parking structure will be constructed.² With respect to sewerage, the plan involves the expansion of the Southwest Sewer District into the area and connection to the Bergen Point Sewage Treatment Plant (STP) via a sewage main that would run through the ICD and potentially allow service to at least part of the ICD corridor. This vital infrastructure could provide opportunities for redevelopment of multiple sites, where maximum sewage design flow is currently a limiting factor for dense development, and will foster more compact, efficient and effective transit oriented economic development. Opportunities also exist for providing a "people mover" (i.e. light rail) that would shuttle people between the railroad station and airport, thereby enhancing the envisioned multi-modal, mass transit nature of the area. Like the Islip Pines project, providing additional dense residential development in the area which is otherwise relatively close to buildout, increases the customer base and employment pool to support present and future businesses.

2.2.3 Previous Land Use Studies

Draft Veterans Memorial Highway Industrial Corridor (ICD) Planning Study (2014)

The purpose of this study, which was provided to the Town of Islip Planning Department by a private group, was to assess the general health of the industrial sector on Long Island, and more specifically, within the ICD corridor; evaluate prospects for future industrial growth, assess the corridor's suitability for accommodating Long Island – MacArthur Airport as a full service commercial airport; and identify measures to optimize the use of the corridor. This Study provided information that was valuable for assessing the health of the ICD Corridor and input for supporting additional service uses along the corridor which were considered in greater depth as part of this project.

² On January 21, 2015 Governor Andrew Cuomo proposed a budget of \$150 million to build parking structures at three emerging New York developments, including Ronkonkoma Hub.



2.2.4 Case Studies

Warwick Station Development District Master Plan, Warwick, RI (2012)

The City of Warwick, RI's "Warwick Station Development District Master Plan" provides a strategy to redevelop approximately 95 acres located near TF Green Airport and the Warwick commuter rail station in an area containing a mix of residential, industrial, auto-oriented commercial and airport-related uses. The plan strives to redevelop and revitalize the gateway to the airport, spur other long-term improvements, and create a new public destination and center for economic activity. The specific goals identified by the plan are:

- Create a place of identity and pride for the City.
- Provide economic benefits for the City and State.
- Capitalize on intermodal transportation resources and foster high-value, high-quality, mixed-use growth.
- Create a sustainable, livable community by introducing a variety of housing choices connected to an economic growth center and established neighborhoods by improving access to transportation, housing, and new jobs.

The Warwick plan has many similarities with the ICD study; however, the goals of the two communities differ slightly. Both communities wish to promote economic development; create jobs; enhance access and transportation systems; would like to beautify their streetscapes and building designs; want to ensure appropriate zoning standards; wish to incentivize redevelopment; envision a district containing medical and professional offices, conference centers, hotels, and business support services; and are located in proximity to railway stations and airports with hopes of providing additional travel related businesses. The main differences are that the Warwick Plan seeks a compact office/ retail business/ hotel/ multifamily residential district that is walkable and transient oriented; while the Town of Islip's goal is to augment existing industrial and office operations through the addition of new support services that complement these businesses, offer guest services to the traveling public, while preventing rampant retail strip development that so often dominates major traffic corridors. Recommendations from the Warwick Plan that may have relevance to the ICD study are:

- Allow mixed land uses including offices, hotels and appropriate business uses;
- Permit secondary support uses that will reinforce primary uses;
- Utilize shared parking and parking structures;
- Enhance site connectivity, facilitate access, and connect to and utilize multiple modes of transportation to the extent possible;
- Support strategic parcel aggregation for coordinated developments;
- Create public spaces such as plazas; and
- Provide support for the consolidation of parcels and coordinated development such as planning support for relief through ZBA variances as appropriate to encourage consolidation (such as density increases, increased numbers of hotel rooms, increased building height or FAR, relaxed parking if parking can be shared or demand otherwise reduced).



Oakwood Commons, Town of Poughkeepsie, NY

Oakwood Commons was developed as part of a business park overlay district that was created pursuant to recent amendments set forth as § 210-60, "Business Parks," of the Town of Poughkeepsie's Zoning Code. The purpose of the Business Parks code is to encourage quality mixed-use business parks and business use-related developments that strengthen the tax base, preserve property values, provide employment opportunities, enhance visual and aesthetic conditions, and revitalize highway business, retail and industrial developments that are in decay and no longer viable. The local law includes use, bulk, parking, access, loading, and other land development regulations.

Land uses permitted in the business parks district include banks, hotels, motels, inns, indoor recreation, light industry, research and development, business and professional offices, parking garages, restaurants, and delis. Limited retail business is also permitted but is restricted to *15% of the gross building area of the overall business park* to provide support rather than dominate the use of these districts. Permitted business park retail include: bakeries, bookstores, computer stores, health clubs, day care centers, specialty and health food grocery stores, dry cleaning, parcel service, and copy centers.

The Town requires that each business park be at least 5 acres in area and have 100 feet of frontage on an existing arterial or primary collector street or access rights to an arterial or primary collector street, provided that the frontage on the primary street is within 2,000 feet of an intersection with an existing arterial. Maximum coverage in the business district is 50% and the maximum height of buildings is 65 feet excluding roof equipment. The minimum setback from the street edge is 50 feet. The business park regulations also require, where practicable, that parking and circulation be interconnected to limit access points onto main roads.

Oakwood Commons is a mixed-use business park, located on 10 acres along State Route 9 in the Town of Poughkeepsie, which was developed pursuant to a Town approved business park master plan and resultant overlay district which were developed pursuant to the Town's Business Park regulations. The development includes two primary buildings containing 110,000 SF of office space; 40,000 SF of service retail and restaurant uses; and a 125-room hotel with a 5,000 SF conference center and parking garage, and a pad restaurant. The site is located at the intersection of a major east-west transportation corridor which connects Route 9 with a large residential community as well as the Taconic Parkway. The following photograph from Google Street View (2012) shows the overall character and design of Oakwood Commons.



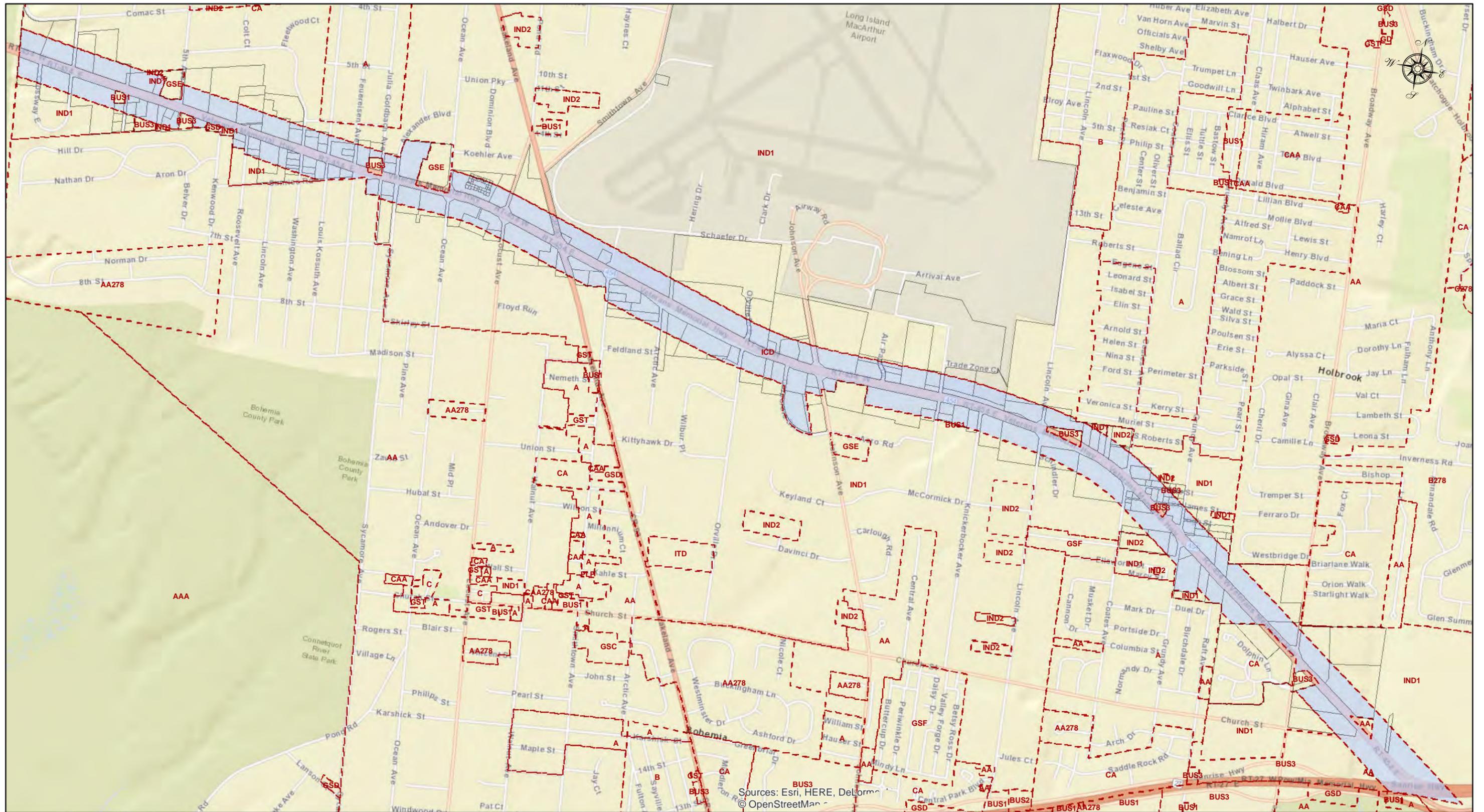
2.3 Zoning

The Town of Islip's ICD zoning district was adopted in 1988 as a tool for implementing the Town Comprehensive Plan's objectives for establishing a high quality industrial district along Veterans Memorial Highway that is free from the dominating influence of commercial strip development. The ICD Zoning District's legislative intent is as follows:

This district is designated to implement the objectives of the Comprehensive Plan of the Town of Islip along the roadways intended for quality industrial development but which are threatened by strip commercial development. These objectives are to:

- A. Maximize roadway efficiency while minimizing traffic hazards, accidents and congestion through the consolidation of building parcels and curb cuts.*
- B. Enhance the aesthetics of the roadways by means of landscaping, lot area, frontage and use requirements.*
- C. Provide reasonable support services for industrial development which would be functionally and architecturally integrated into these developments.*
- D. Prevent the establishment of a strip commercial character along the Corridor, resulting from retail or restaurant development on separate lots.*

Various land uses, including industry, professional and medical offices, limited commercial, and public or institutional uses are currently permitted in the ICD either as-of-right or through the Town's special permit process. Permitted and discretionary special permit uses within the ICD District are listed in **Table 2**. The pattern of zoning in and around the study area is shown in **Figure 3**.



**FIGURE 3
ZONING MAP**

Source: ESRI Web Mapping Service;
Town of Islip, 2015
Scale: 1 inch = 1,500 feet

Legend

- Study Area Parcels
- Town of Islip Zoning Map
- Study Area

**Veterans Memorial Highway
ICD Study**



Town of Islip



TABLE 2
TOWN OF ISLIP
EXISTING PERMITTED AND SPECIAL PERMIT USES IN THE ICD

Permitted Uses	Special Permit Uses
Offices	University or college or similar residential use (TB)
Manufacturing and assembly	Food service establishment, restaurant, minor restaurant, bar tavern or nightclub, cafeteria, delicatessen or any other service of food and beverages (TB) *
Laboratories for scientific and industrial research, testing & development	Psychiatric clinic, drug treatment center or similar health related facility, excluding overnight residential treatment facilities (TB)
Municipal and public facilities, excluding off-track betting	Animal care center (PB)
Freestanding retail bank*	Showroom (PB)
Retail bank within an existing multiunit structure	Warehouse (PB) *
Funeral home	Private parking garage as an accessory use to a permitted principal use (PB)
Nursing home	Industrial service use involving office support services including printing, document reproduction and similarly related functions (PB)
Adult day-care facility	Private or parochial college or university excluding dormitories and other college or university residential uses (PB)
Veterinary services, provide that all activities take place within the building	Businesses which involve the outdoor or overnight parking of registered vehicles as an accessory to a principal use (PB) *
Child day-care center	Bank drive-thru (PB)
Private or parochial school including preschool, elementary, secondary, vocational and other non-degree programs such as self-defense, dance, gymnastics and similar uses, except those associated with manufacturing or truck driving	Outside seating as an accessory use to a permitted bar, tavern, night club, restaurant or minor restaurant use (PB)*
	Indoor recreational use (PB)
Health club	Taxi office, when adjacent to a residential use or zone (PB)

*Additional standards and restrictions apply

TB – Town Board approval required

PB – Planning Board approval required

Outdoor storage, service, display, counters or window service is not permitted except as provided in § 68-465A(6) (i.e., retail bank) or as may be permitted through the Special Permit Use process (e.g., bank drive-thru).

The list of permitted uses has been expanded over the course of the last two decades moving the district toward more of a mix of uses rather than an exclusively industrial zone. Uses that were added since the ICD's initial adoption include funeral parlors, nursing homes,



adult day care centers, veterinarians, and schools which commonly locate along major arterial roadways such as Veterans Memorial Highway.

The Town's ICD dimensional zoning standards control the general pattern, spacing, density, scale and form of development in the district, and therefore, exert great influence over the ultimate character, pattern, functions, convenience, harmony, and overall success of the ICD. Current dimensional zoning requirements for the ICD are shown in **Table 3**.

**TABLE 3
TOWN OF ISLIP
EXISTING ICD DIMENSIONAL ZONING REGULATIONS**

Dimension	Requirement
1. Lot Area	---
Minimum (square feet)	120,000 ⁽¹⁾
2. Total buildable area, including all buildings, as a floor area ratio (FAR)	0.35 ⁽²⁾
3. Lot width, minimum (feet)	300/150 ⁽³⁾
4. Height, maximum	---
Stories	4
Feet	60 ⁽⁴⁾
5. Yards, principal building, minimum (feet)	---
Front	100/50 ⁽⁵⁾
Side	25/50 ⁽⁶⁾
Rear	25/50 ⁽⁷⁾

1. A minimum of 35,000 SF is required for a free-standing retail bank if it is the primary use.
2. A food service establishment shall not exceed an FAR of 0.035 nor shall a food service establishment constitute more than 20% of the total floor area at any time.
3. The minimum width of a lot for a freestanding bank that is the primary use is 150 feet as measured parallel to Veterans Memorial Highway at the seventy-five-foot (75') front yard line.
4. Any portion of a building may exceed the maximum height restriction of 60 feet if the same portion is setback 2 feet beyond the required setbacks from public streets, planned public streets or zoning district boundaries for every 1 additional foot of height requested.
5. Minimum front yard is 100 feet along Veterans Memorial Highway and 50 feet along other streets. A minimum of 40 feet of that portion of the yard bordering Veterans Memorial Highway must be landscaped and a maximum of 10 feet of this area may extend into the Veterans Memorial Highway ROW. A minimum of 25 feet of landscaped area is required in the front yards along secondary streets. Freestanding banks must provide a minimum 75-foot front yard setback along Veterans Memorial Highway and a minimum of 50 feet along other streets. A minimum of 20 feet of the front yard setback along Veterans Memorial Highway must be landscaped and a maximum of 12 feet of this requirement may be within the ROW.
6. The minimum side yard setback is 25 feet except where the side yard abuts a residential district in which case the minimum shall be 50 feet. Freestanding banks must have a minimum side yard setback of 15 feet or a minimum of 50 feet where it abuts a residential district.
7. All buildings shall have a minimum 25-foot rear yard setback except where the rear yard abuts a residential property, in which case it shall be a minimum of 50 feet. A minimum 25-foot wide buffer must be provided and maintained adjacent to any residential zone or use.

2.3.1 Zoning Pattern

The study corridor/ICD district is generally described as comprising a generally 300-foot deep strip of land along both sides of Veterans Memorial Highway between Connetquot State Park and Sunrise Highway, ranging from approximately 100 feet to 800 feet in some



instances according to the Town's official map. Several very small interspersed zoning districts also exist along Veterans Memorial Highway within the corridor's boundaries, including Business 1, Business 3, General Service D, General Service E, and Residence AA and CA zones.

Adjacent zoning districts are mostly industrial, including primarily "Industrial 1" districts and a few very small areas which are zoned "Industrial 2." This pattern indicates an area that is envisioned for and is in fact largely developed with industrial type land uses which are compatible with the ICD. Other adjacent zoning districts include Residence A, Residence AA, and Residence CA. These residential districts exist primarily on the north side of the highway at the east end of the corridor (i.e., A, AA, and CA zones), but also include areas at the southeast (A and CA) and southwest ends of the study area (AA). The primary as-of-right uses in Residence A and AA zones are single-family residential homes, while the Residence CA zone permits apartments, single-family attached, and single-family detached homes as-of-right. Special permit uses in each of the three districts include seasonal residential communities, private clubs, membership clubs, schools, public utilities, museums, and day centers. The pattern of zoning in and around the study area is shown in **Figure 3.21**

2.4 Infrastructure

2.4.1 Transportation

Street Network

Veterans Highway connects to the Long Island Expressway (LIE) approximately 3.65 miles west of the Study Area and intersects Sunrise Highway at the easterly end of the Study Area. The relationship of Veterans Memorial Highway with Long Island's two busiest highways (LIE and Sunrise Highway) allows for easy access to the Study Area and connections to New York City and points in between. Veterans Memorial Highway is also intersected by two major north/south roadways in the study area, Lakeland Avenue (CR 93), which runs from the south shore in Sayville, north through Ronkonkoma to SR 347; and Johnson Avenue (CR 112) which leads from the south shore in Sayville, and terminates on the Long Island - MacArthur Airport property. This local highway and street system can accommodate large volumes of traffic and provides relatively easy access for the local labor force, area residents, visitors, and trucks shipping raw materials and finished goods to, from and throughout the area.

In addition to the highways and major roadways in the area, there are numerous north-south collector streets which intersect Veterans Memorial Highway and serve local neighborhoods and other industrial districts and developments in the area. These streets are primarily laid out in a traditional grid pattern that maximizes lot access and connectivity, although a few curvilinear street alignments exist in the area as well.

Veterans Memorial Highway contains two to three through-lanes in each direction which are separated either by a narrow median defined primarily by guardrails or narrow grassed drainage swales with center/median guardrails. The highway has turning lanes at signalized intersections along the corridor, as well as crosswalks at some intersections,



sidewalks along both sides of the highway, except for a small section at the east end of the corridor, and on-street bicycle lanes along both shoulders for most of the length of the corridor. The posted speed limit is 55 mph along Veterans Memorial Highway and several signalized intersections exist; particularly, at major intersections. Grassed buffer strips and street trees are planted along most of the length of the Study Area.

Airport and Rail Service

The Study Area is located approximately 1.7 miles directly south of the Long Island Railroad and Ronkonkoma Station, and skirts the south side of Long Island - MacArthur Airport. This critical infrastructure along with nearby highways, airport car rentals and bus and taxi services make the area somewhat suited for multimodal regional access. The nearby LIRR provides service between Manhattan's Penn Station and its final destination in the Village of Greenport. Long Island-MacArthur Airport is the largest and most significant land use in the area. Located adjacent on the north side of the ICD corridor (a small portion of the airport that fronts on Veterans Memorial Highway is in the ICD) the airport is a source of significant activity and has a major economic influence on the area. **Section 2.2.2** discusses the airport in greater detail.

Bus and Taxi Service

Suffolk County Transit serves the area via its S54, S57, and S59 bus routes. S57 and S59 both run from Sayville to the Smith Haven Mall and stop at many points in between. Although these bus routes have the same starting and ending points, they utilize different routes throughout the Study Area. S57 utilizes Lakeland Avenue from the north and Ocean Avenue from the south to access Veterans Memorial Highway and provide stops along Veterans Memorial Highway west of Long Island MacArthur Airport. The S59 route travels from the Smith Haven Mall east of Long Island MacArthur Airport, accesses Veterans Memorial Highway from Broadway Avenue and travels west along Veterans Memorial Highway until Orville Drive, where it continues south to Sayville. The S54 bus route is among the most heavily travelled routes in Suffolk County and travels east-west from the Walt Whitman Mall to Patchogue. Within the Study Area, the S54 route runs east along Veterans Memorial Highway before heading south on Johnson Avenue and outside of the Study Area. Veterans Memorial Highway has several bus stops that are equipped with pedestrian shelters along both sides of the ICD corridor and many additional stops which do not have shelters. Bus stops also exist at Long Island - MacArthur Airport and nearby Ronkonkoma Station and provide an important link between the two facilities. Hampton Jitney's closest stop is at the intersection of the LIE's south service road and Ronkonkoma Avenue, some 3.5 miles away and does not provide direct or convenient access to the airport or other destinations along the Study corridor. Due to the presence of the airport, significant taxi service exists in the area and car rental services are provided at the airport and nearby offsite locations.

Bicycle Facilities

Both shoulders of Veterans Memorial Highway contain demarcated bicycle lanes. The lanes provide access to numerous land uses as well as the several bus stops located along the highway. The high volume of traffic, high posted speed limits, numerous road intersections and access points, and potential difficulty crossing the highway, somewhat



restrict the use of bicycles in the area along the highway. Suffolk County Transit has equipped its busses with bike racks to promote a multimodal (bus-bike, etc.) transportation option.

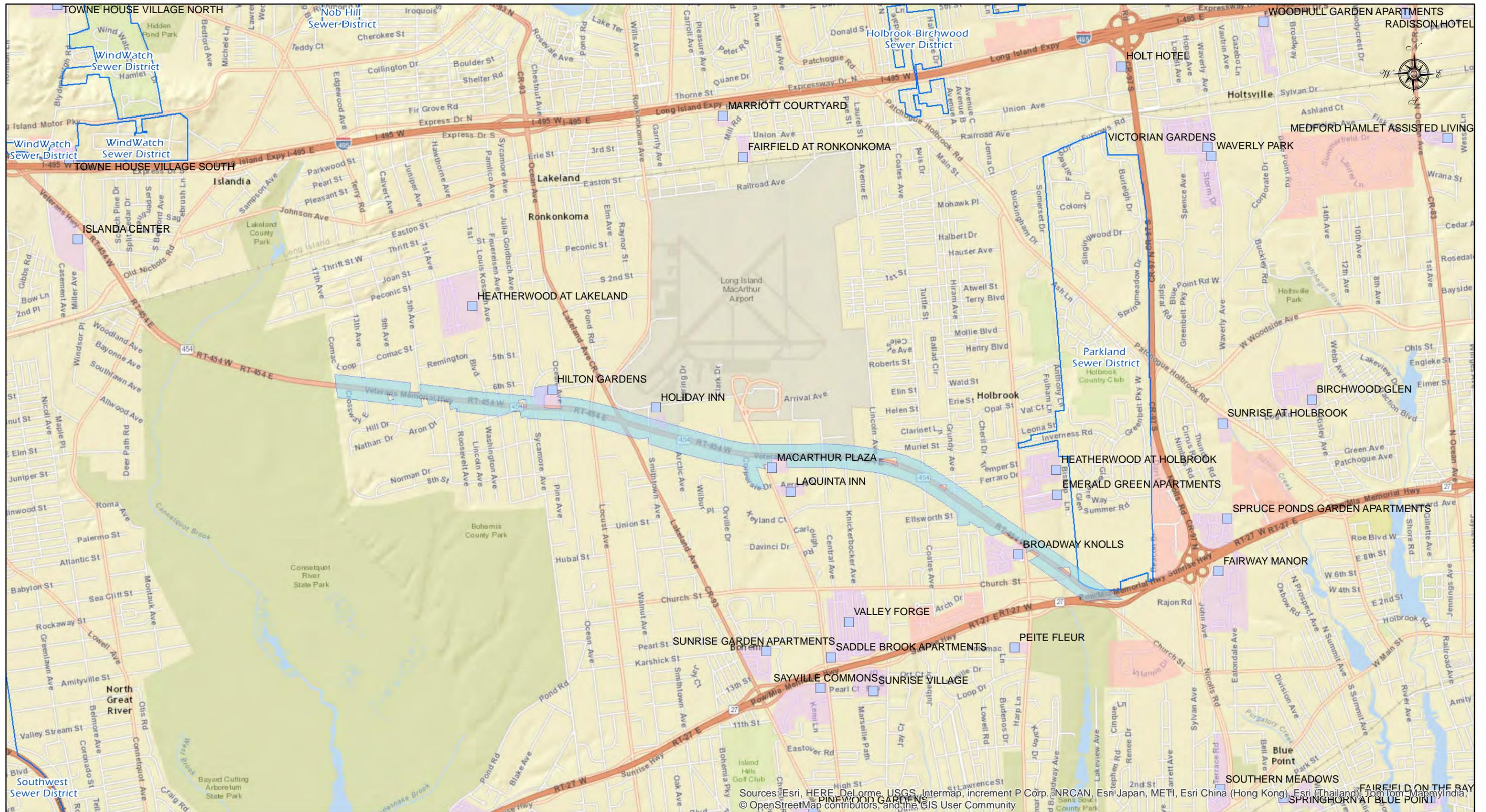
Pedestrian Facilities

The ICD is clearly an auto-dependent highway office and industrial district with significant volumes of traffic during peak travel times and high travel speeds when volumes are low. The large parcels, limited compactness, wide busy highway, numerous cross streets and property access points, and very limited residential development along the corridor makes it less pedestrian friendly and more oriented toward the automobile than other types of business and industrial districts (e.g., typical “Main Street” business centers). Despite the availability of train, air, bus and taxi travel services in the area, the nature of development, four lanes of highway and a relatively high speed limit (55 mph), the viability of significant pedestrian activity and highway crossings is currently limited. Nevertheless, both sides of Veterans Memorial Highway are equipped with sidewalks along most of the corridor which allow for safe pedestrian activity, including access to bus stops, especially along one side of the highway. Sidewalks are intermittent or absent along the frontage of a number of undeveloped sites, primarily at the east end of the corridor. Crosswalks and pedestrian crossing signalization are provided at nearly all of the signalized intersections along the ICD corridor. Generally, there are not pedestrian connections between properties along the corridor.

2.4.2 Sewer and Water

Public sewers are currently not available along Veterans Memorial Highway. Land uses in this area therefore rely on individual septic systems or on-site sewage treatment facilities for wastewater disposal (see **Figure 4** which shows the locations of existing on-site sewage treatment facilities in the area). Nevertheless, new sewer improvements are currently being considered for the area in conjunction with the nearby Ronkonkoma Hub TOD which includes the installation of a main along Veterans Memorial Highway to one of the intersecting main routes leading to the Hub. One scenario of the sewer project involves the County constructing a pump station and running two mains costing an estimated \$20-\$22 million from Ronkonkoma to the former Central Islip State Psychiatric Center, where it would tie into the sewer district. Under this plan, the additional sewage would be pumped to the County's Bergen Point treatment plant in West Babylon where it would be treated and discharged offshore. This expansion could present an opportunity for properties within the ICD to connect to treatment facilities, thereby allowing for additional development density.

A 12-inch Suffolk County Water Authority (SCWA) main exists along the corridor within the Veterans Memorial Highway right-of-way and therefore water availability to the district does not appear to be a significant constraint at this time. Numerous fire hydrants are also available along the highway.



Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., INRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, Mapbox, India, © OpenStreetMap contributors, and the GIS User Community

FIGURE 4
SEWAGE TREATMENT
PLANTS/DISTRICTS

Sources: ESRI Web Mapping Service; Suffolk County
 Scale: 1 inch = 3,000 feet

Legend

- ICD Zoning District
- Suffolk County Sewer Contractees
- Private Sewer Areas
- Private Sewage Treatment Plants
- Suffolk County Sewer Districts

Veterans Memorial Highway
ICD Study



Town of Isip



3.0 ANALYSIS

3.1 Zoning and Land Use Analyses

Since much of the corridor is currently developed, the primary opportunities for growth involve:

- development of remaining vacant land;
- development of underutilized land on developed sites as pad sites
- expansion of uses by increasing land area by aggregating smaller properties with larger sites;
- redevelopment of sites that have existing nonconforming, obsolete, or failing uses;
- restoration of vacant buildings or redevelopment of properties with vacant buildings;
- filling unleased spaces within existing office and industrial buildings;
- modification of land use and/or dimensional zoning standards to allow additional new and expanded development opportunities; and
- construction of essential capital infrastructure i.e., sewers, parking structures, transportation enhancements, etc. to support additional development.

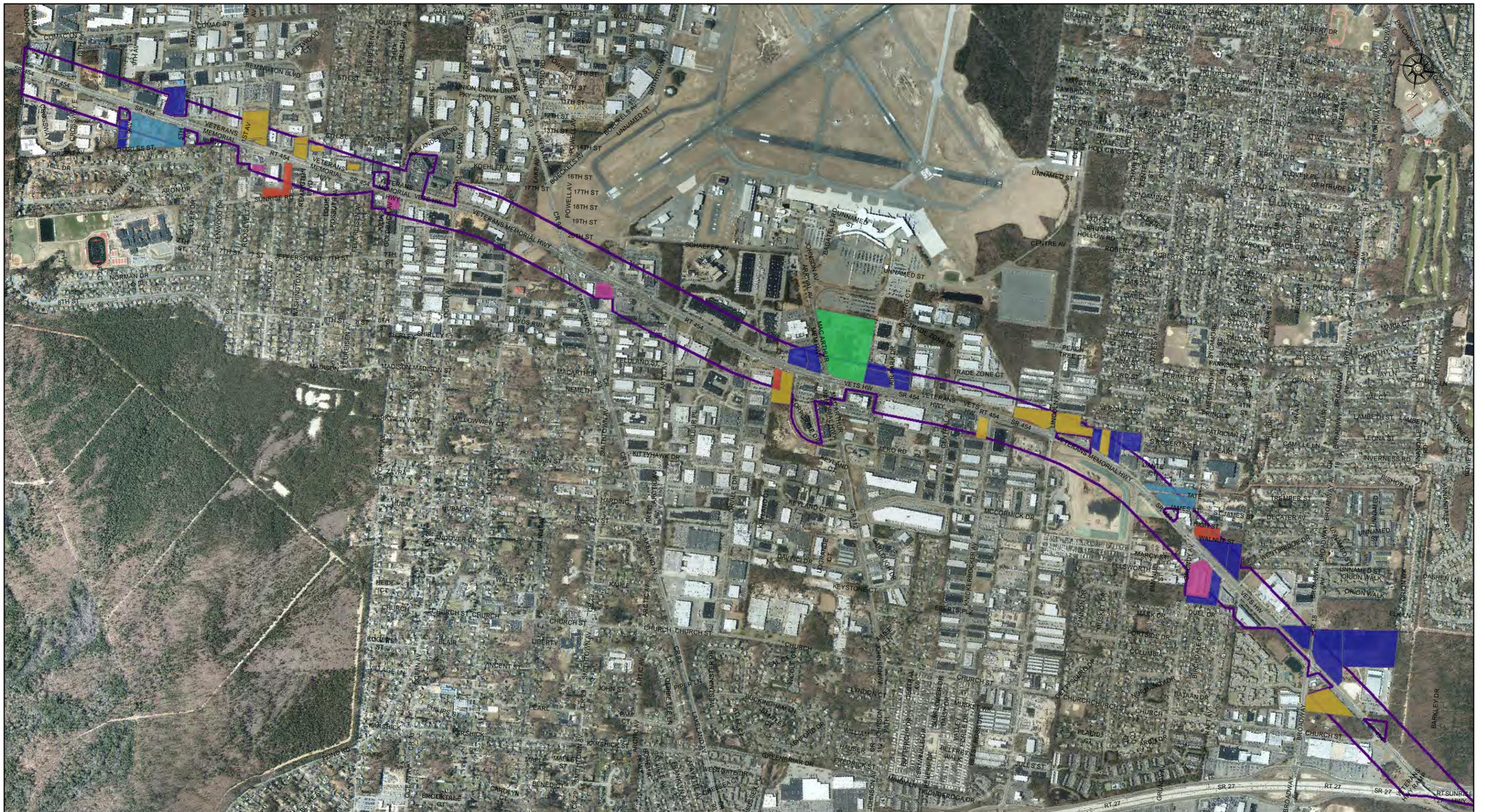
3.1.1 Vacant and Underutilized Land/Vacant Buildings

Based on field investigations, analysis of existing land uses, and review of available Geographic Information Systems (GIS) data, a total of 50 lots comprising a combined 62 acres are currently vacant/undeveloped and an additional 4 lots (7 acres) are developed with vacant buildings within the ICD³. This available vacant land provides opportunities for new and expanded development, additional business support service uses, increased parking supplies, new cross access and multi-modal connections, additional space for stormwater and wastewater infrastructure, and enhanced public spaces and amenities that will help advance the goals of the ICD and enhance its overall health, resilience, quality and functionality.

Based on the number of vacant lots in the ICD and the total acreage of vacant land in the Study Area, it is clear that most of these parcels are far smaller than the minimum 120,000 SF lot area standard necessary to create industrial and office employment centers that satisfy the intent of the district⁴. Merging or consolidating these vacant lots with adjacent properties, perhaps through planning support for relief for applications seeking increased building heights or sliding scale development densities or FAR, would provide opportunities for larger development sites that would be more conforming in terms of size. Larger and more conforming lots would also promote larger campus-style planned mixed-use developments where uses interact, share resources and facilities, and generally support one another in achieving the desired theme of the ICD. The locations and distribution of vacant lots in the Study Area are shown in **Figure 5**.

³ This analysis based upon 2015 fieldwork and GIS data.

⁴ In fact, the majority of parcels within the district (73.9%) have an area less than the minimum lot area of 120,000 SF.



**FIGURE 5
OPPORTUNITIES**

Sources: ESRI Web Mapping Service; Town of Isip, 2015
Scale: 1 inch = 1,500 feet

Legend

 Study Area	 Opportunity Sites Future Reuse Potential	 ICD Op	 Opportunity Block	 Abandoned Building
	 ICD Op with merge	 Vacant		

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There are several buildings that are either vacant/abandoned or have surplus space for future occupancy. One example is a large vacant unfinished or abandoned building and adjacent concrete pad situated on ± 4.7 acres near the east end of the corridor adjacent to Holbrook Car Wash which recently received Town approval for redevelopment as a gym. Redevelopment or restoration and re-occupancy of vacant buildings or unoccupied spaces within existing operational buildings present opportunities for new uses and development designs that can be more in keeping with the proposed vision for the corridor or that can provide the necessary products and support services that may attract and facilitate additional industrial and office uses.

The expansion of development on underdeveloped and underutilized properties provides another opportunity for new integrated developments which meet the intent of the ICD model. Creative solutions to addressing the two principal limiting factors to development in the area (satisfying parking and wastewater disposal demands/requirements) would greatly assist in facilitating this needed growth.

3.1.2 Nonconforming Uses

Nonconforming land uses are those uses that do not currently conform to the requirements of the zoning district in which they are located but which had met requirements prior to adoption or amendment of the zoning ordinance. These land uses are considered to be “legally pre-existing nonconforming” in community planning or zoning parlance, and as such, are permitted to continue to operate until such time that they are discontinued for a year or more, at which time they lose their status as a legally pre-existing use (Town Code § 68-15 A & B).⁵

The Town allows the expansion of pre-existing nonconforming uses by a maximum of 25% with special exception approval through the ZBA. The Town does not allow changes in nonconforming uses (unless changed to a conforming use) and if a nonconforming use is abandoned, discontinued or converted to a conforming use, it cannot revert back to a nonconforming use. It is desirable for pre-existing nonconforming land uses to eventually be phased out, thereby providing opportunities for new development with compatible code consistent land uses.

3.1.3 Substandard-Sized Lots

The consolidation, development and/or redevelopment of substandard sized lots by a developer would provide a variety of opportunities for large scale coordinated developments with multiple uses that would assist the Town in achieving its land use objectives for the ICD. The aggregation of lots for planned development could also provide developers with opportunities for receiving support from the Planning Board for increased

⁵ Also, as per 68-15 C of the Town Code, no building which has been damaged by fire or other causes to the extent of more than 50% of physical structure, as determined by the Commissioner of Planning and Development, or his designee, exclusive of foundations, shall be repaired, rebuilt or used except in conformity with the provisions of this ordinance.



density, increased building heights, expedited application reviews or planning support for relief if coordinated developments with multiple uses, such as parking garages, sewage treatment facilities, transportation improvements, or other capital improvements and amenities needed to fulfill the Town's land use goals were provided. NP&V has identified a few opportunities where consolidation of properties in the ICD (and in some cases extending into other adjacent industrial districts) would provide sites large enough to support a mix of office and industrial uses, as well as reasonably sized services that would support the local workforce. **Figure 5** shows possible opportunity (development) sites along the corridor.

When substandard or nonconforming sized lots are held in the same ownership as one or more adjoining parcels, the lots are typically automatically merged for development purposes, resulting in a conforming lot, except to the extent that the lot created by the merge remains nonconforming with respect to one or more required lot dimensions. Conversely, if a pre-existing nonconforming-sized lot is singly and separately owned, it may stand alone as a separate development site regardless of its conformity to dimensional zoning requirements, unless the site is too small or too constrained. If a site is developed with a legally existing nonconforming land use, and there is no interest in abandoning the use or no offers for purchase by an adjoining property owner, then these single and separate pre-existing nonconforming lots can persist for many years creating an obstacle to redevelopment and the inability to fully realize community land use goals. Ideally, a nonconforming lot is incorporated into adjacent property to create a larger conforming (or more-conforming) development site and pre-existing nonconforming uses are abandoned and replaced, over time, with conforming uses that are consistent with or more supportive of a permitted use.

3.1.4 Public Lands

Public lands in the area include AHRC Suffolk Services which provides assistance to disabled persons, the former and now capped and closed landfill along Veterans Memorial Highway, the Town's resource recovery facility, a highway department yard, public rights-of-way, and some vacant/undeveloped land. The airport, which has a small amount of frontage along Veterans Memorial Highway within the ICD, is by far the largest publicly owned property in the area. Owners of public or quasi-public land in the study area include: the Town of Islip, Suffolk County, Suffolk County Water Authority (SCWA), New York State, the U.S., and "LILCO/LIPA" (now PSEG Long Island/LIPA).

In some cases, it is very unlikely that publicly owned properties will be developed or substantially developed in the future; while other sites, such as the airport, may continue to grow over time. Public lands that may be further developed for public or municipal uses or leased to private entities provide prospects for additional planned growth and fiscal and economic benefits. Publicly owned land can also support necessary capital infrastructure (e.g., sewage treatment plants, stormwater recharge areas, parking garages, commuter shuttles, etc.), open spaces/greenspaces or recreational facilities, or other public amenities that can serve the general public and enhance the quality of life of local residents. Economic or industrial development offices or a chamber of commerce are other



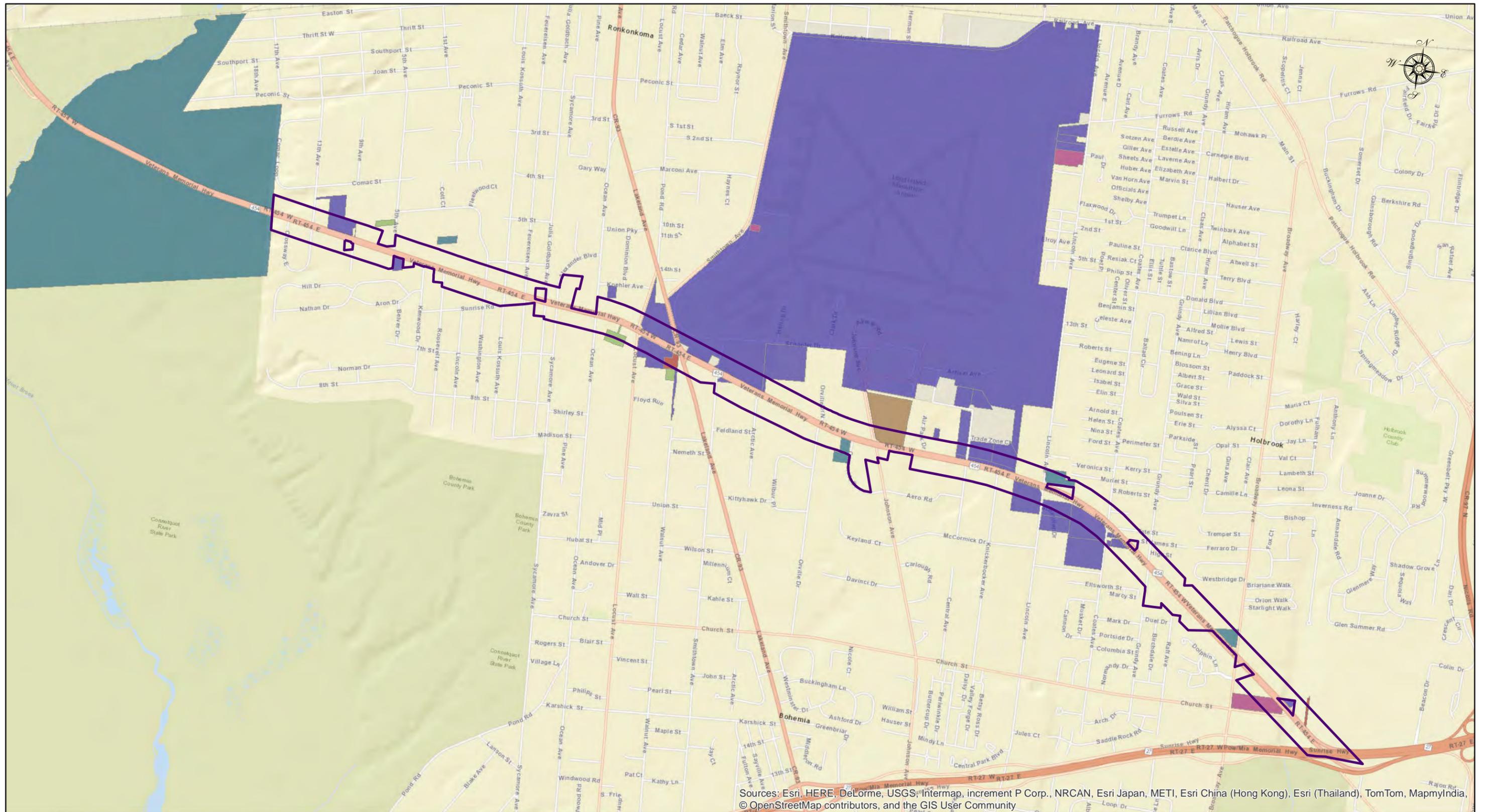
possibilities for development on public land. The capped landfill near the east end of the corridor, south of Veterans Memorial Highway, is an example of publicly owned property that could be adaptively reused for passive or active public recreation, educating children about environmental and land use issues, solar energy generation, or other low-impact activities, depending on the landfill's closure status, availability of space, and NYSDEC and EPA restrictions. **Figure 6** shows the locations, distribution and relative size of publicly owned lands in the area.

3.1.5 Properties at Signalized Intersections

There are twelve signalized intersections within the Study Area along Veterans Memorial Highway and a total of 36 privately owned ICD lots at the corners of these intersections (**Figure 7**). Of the 36 corner lots, 19 are either vacant/undeveloped, contain vacant buildings, or are underutilized, but may be well suited for businesses that provide convenience goods and services to residents, the local workforce, and passersby along the Veterans Memorial Highway. Thirty (30) of the 36 corner lots are at least 40,000 SF which is of sufficient size (minimum size) to accommodate a small retail/service use or fast food establishment and still provide a 100-foot building setback and 40-foot deep landscape buffer. A total of 23 of the lots at signalized intersections in the ICD are at least 60,000 SF which provides greater flexibility and opportunities for development of larger uses and 20 are at least 80,000 SF which is appropriate for large restaurants, pharmacies, fuel service stations with convenience stores or specialty food markets which require additional space for parking, vehicle and pedestrian circulation, loading, fuel dispensing and deliveries, outdoor dining areas, public spaces, dumpster locations, or other accessory features and amenities.

The parcels around the referenced 12 signalized intersections are also well suited for this type of development and redevelopment as they are routinely exposed to significant volumes of often slow moving traffic, particularly during morning and evening commutes, provide considerable visual exposure from Veterans Memorial Highway and the side street they front on, and can provide safer and more efficient vehicle access and egress, which is paramount for these types of land uses, which can generate numerous customer visits during the course of a day.

The parcels located around the signalized intersections were evaluated further to assess their potential for full or partial redevelopment. The analysis was not intended to provide a definitive determination of the potential redevelopment of any particular parcel or to explore a comprehensive array of potential future land uses and does not consider all factors; rather, it sought to provide an overall evaluation of parcels that appear more feasible for redevelopment as a fast food establishment based on certain limited assumptions, such as land use and size of the site. Additionally, the assessment sought to provide an indication of how many parcels at signalized intersections would be eligible for this type of redevelopment based on reasonable site area requirements.



Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

**FIGURE 6
PUBLIC LANDS**

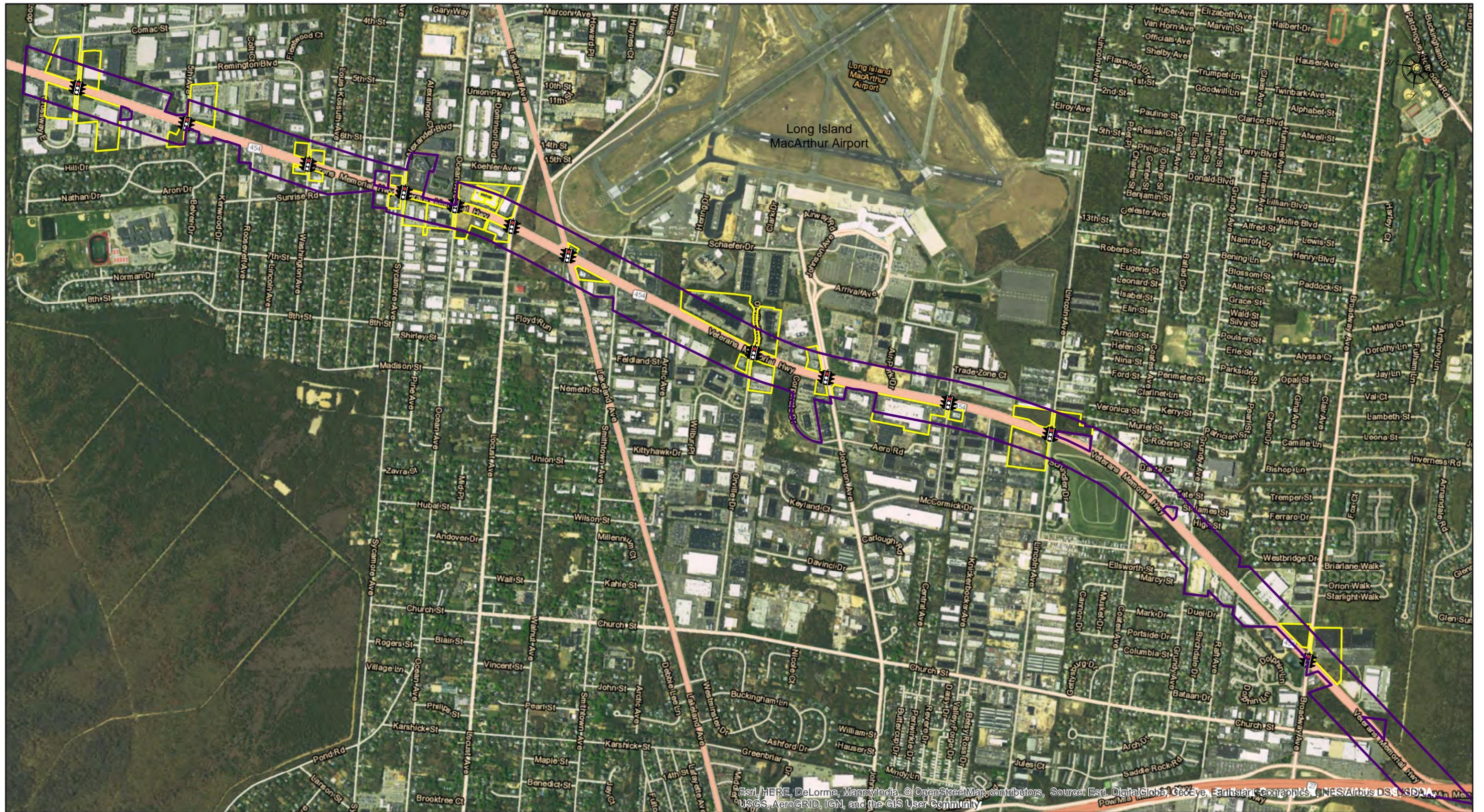


Sources: ESRI Web Mapping Service; Town of Islip, 2015
Scale: 1 inch = 2,000 feet

**Veterans Memorial Highway
ICD Study**



Town of Islip



**FIGURE 7
PARCELS AT SIGNALIZED
INTERSECTIONS**

Sources: ESRI Web Mapping Service; Town of Islip, 2015
Scale: 1 inch = 1,500 feet

Legend

- Study Area
- Traffic Lights
- Parcels at Signalized Intersections with at least 30' Frontage on Veterans Highway

**Veterans Memorial Highway
ICD Study**



Town of Islip



Overall, 15 parcels located at signalized intersections along Veterans Memorial Highway were identified as being “more likely” to be redeveloped. These parcels range in size from approximately 42,000 SF to 423,000 SF, according to Geographic Information Systems (GIS) area calculation. The 15 parcels were further classified based on their current land uses to estimate if the potential for redevelopment may be low, moderate, or high. Out of the 15 properties, five properties are considered to have “high” redevelopment potential, one is “moderate-to-high”, five are “moderate,” and four are classified as having a “low” potential for redevelopment. Properties considered to have a low potential for redevelopment, for instance, as a fast food restaurant, include parcels that have pending development proposals for the site already and long or well-established uses, such as existing banks and gasoline filling stations. Properties assessed to have moderate development potential include existing offices and fairly large developed sites (over 3 acres) that may be able to support additional development. The moderate-to-high and high potential sites include vacant lots or parcels containing abandoned buildings and large sites over 8 acres that have undeveloped areas on site.

Based on the preceding analysis, consideration of the wealth of data contained within this Study, and considerable input provided from local land owners, business representatives, and Town planning staff, considerable potential exists for establishing needed support goods and services uses around signalized intersections in the ICD.

3.2 Land Use and Dimensional Zoning Requirements

An evaluation of the ICD's land use and dimensional zoning requirements was conducted to identify any issues or deficiencies that may preclude the Town from achieving its vision for the district. Based on a review of the existing zoning pattern, ICD code requirements, review of other community's plans and laws, preparation of sketch plans and a market analysis, an assessment of the suitability of existing zoning was performed.

3.2.1 Land Uses

As noted several times throughout this report, the types of land uses permitted in the ICD will have considerable influence over the growth, character and sustainability of the district. The intent of the ICD has always been to promote relatively large industrial/manufacturing and office building uses that provide fiscal and economic benefits and high-quality good-paying full-time employment for area residents with necessary accessory services to support these uses and their employees. At the same time, the ICD strives to discourage commercial strip development and prevent retail land uses from replacing office and industrial uses and dominating the corridor. Based on input received from the Town and through interviews with area business owners and operators, as well as a review of existing land use patterns, previous zoning analyses, and case studies of similar business corridors, a list of potential support retail and service uses were identified and assessed for their suitability for the ICD (including an assessment of the need for reducing limits on mixed uses already permitted and other considerations). The focus of these analyses was directed at the perpetuation and enhancement of the industrial/manufacturing/office theme, while also allowing limited retail and service uses



that are compatible with ICD uses and that provide essential products or support to these businesses, the local workforce, and adjacent neighborhoods, without significantly compromising the industrial/office character of the district. This investigation also included consideration of uses that would not only support local businesses and industries but that might also serve or capitalize from the presence of the airport and large planned mixed-use developments (Ronkonkoma Hub and Islip Pines) that have recently been approved or are currently proposed and undergoing review.

Another major objective of the land use analysis was to identify means by which these additional support or supplementary uses could be controlled in terms of their numbers, size, relative proportion and scale to ensure the desired balance of uses. Techniques considered for preventing support retail and service uses from becoming the dominant presence in the ICD include development of special permit conditions or performance standards, restrictions on maximum gross floor area (GFA), requirements that said support uses be part of coordinated developments with multiple uses, restricting these uses to a small portion of a site, study area or as a percentage of total building GFA, promoting the establishment of these land uses within the same building as “primary” use(s), consideration of pad sites, such as restaurants, based on integrated design, and consideration of allowing the establishment of goods and services such as pharmacies, fast-food and sit-down restaurants, filling station with convenience store and specialty food markets at signalized intersections.

3.2.2 Land Use Compatibility

Much of the ICD is adjacent to industrially zoned land but some areas adjoin more sensitive residentially zoned properties. While adjacent industrial districts may be compatible with the ICD, care must be taken where the ICD abuts residential zones and uses to ensure appropriate land use. Traffic, visual impacts, noise, odors, excessive outdoor lighting, vermin, use, handling or storage of hazardous materials and presence of hazardous conditions, can adversely affect property values and the quality of life of nearby residents if potential negative externalities are not prevented or properly controlled. A number of approaches are available to prevent or mitigate nuisance impacts that may be associated with more intensive land uses including providing suitable transition yard setbacks, screening, outdoor lighting controls, properly locating and screening off-street loading facilities, ensuring viable access and circulation patterns, providing enclosures and landscaping around dumpster enclosures, ensuring adequate truck circulation patterns, providing outdoor lighting controls, promoting signage that maintains the preferred character of the area, and limiting hours of operation or certain activities or uses such as outdoor storage.

Screening, Buffers and Setbacks: Buffers, yard or transitional yard setbacks and screening (including landscaping, fences, sound walls and berms) have mainly to do with providing enough separation between disparate land uses which aids in mitigating visual or aesthetic impacts, ensuring adequate exposure to sunlight and air, reducing noise, beautifying sites, and maintaining residential privacy. Transition yard requirements for the ICD currently include a minimum 50-foot



setback and 25 feet of buffer. Section 3.2 of the Town's "Subdivision and Land Development Regulations" publication sets forth the standards for buffers on commercial, industrial or service use properties that are adjacent to residential districts. The standards include a 6-foot high chain link fence with attached stockade or higher grade material and supplementation of existing vegetation with indigenous shrubs and trees throughout the entire buffer zone (Town of Islip, 2004/ last amended 2007).

Outdoor Lighting: Concerns surrounding lighting typically involve excessive illumination and energy consumption, glare, excessively tall, conspicuous, or unattractive light poles and fixtures, light trespass, sky glow from uplighting which degrades views of the night sky, and lights that are unnecessarily kept on throughout the night. After hours, lighting should be restricted to what is necessary for safety and site security and be controlled by photo sensors or timers. Lighting should illuminate areas on the site that require it and should not flow on to adjacent properties or streets. Lighting should be properly spaced and directed downward while fixtures should be properly shielded, as is regulated by Chapter 68, Article LII of the Town Code.

Truck Loading: Issues associated with truck deliveries and loading has primarily to do with noise associated with idling trucks and loading and unloading adjacent to residentially developed land during early morning or nighttime hours, as well as potential increased truck traffic along residential streets.⁶ Properly locating and screening loading facilities, requiring the filing of covenants and restrictions that prohibit nighttime and early morning deliveries, posting signage restricting delivery trucks from using local residential streets, and code enforcement can go a long way toward addressing these concerns. Currently, the Town prohibits loading in front yards and requires that loading docks and zones be at least 100 feet from residential districts. Since Veterans Memorial Highway is intersected and easily accessible from several major highways and arterials, it is very unlikely that truck traffic through neighborhoods is of significant concern.

Access and Circulation: Ideally, truck, customer, and employee access would be from side streets where practical, via Veterans Memorial Highway (though not through residential neighborhoods). Directing traffic to access sites having frontage on side streets has several benefits including reducing the number of curb cuts along Veterans Memorial Highway thereby reducing potential traffic hazards, conflict points, and congestion from merging vehicles and routing traffic to intersections controlled by signalization or traffic signs. In order to be successful, however, access from side streets must be far enough from intersections to facilitate access and egress and prevent queuing issues but also located far enough from other residential or business accesses. Sites must be designed to allow access and circulation by large trucks as well as emergency services equipment such as fire

⁶ Chapter 35, "Noise," and "Noise Control Table 1" of the Islip Town Code regulates the hours and levels of common noise concerns including loading and unloading activities.



trucks. Sidewalks exist along most of Veterans Memorial Highway as well as along many of the side streets within the ICD, with a few exceptions, especially where land is currently vacant. Ensuring that all road frontages within the ICD are equipped with sidewalks to facilitate pedestrian access from adjoining neighborhoods and between developments containing restaurants and other support services will enhance land use and local transit connectivity and help to protect pedestrians from motor vehicle traffic. Development of vacant corner lots will provide opportunities for sidewalk construction along several lot frontages in the ICD thereby promoting greater connectivity, while at the same time, providing needed infill development. Ideally pedestrian connections between uses should be set back from the highway and planned to avoid conflicts with vehicle traffic on and off site.

3.2.3 Building Height and Number of Stories

Building height is an important consideration in ensuring suitable form and density, efficient use of land, and economies of scale for sustainable economic growth; however, development must be tempered by other factors such as conformance to FAA standards or restrictions within "Runway Protection Zones," vehicle trip generation, parking demand, wastewater disposal needs, the casting of shadows on neighboring properties, and possible degradation of community and district character, especially when large or tall non-residential development is located adjacent to residential neighborhoods.

Currently, the Town restricts building heights to a maximum of 60 feet and 4 stories, except that any portion of a building may exceed 60 feet if the same portion is setback at least two feet beyond the required setbacks from existing and planned public streets and zoning district boundaries for every additional foot of height requested. Despite the 60-foot 4-story height standards, very few of the developments in the ICD have taken advantage of these maximum provisions. This may be due to a general lack of need for such height and floor space by the typical ICD land use or an inability to actually achieve such heights and density due to associated parking demands, which are land intensive, and/or wastewater generation and on-site disposal in the absence of public sewers. Costs of necessary parking garages, sewage treatment plants or other costly improvements may also be factors affecting decisions to not build to maximum allowable building heights and development densities.

3.2.4 Floor Area Ratio (FAR)

Development density within the ICD is also affected by the ICD's 0.35 FAR maximum. This FAR allows space for parking, setbacks, landscaping, and public spaces, depending on the heights of buildings and the presence of sewage treatment facilities, but is less conducive to compact coordinated growth, particularly when single-story buildings are constructed. FARs in conjunction with building height standards, greatly affect the physical form and character of the built environment as they affect building bulk and massing. Industrial buildings are often large single-story structures, although first floor heights are sometimes higher than non-industrial one-story buildings; whereas, office



buildings or buildings with multiple uses are often two or more stories, perhaps with a smaller building footprint to allow for necessary surface parking and to meet FARs. Additional FAR could be warranted by the ZBA (subject to site plan approval) for developments that successfully overcome issues associated with the aggregation of multiple lots such as providing parking garages which can be shared between uses, constructing STPs with excess capacity, or offering other features or improvements that provide valued public or district benefits that fulfill certain Town objectives and implement the recommendations of this study. One of the case studies referenced herein (the Poughkeepsie Town business park) was constructed utilizing supplementary regulations for business parks that allow greater coverage and reduced parking requirements to account for complementary uses (See **Appendix A** for a copy of the Poughkeepsie code for Business Parks). Transfers of development rights (TDRs) can also address sanitary requirements, allow increased site development, and protect critical environmental resources; however, as with construction of onsite package treatment plants, these projects are subject to review and approval by the SCDHS Board of Review.

3.3 Sewage Discharge Restrictions

Since the Study Area is not sewered, the primary limiting factor affecting development potential or density is the ability of a project to discharge wastewater on-site without jeopardizing public health or environmental quality⁷. Article 6 of the Suffolk County Sanitary Code, "Realty Subdivisions, Developments and Other Construction Projects," specifically addresses wastewater discharges from conventional sanitary systems by requiring connection to a regional sewage treatment plant (STP) or on-site modified subsurface sewage disposal system when a project's density and wastewater density load exceed certain volumetric thresholds.

To determine this threshold, the SCDHS utilizes Groundwater Management Zones (GMZs) which limit the maximum volume of sewage density load that may be discharged on a site based on the GMZ's hydrogeologic characteristics (shallow flow or deep aquifer recharge systems), site acreage, type of land use(s) proposed, and size or intensity of development (most commonly measured in terms of square feet of GFA, number of seats in a restaurant, number of rooms for lodging, etc.).⁸ When a project exceeds the site's maximum allowable wastewater density load as determined by the SCDHS, connection to a SCDHS-approved STP or modified subsurface sewage treatment system is required or the discharge reduced below the maximum threshold.

The ICD corridor is located within SCDHS "GMZ I." Article 6 of the Suffolk County Sanitary Code permits the use of conventional on-site septic systems for commercial projects in this zone when a proposed development discharges a sewage density load that

⁷ A simple spreadsheet analysis performed by NP&V compared allowable design flow for properties versus the allowable FAR based upon zoning and found that for the majority of properties, sanitary flow is the limiting factor.

⁸ SCDHS's "Standards for Approval of Plans and Construction for Sewage Disposal Systems for Other Than Single-Family Residences" (2008, p. 12) lists the sewage density loading rates and design sewage flow rates for a variety of land uses.



is less than or equal to 600 gallons per day (gpd) per acre (43,560 SF) (also referred to as the “population density equivalent” for a one-acre commercial parcel) (SCDHS, 2008).

Density load is defined by the SCDHS (2008) as: “the quantity of sewage expected to be discharged from existing and/or proposed building(s) on a parcel, excluding kitchen/gray load, expressed in gallons per day per applicable unit and utilized to evaluate the need for sewage treatment when compared to the population density equivalent for the project.”

In order to estimate the anticipated density load for a project/site, the SCDHS’s schedule of “Project Density Loading Rates & Design Sewage Flow Rates” available in its “Standards for Approval of Plans and Construction for Sewage Disposal Systems for Other Than Single-Family Residences” must be consulted. This publication provides sewage density load factors, based on the type(s) of land use(s), which are then multiplied by the proposed size of the use (e.g., total gross floor area, number of seats in a restaurant, number of beds in a hospital, etc.) to get the total anticipated density load (SCDHS, 2008). If the projected density load of a project exceeds the permissible population density equivalent for the property (e.g. 600 gpd/acre in GMZ I), then the project will not be approved unless it is connected to an STP or modified subsurface sewage disposal system or wastewater credits or transferred development rights are acquired and redeemed on the property.

Connection to public sewers is the best solution to density limitations imposed by wastewater flow restrictions along the ICD, as it would address excess discharge and groundwater contamination concerns without requiring the dedication of large swaths of land for new on-site sewage treatment plans (STPs) or modified subsurface sewage disposal systems; would provide greater flexibility in terms of maximizing building height, FAR and development density; and would have the benefit of helping to defray the costs of sewer extensions and STP operations through user fees. If areas of the Corridor do not gain direct access to sewers, development will require other options, additional sewer extensions or lesser development density, if projects are to exceed SCDHS’s conventional septic system thresholds.

Other alternatives for wastewater disposal constraints include the construction of on-site modified subsurface sewage disposal systems for dense development projects; the use, expansion or possible consolidation of existing package treatment facilities in the area (**Figure 4** shows existing onsite package treatment facilities in the area); possible conversion of existing nearby on-site treatment facilities to sewer pump stations to connect numerous intensive uses in the area to future sewers; and the transfer of development rights or sewage credits, in accordance with SCDHS guidelines, from environmentally sensitive areas to the corridor to allow a maximum of double density in terms of wastewater loading on development sites.



In general, TDRs or sewage credits programs require that developers either remove the development rights from a vacant environmentally sensitive property that they own in a designated “sending area” or alternatively, pay a fee-in-lieu of ownership to a fund or clearinghouse that purchases such land and sells the rights. The inherent/allowable development rights of a sending property are then removed via the filing of a conservation easement that precludes future development of the sending property in perpetuity and these rights are then transferred to a more suitable development site or “receiving property” where they are redeemed for additional development density. The preservation of land and elimination of any possibility of wastewater discharge at the sending site, and corresponding increase in development/wastewater discharge on the receiving site cancel each other out, thereby maintaining a balance in the total development and discharge in a region.

Currently, the Town does not have designated TDR sending sites from which to transfer development rights or sewage credits to or identified receiving sites, where increased development density may be beneficial and is permitted. The Town may therefore wish to further investigate this option by first identifying environmentally sensitive and resource rich land that should be protected and locations where additional development density would achieve land development goals and develop a TDR program/legislation. Sending and receiving sites are typically located in the same school district so as to prevent associated redistribution of school district tax burdens and benefits that may result (depending on the type of project and its demand for services) upon extinguishing development rights in one district and redeeming them in another.

3.4 Parking

Provision of off-street surface parking is another limiting factor when it comes to promoting economic growth based on increased office, commercial and industrial development. Parking lots for nonresidential developments commonly require significant land areas to provide the required off-street surface parking for customers and employees. Developments with multiple uses, however, can provide opportunities for shared parking that can reduce total parking demand, as different uses have differing peak activity times. Multi-level parking garages or underground or underbuilding/ ground level parking can also help to reduce parking footprints and allow more room for productive building space. Although the Veterans Memorial Highway corridor is largely oriented toward the automobile and will never achieve the level of walkability that the typical Main Street commercial district provides, enhancements of public transit facilities, improved site access and connectivity, and suitable infrastructure and amenities would help to support the use of alternative or multi-modal forms of transportation in the area, and mitigate traffic and air quality impacts associated with future growth. Relaxation of the required number of parking spaces based on anticipated shared parking between uses having differing peak visitation times can also help to reduce parking requirements.

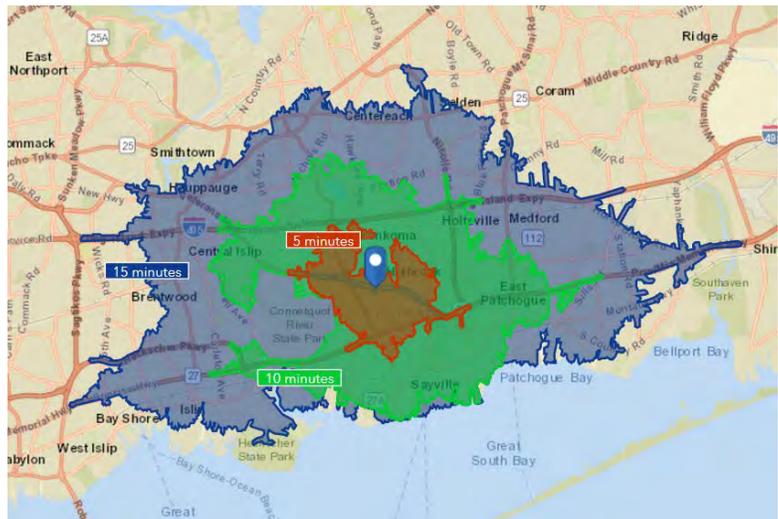


3.5 Market Analysis

This study includes an analysis of market demand to determine whether additional commercial space can be supported within the local target market area and in turn provide additional support for relaxing the constraints of the ICD to allow additional service, retail and restaurants. This section examines whether the demand exceeds the supply for new retail businesses within the Study Area, as well as in the surrounding target market areas and focuses on those uses which are consistent with the intent for the ICD.

3.5.1 Market Areas

The target market areas for the Study Area were defined by drive time radii from the entrance to the centrally located Long Island - MacArthur Airport, utilizing 5, 10 and 15-minute drive times⁹ (and referred to as the local, primary and secondary target market areas respectively). The local market area includes the entire Study Area and surrounding areas and includes commercially dominated stretches of Sunrise Highway between Connetquot State Park and Nicolls Road, Lakeland Avenue and other commercial areas.



3.5.2 Retail Gap Analysis

A comprehensive dataset of all industry sub-sectors within both the local market area, primary market area and the secondary market area are included in **Appendix B**. The data provided within these tables allowed NP&V to examine market leakages and surpluses, and assisted in forming appropriate recommendations pertaining to the types of industries with local retail potential. NP&V subscribes to ESRI Business Analyst, a web based program which generates on-demand reports for specific user designated locations.

The Retail MarketPlace Profile report provides retail potential (demand) and retail sales (supply) and corresponding retail gap by industry group (NAICS¹⁰). The demand is based on several determining demographic and socioeconomic characteristics of the residential population located within the target market areas. It is noted that because the Retail

⁹ Drive time radii are illustrated on this map generated by ESRI Business Analyst; the 5, 10 and 15 minute drive time radii are illustrated in green, red and blue respectively.

¹⁰ North American Industry Classification System classifies businesses by their primary type of economic activity. Retail establishments are classified into 27 industry groups in the Retail Trade sector.



MarketPlace Profiles indicate retail gaps based upon the demand (or spending) of the residential population living within the target market area, the demand side of the equation does not account for expenditures by the considerable number of people who work within the target market areas - or pass through the area. The sales, however, do reflect the total sales by industry group within the market areas and is indiscriminate of the purchaser (i.e. the needs of the employees and daily visitors to the corridor are not reflected in the retail gap), so there is value in considering potential demand from the workforce population in supplementing the analysis in the Retail MarketPlace Profile.

There are particular industry sectors which can be identified that can be anticipated to serve local business people, their employees, and visitors to the corridor. For the purpose of this analysis, those service industry sectors were selected from the Retail MarketPlace Profile by NAICS code, as industry subsectors which provide reasonable support services for industrial development; these are identified as follows¹¹:

- Specialty Food Stores
- Health & Personal Care Stores
- Gasoline Stations
- Office Supplies, Stationery & Gift Stores
- Special Food Services
- Drinking Places - Alcoholic Beverages
- Restaurants/Other Eating Places

Retail gaps are found where demand exceeds supply; the dollar amount shown in **Table 4** indicates the difference between demand and supply within that trade area (and the degree of the gap or surplus). A negative number for retail gap therefore indicates a surplus for this industry subsector.

¹¹ For reference, the complete Retail MarketPlace Profiles are included in **Appendix B** which identify additional retail gaps and surpluses in the three market trade areas.



Table 4
RETAIL GAPS AND SURPLUSES FOR SELECTED INDUSTRY SECTORS¹²

Industry Sectors/Subsectors	NAICS	Retail Gap (+) or Surplus (-) by Market Area		
		Local Market Area (5 minute drive time)	Primary Market Area (10 minute drive time)	Secondary Market Area (15 minute drive time)
Specialty Food Stores	4452	\$1,010,394	-\$6,003,281	\$7,151,811
Health & Personal Care Stores	446, 4461	\$3,551,625	\$21,299,950	\$59,164,924
Gasoline Stations	447, 4471	-\$22,092,727	-\$59,807,516	-\$23,409,664
Office Supplies, Stationery & Gift Stores	4532	-\$3,802,748	-\$7,955,200	-\$17,999,059
Special Food Services	7223	\$344,769	-\$33,553,662	-\$35,881,967
Drinking Places - Alcoholic Beverages	7224	\$1,190,450	\$8,148,294	\$27,076,971
Restaurants/Other Eating Places	7225	-\$2,610,172	\$12,661,607	-\$26,858,036

Table 4 indicates that within the Local, Primary and Secondary Market Areas there are quantifiable gaps in health and personal care stores and drinking places -alcoholic beverages. Within the local market area, gaps also exist in specialty food stores and special food services. There is no demonstrable need for additional gas stations, office supplies, stationary and gift stores or restaurants within the local market area. This is contrary to the input received from business community that reported that their employees are in need of more choices for meals in the vicinity of the workplace on the Corridor, even though the primary market area does indicate a gap in restaurants/other eating places.

As noted earlier, the **quantified** demand or surplus is based only upon the expenditures of the residents within the particular target market area and thus it is appropriate to conduct a supplementary analysis to illustrate potential additional demand based upon reasonable assumptions for expenditures made by the workforce in the area or traffic passing through the area during morning and evening commutes. This supplementary analysis was performed for the local (5-minute radius travel time) market area only, as the purpose is to understand the additional demand for these goods and services within the immediate area.

To consider possible demand by area employees, the ESRI Business Summary for the 5-minute radius travel time area was utilized to first quantify the number of businesses and employees in the area¹³. Based upon this summary and data extrapolated from census

¹² Updated Retail MarketPlace Profile reports were obtained through ESRI on July 26, 2017. It is noted that in general, the gaps and surpluses were similar to 2015 data. However, limited-service eating places (which included those eating establishments where food is ordered at a counter, such as pizzerias, delis, cafes, and coffee shops) is no longer reported, nor is full-service restaurants. There is a new category reported in the 2017 data (Restaurants/Other eating places).

¹³ A copy of the Business Summary is provided in Appendix B.

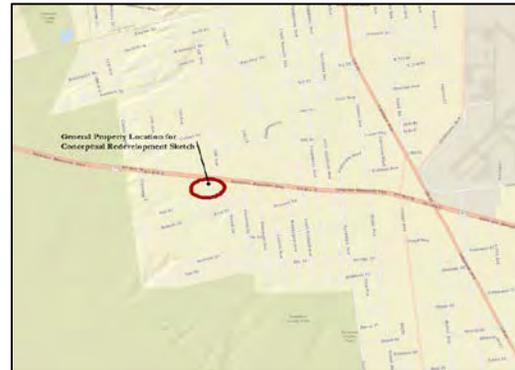


block group information, the five-minute radius is home to approximately 6,153 individual businesses and 47,689 employees¹⁴.

An example is the restaurants/other eating places industry sector. The demand within this use classification in the area is over \$34.9 million and the supply is just over \$37.5 million and thus, there is an existing gap of over \$2.6 million per year in the local market area (based upon the resident's expenditure within the market area). It is expected that some of the sales attributed to the supply account for expenditures by the workforce, whereas the demand accounts for expenditures by the residents within the area. While there is not an industry standard for making an adjustment to account for daytime population expenditures, it is clear that this is a factor. If, for example, 25% of employees within the local market area spend \$10/day at local restaurants/other eating places, this would account for an additional demand of \$28,613,400/year¹⁵, and correspondingly result in a retail gap of approximately \$30 million/year. Based on the above projections, and even in consideration of the existing surplus, there would be the need for over 100,000 SF additional space to satisfy demand for restaurants/other eating places in the five-minute travel radius area.

3.6 Sketch Plan Analysis

A conceptual sketch plan was prepared to evaluate build-out potential on one of the selected opportunity sites along the corridor and to provide a graphic plan view representation of what could be constructed as part of future coordinated development (See **“Concept Sketch for Planned Office Mixed-Use Development”** (“Sketch Plan”) in pouch at end of document **Key Map** showing the location of site **below**). The overarching purpose of preparing the conceptual sketch plan was to determine the density and scale that is possible on land within the corridor under certain assumptions, assess whether this level of development is suitable for achieving the Town's vision for the ICD, troubleshoot potential issues, and identify the opportunities and the means by which to improve future development related conditions at the site level, including the need to refine the ICD Code to promote coordinated development/redevelopment.



The opportunity site selected for review consists of ten (10) contiguous lots totaling approximately 9.04 acres located along the south side of Veterans Memorial Highway near

¹⁴ It is noted that due to the size and configuration of the five-minute radius travel time area the means in which ESRI reports information using census boundaries and the fact that the five-minute radius travel time area is not coincident with census boundaries, data is automatically extrapolated by ESRI Business Analyst and the estimated values represent the corresponding percentage of the block group. Data based upon 2012 information for the area.

¹⁵ 47,689 employees, of which one quarter, or 11,922.25 employees x \$ 10.00 per day x 240 days



the west end of the ICD corridor. The site currently contains a vacant retail building and other nonconforming uses including a bus storage lot, a small office building, a small industrial facility, and three small undeveloped lots. Just one of the lots at the site meets the ICD's minimum lot area requirement of 120,000 SF, while the other 9 are each substandard in size. Average lot size at this site is less than one acre (0.9-acre).

The opportunity site has frontage on two side streets (5th Avenue and 9th Avenue), thereby facilitating access and connectivity to Veterans Memorial Highway without the need for new curb cuts along its frontage or the inevitable traffic conflicts associated with creating multiple access points along a heavily traveled roadway. The consolidation of the 10 lots, in fact, helps to reduce the number of access points that might otherwise be necessary if the 10 lots were developed separately. Both side streets are short dead-end roads with no other street connections, however, and therefore do not provide the maximum desired level of connectivity that helps to facilitate access and reduce traffic congestion.

Based on NP&V's conceptual sketch plan for the site, the 9-acre 10-lot consolidated property proves to be large enough and has suitable configuration and dimensions to allow for a highly functional coordinated mixed-use development with a wide rear transitional yard setback and vegetated buffer along the adjoining residential district to its south, opportunities for shared access and parking, public space, and other site improvements and amenities.

The conceptual mixed-use development scenario includes the removal of existing buildings and replacement of these existing structures with four (4) new buildings as follows:

- Building 1: 4-story 60,000 SF gross floor area (GFA) structure containing 51,000 SF of research and development (R&D) space and 9,000 SF of office space;
- Building 2: 4-story, 60,000 SF GFA structure containing 10,000 SF of ground level retail, 5,000 SF ground level café restaurant and 45,000 SF of office space;
- Building 3: 1-story 4,500 SF GFA stand-alone restaurant; and,
- Building 4: 1-story, 4,500 SF GFA stand-alone restaurant.

The layout of the buildings is efficient, the buildings relate to one another, and the uses are complimentary or provide products or services to business tenants and their employees and customers or clients. The presented scenario assumes the maximization of development on the site while maintaining high quality design and includes necessary surface parking lots (281 spaces) and a two-level parking garage (85 spaces), relaxation of parking based on the anticipated sharing of spaces, potential patronage by adjacent and on-site uses, promotion of mixed land uses with differing peak activity periods,¹⁶ and other parking

¹⁶ An example of this would be providing office and light industrial uses along with restaurants on a site as shown on the sketch plan. Office and light industrial uses are most active during the day, particularly around peak commuting AM and PM hours, while restaurants (including those that may provide lunches to the local



management techniques, and either the transfer of development rights/ SCDHS sewer credits which would allow up to double the permissible SCDHS wastewater density load for on-site septic systems, or connection to an existing local package sewage treatment plant or future public sewers.

Public space is provided in the form of an integrated plaza area including outdoor seating for two detached on-site restaurants, benches, superior landscaping, sculpture or public art, and a water feature with aerating fountain which serves as both a stormwater management feature and an aesthetic amenity. The landscaping and other outdoor site amenities provided along the front of the property help to enhance the ambiance of the outdoor public space and promote its use and enjoyment, while enriching the aesthetic qualities of the site without obstructing views of the businesses, building architecture, and signage from the highway. The design attempts to capitalize on and maximize the use of multiple modes of transportation including enhanced connectivity to pedestrian, bicycle, and bus transit facilities, as well as general proximity to available train, air, and highway facilities. Having other similar types of planned developments and considering future developments/redevelopments as integrated components of the larger district adjacent to or nearby would kindle interaction between the various uses and sites in the area. It is interesting to note that despite attempts to maximize development density on the site, this conceptual project actually complies with current ICD's zoning standards for FAR, building height, and yard setbacks suggesting that the primary constraints to maximizing density is the need to accommodate parking on-site, adequately dispose of wastewater, and possible traffic implications, if the entire corridor was developed to its maximum permitted building density.¹⁷ Parking in the conceptual sketch plan is managed through various approaches including relaxation of parking requirements, use of a parking structure, promotion of multiple modes of transportation, increased connectivity, shared accesses, parking and other facilities, and other methods. Broad vegetated front yard setbacks along Veterans Memorial Highway ensure a consistent and continuous pattern and ambiance to promote a sense of place and enhance district character, while the rear transition yard helps to mitigate potential conflicts between residential and nonresidential zoning districts.

Primary conclusions from the conceptual sketch plan analysis are as follows:

- Most of the existing dimensional zoning standards are sufficient to achieve the Town's vision for the area; however, parking demands, the need to accommodate sewage flows in this unsewered area, and possible future traffic impacts (rather than height, bulk, massing, and density zoning standards) limit the realization of maximum buildout under the current zoning scheme with the level of essential community services (i.e., sewerage infrastructure) in the area.
- Future traffic generation may also be an issue, though a full traffic analysis is not part of the scope of this project, a review of traffic would likely be performed as

workforce) are more likely be most active during evening dinner time, when most workers have left the site for the day.

¹⁷ The conceptual sketch plan shows a transition yard buffer that is twice as deep as required and a large public space and water feature.



- part of any required environmental review of the study. For this reason, it is important to capitalize on alternative and multimodal transportation opportunities to the extent possible.
- Limiting the number of curb cuts on Veterans Memorial Highway and promoting various modes of transportation would be helpful and use of other parking management approaches such as allowing smaller parking spaces for compact vehicles, shared parking between uses having different peak occupation times, carpooling programs for large employment centers including convenient carpool parking areas, etc. could help as well.
 - Ensuring suitable transition yards and screening to mitigate visual, noise or other potential impacts are important in protecting neighborhood character and maintaining a certain quality of life for residents. A minimum 50-foot vegetated transition yard buffer with fencing and augmented landscaping as suggested by the sketch plan would be more than sufficient to screen and buffer commercial, office and industrial facilities from residential properties, depending on the specific types, quality, sizes and density of plantings and opaque fencing provided within the buffer. As an alternative, a lesser transition yard (e.g., 30 feet) may be suitable adjacent to a residential use or zoning district, if a sound attenuating wall is constructed along the property line and adequate vegetative screening is provided to augment the level of screening and overall appearance of the wall.
 - Indoor and outdoor public spaces are essential to achieve the desired ICD character and would promote increased activity and interaction on and between sites.

3.7 Site Design, Gateway, and Streetscape Improvements

An analysis of gateway, streetscape, and site design was conducted by a Landscape Ecologist at NP&V to provide additional insight into design considerations and to provide recommendations with respect to public space, gateways and design elements which improve aesthetics as well as provide environmental benefits. The character and aesthetic appeal of the corridor can be improved and development designed to be more efficient, functional, cohesive, and sustainable. There are a number of design related issues affecting the corridor. Fortunately, there are a variety of ways by which to address these issues and bolster the quality and productivity of the ICD through enhanced quality design. Analysis of current conditions along the corridor revealed the clear need or potential need for improvements in the following topic areas.

Gateway Improvements and Treatments

Gateway improvements and treatments which provide district identity and sense of place, enrich community character and aesthetic qualities, and demarcate district entryways. Quality signage indicating the entering of the district, in conjunction with fine landscaping, sculpture, monuments, stone work, or other similar embellishments are common and effective elements of gateways. These improvements can express a desired theme through form and design. The ICD currently does not utilize gateway treatments and gateways to some major facilities within the district (e.g., the entrance to the Long Island-MacArthur



Airport) could be greatly improved. Photos of gateway treatments were taken or reviewed and sketches created to examine possibilities for gateways.

The possibility of creating gateway improvements that honor US veterans and the armed forces was considered a reasonable possibility for the corridor due to the presence of Veterans Memorial Highway and MacArthur Airport.

Rain Gardens for Stormwater Management and Aesthetic Improvements

Median strip plantings, rain gardens and bioretention features can “break up”, soften and enhance the appearance of highways, provide separation between oncoming traffic, help to define pedestrian crossing areas, promote public safety, help capture and manage stormwater runoff and provide other environmental benefits. Currently, the Veterans Memorial Highway median consists of either a narrow grass swale with a guardrail in the middle or a guard rail within a fully paved and striped median. Recent improvements, including masonry planter and landscaping along SR 347 in Smithtown is illustrative of the aesthetic qualities and benefits planters, and plantings can provide; however, such initiatives must be sponsored by the state which has primary jurisdiction over Veterans Memorial Highway, and are either funded with state or federal monies.

Public Spaces

Public spaces provide an added amenity for office and industrial uses as they provide gathering spaces which allow lunchtime recreation and private time, and can encourage business and social interaction. Public spaces and amenities include features that are inside and outside structures and generally involve plazas, courtyards, forecourts, greens, ponds, pools, rain gardens, and features such as fountains, sculptures, monuments, park benches, trash receptacles, and native vegetation and/or landscaping.

Aggregation of Adjacent Lots and Creation of Coordinated Developments

As previously noted, there are many small or substandard sized lots along the corridor and potential opportunities for consolidating these properties to create planned developments with coordinated site, building and streetscape designs, such as mixed-use campus style developments with interior food courts and recreational facilities or on-site stand-alone pad restaurants and delis, retail and service businesses serving clustered offices and industries, and coordinated public spaces and amenities. In addition, there are numerous substandard parcels which, if incorporated into neighboring sites, could provide opportunities for new service related businesses at signalized intersections.

Mixed Land Uses

Determining the appropriate mix of uses, the relative proportions of floor area dedicated to uses, and which uses should occupy ground floors or upper levels are important considerations in ensuring that offices, businesses, and industries are properly sited for convenience, efficiency, and effectiveness. Industrial, retail, restaurant and lobby space most often occupy ground floors, while office space and in the case of hotels, hotel rooms are more likely to occupy upper levels. The market study, and land use and zoning analyses, as well as guidance from the Town and intent of the ICD provide the basis for recommended uses that are most appropriate to the corridor.



Public Art and Culture

Creative or artistic design features and amenities introduce culture and visual arts into the fabric of a district and promote business and/or district identity and public interest. Public art typically includes sculptures, monuments, fountains, water features, creative but conforming signage, landscaping and other similar features.

Enhanced Design Standards

Developers of new buildings along the corridor should be held to a high standard of design, both architecturally and for landscape design. The gateway to MacArthur Airport should comprise high quality architecture and sophisticated design that makes a statement and attracts the eye. Recommendations for design standards are incorporated into the revised ICD code provided in **Appendix C**.



4.0 ISSUES AND OPPORTUNITIES

An issues and opportunities map was created based on land use inventories, review of zoning requirements, input received from stakeholders, and sketch plan and design guidelines analyses. Successful land uses and other desirable attributes of the ICD corridor were identified in accordance with study goals and compared and contrasted with inconsistent nonconforming uses and the negative characteristics of the ICD. The Opportunities Map (**Figure 5**) shows the locations of potential future development and redevelopment sites. In addition, the “Concept Sketch for Planned Office Mixed-Use Development” provided in the folder at the back of this document presents a vision for a sustainable mixed office/retail and restaurant development that incorporates high quality public amenities and shared parking, and requires no curb cuts on Veterans Memorial Highway. Key issues and opportunities are summarized in **Tables 5 and 6**.

Table 5
SUMMARY OF IDENTIFIED ICD ISSUES

Land Use and Zoning
Many small/substandard sized lots that are not conducive to large scale office or industrial uses or coordinated planned developments with multiple uses
Current insufficient level of restaurant and business and employee support services/retail and limited site connectivity and interaction between uses. Qualitative input regarding need for restaurants at various levels of affordability to provide meals for employees, passersby and visitors to the Corridor as well as other convenience goods
Concerns over the possibility of retail and strip commercial development replacing industrial and office uses in the ICD and changing the quality and character of the district if allowed
Relatively high land and operational costs in the region and country contributing to a change in the demand for industrial development or relocation of industrial uses overseas or other parts of the country and a recent downturn but slowly rebounding demand for office space, possibly due to a struggling national and regional economy in the recent past leading to the need to attract and retain these types of uses
Existing office and industrial building vacancies and undeveloped lots resulting in spaces that are currently unproductive
Difficulty in achieving desired land development densities and appropriate mix of land uses due to insufficient infrastructure support services (i.e., sewers) and parking demands in ICD
Absence of a TDR program in the Town of Islip that would allow for increased development density along the corridor and address on-site wastewater disposal concerns, while preserving environmentally sensitive land at other critical locations within the Town
Possible land use conflicts between adjoining nonresidential and residential uses and the need to ensure protection of neighborhoods and sustain a high quality of life for Islip residents
Limitations on future development densities due to high land use demands associated with on-site/off-street surface parking requirements
Restrictions in the ICD Code which detract from success of restaurant uses by limiting signage and location of these uses
ICD Code does not permit hospitality uses, which although is not strictly consistent with the goals of the ICD, are appropriate for areas proximate to MacArthur Airport if properly designed
Infrastructure
Absence of public sewers and limitations posed by SCDHS standards and specifications and/or need for innovative ways to address wastewater disposal (e.g., public sewers, on-site wastewater treatment facilities,



shared or district treatment plant(s) or advanced alternative subsurface systems, and TDRs or wastewater credit transfers)
Significant dependence on the automobile within ICD despite availability of various alternative modes of transportation and transportation related infrastructure and amenities
Potential reduced levels of highway service along Veterans Memorial Highway from increased automobile traffic as infill development occurs and corridor activities increase over time
Pedestrian, bicyclist, and motorist safety concerns due to existence of a busy highway, high posted speed limit, wide four-lane street ROW (not counting acceleration/deceleration or turning lanes), numerous intersections and current and future curb cuts that make crossing the highway difficult and increase the number of traffic conflict points, and general lack of walkability due to broad spacing between land uses
Need for improved pedestrian/bicycle/traffic connections between north and south side of highway corridor
Need for light rail connection between Ronkonkoma Hub and airport and other enhanced alternative and multi-modal transportation opportunities, facilities, and amenities that support increased usership
Lack of shared access, shared parking, cross access agreements, and above and/or below ground public and private parking structures, including stand-alone and ground level and subsurface parking below buildings
Need to incorporate more sustainable green infrastructure and innovative improvements into the area to the extent practicable
Site and Corridor Design
Need for a more cohesive identity, sense of place, gateway identification, and district character enhancements
Need to create or improve public spaces and provide essential amenities, art and cultural accompaniments that enhance social and business activity and employee and public enjoyment
Need for additional consideration of design guidelines that are tailored specifically toward the ICD including but not limited to issues relating to: sidewalks, onsite and ROW pedestrian movement, street trees, parking lot landscaping and shade trees, wayfinding cues, screening, green roofs, bus stops, suitable building articulation and choice of building materials, and addressing blank/plain walls, roof top equipment, identification of possible ground level versus upper floor uses, orientation of buildings toward street, etc.
Currently limited opportunity in Town Code for planned multiple use industrial/office/support commercial developments in ICD that would help to create campus style developments that are based on coordinated design
Environment
Potential for environmental degradation if development is not properly planned and managed including concerns over wastewater disposal/groundwater protection, stormwater control, air quality, traffic generation, community character, etc.



TABLE 6
SUMMARY OF IDENTIFIED ICD OPPORTUNITIES

Land Use and Zoning
Opportunities to build upon the numerous examples of success along the corridor that include various attractive, high quality office buildings, office parks, and industrial developments
Refinements to the existing zoning regulations that allow additional development density if sewer, parking and possible future traffic issues are properly addressed as well as other regulations that are generally suitable to achieve ICD goals
Potential to create limited retail/service nodes at signalized intersections along the Corridor to meet the needs of employees and visitors
Potential to realize goals for developments with multiple uses if essential sewer and parking infrastructure is provided and support for coordinated developments with multiple uses containing limited retail and services that will support local corporations, their employees, and local residents
Available vacant and underutilized land for future infill development and economic growth
Opportunities for aggregating and consolidating existing substandard lots and nonconforming uses to create planned developments
Opportunities to redevelop sites containing nonconforming uses, vacant buildings and brownfield conditions to meet current land use goals and objectives
Possibilities for occupancy of existing vacant office and industrial spaces
Availability of publicly owned land that could be used to provide public spaces, sewer and/or stormwater infrastructure, parking garages or other vital uses and improvements
Opportunity to build upon unique size, nature and success of ICD as an industrial and office district that builds off of the attraction and interaction of other adjacent and nearby industrial districts
Successes and new opportunities offered by ICD's proximity to Long Island - MacArthur Airport, including opportunities for hospitality and travel related industries, continuous high activity levels, local private economic investments, and potential for support from federal, state, county and local governments since the airport is a critical regional facility and resource
Opportunities associated with pending and proposed projects in the area including Ronkonkoma Hub and Islip Pines that will attract additional developments with multiple uses, including new residents, as well as substantial investment that should stimulate further growth investments in the area
Large and expanding residential community, customer base, and labor pool in the area
Opportunities to provide more coordination and integration of projects, including planned developments with multiple uses and capitalize on the draw and economies of scale of concentrated themed growth
Higher paying employment opportunities associated with office and industrial uses when compared to typical highway retail and service uses
Increased fiscal and economic benefits (especially school district benefits) associated with future dense sustainable industrial/office growth with attendant support services, including potential for high quality high paying employment opportunities
Infrastructure
Existing plans to extend sewers through the ICD to the Ronkonkoma Hub and potential for present and future ICD uses to connect, thereby potentially allowing additional development and investment in the area



Availability of existing sewage treatment package facilities or advanced treatment facilities that may have excess capacity that are located either in or within close proximity to the ICD
Potential to use available public land for new infrastructure improvements such as sewage treatment facilities, drainage structures, parking garages or public spaces that can support area uses
Potential to utilize TDRs or wastewater credits for increased development densities in the ICD if such a program was developed in the Town
Potential for people mover between Ronkonkoma Hub and Long Island - MacArthur Airport which would enhance connectivity between two major uses and potentially bring more activity to the ICD
Availability of various modes of public transportation and transportation infrastructure including several major highways; automobile rental agencies; taxi, bus, train, and airport services; and bicycle and pedestrian facilities that can be enhanced and utilized further
Potential for incorporating state-of-the-art sustainable green infrastructure into the planning of developments with multiple uses, especially bio-stormwater controls
Potential for shared parking, shared access, cross access agreements, and shared sewage treatment and drainage facilities
Availability of a SCWA public drinking water supply including a 12-inch water main that will help to support future growth and provide necessary fire protection
Site and Corridor Design
Opportunities for enhanced streetscapes, gateway treatments, and public spaces and amenities that enrich aesthetic qualities, provide a sense of place and character, needed infrastructure, and prospects for bolstering business and social interactions
Potential to strengthen ICD code to require design elements, superior architecture and use of quality building materials.
Environment
There are little to no significant environmental resources (wetlands, ponds, wildlife, critical environmental areas, etc.) in the district that would prevent or significantly impair development opportunities or that may be significantly affected by properly designed development
Opportunities to protect the environment through the creation of a TDR or wastewater credit transfer program that protects natural resources and promotes objectives for providing quality outdoor public spaces including natural areas that may be set aside
Use of innovative green infrastructure and new state-of-the art capital improvements to maximize the protection of the environment and conserve drinking water supplies; sewerage the area would also be beneficial



5.0 RECOMMENDATIONS

5.1 Land Use and Zoning

Intent: Continue to promote the mix of preferred industrial and office land uses in the ICD while permitting certain supplemental retail and service uses that will support the district, the local workforce, and nearby residents, without compromising the industrial/office use (ICD) theme. Allow travel and hospitality businesses to capitalize on the corridor's proximity to the Long Island – MacArthur Airport, Ronkonkoma Station, the many corporations in the area, and increased activity expected from pending planned developments in the area. Allow for specific commercial convenience uses at signalized intersections to serve the employees and visitors to the corridor.

Recommendations

1. Adopt amendments to the ICD code which allow additional uses described herein. It should be noted that these changes will only apply to those parcels zoned in the Industrial Corridor District, not Business 1, GS-E, etc. (see **Appendix C** for draft code amendment language).
2. Permit hotels and convention centers in the ICD subject to certain restrictions including minimum frontage requirements, a maximum height restriction, adequate parking and outdoor lighting standards, and accessory uses.
3. Permit medical offices as a stand-alone or part of a mixed use development.
4. Permit job training uses including those associated with manufacturing (but not truck driving schools) as a stand-alone or part of a mixed use development.
5. Permit businesses which support the industrial/office development (including office equipment sales, office storage, and related services).
6. Allow additional uses such as first-floor, on-site or adjacent detached and fully coordinated and integrated retail and services as secondary uses that are not currently permitted in the ICD but would support existing office and industrial uses and activities. Allow signage and access to the general public to ensure the economic sustainability of these uses. Develop a maximum retail space, such as 15,000 SF of GFA to ensure that retail uses remain subordinate to offices and industrial uses.
7. Consider additional uses that should be permitted as part of a multiple use development, establish limits on floor area and percentage of the building(s) occupied by certain uses (>75% of development space for the principle use(s) and <25% for a secondary support or service use), and development of sites with pad site use (through the Special Permit process) to include:
 - a. personal service establishments
 - b. office supplies store



- c. dry cleaning establishments
 - d. a delicatessen with a floor area of no more than 2,000 square feet, and defined as “A retail-type establishment which sells food and beverages, prepackaged or packaged within the establishment and in a ready-to-consume state, which is open no more than 15 hours a day, and which utilizes a minimum of 50% of the floor area open to customers for the display of sundries and foodstuffs for sale. Cooking facilities may be permitted on site for the preparation and service of food. The addition of seating to the facility changes the use to a minor restaurant or restaurant use as appropriate.”
 - e. drive-thru bank kiosk on a minimum of 20,000 SF and complies with Town Exterior Lighting and NYS ATM Safety Act lighting standards
 - f. pharmacy with drive-thru by special permit
 - g. specialty food market by special permit
 - h. mixed multiple uses, as long as the uses are permitted as-of-right or through the special permit process.
8. Amend the ICD special permit use list by adding retail fuel service stations with convenience market components on properties located at signalized traffic intersections that have sufficient frontage on Veterans Memorial Highway and comply with applicable standards established for this use.
 9. Promote integrated restaurant pad site development uses to attract high quality national and local entrepreneur restaurants. Eliminate language in the Town Code stating that the preferred location for restaurants and other food service establishments is within principal buildings. Provide standards for the integration of pad sites into existing developed properties that are underutilized.
 10. Consider allowing the extension of the ICD into adjacent industrial zones to promote redevelopment of ICD properties with nearby industrial zoned properties. This should include industrially zoned properties that are located across side streets, where a comprehensive redevelopment is envisioned.
 11. Allow greater visibility of restaurants from Veterans Memorial Highway to promote patronage, success and survival. Accomplish this by removing existing language in §68-466 C (2) of the Islip Town Code which requires that food service uses be “invisible” or “inconspicuous in relation to Veterans Memorial Highway.”
 12. Encourage the establishment of meaningful useable outdoor public spaces such as plazas, courtyards, forecourts, and natural areas which incorporate benches, art/sculpture or other cultural resources, green infrastructure (gardens and vegetated swales) and/or water features that serve employees, customers, and the public and promote increased activity, public health and enjoyment, and business and social interaction (See **Section 5.2, “Dimensional Zoning Standards”** and **Section 5.7, “Design Guidelines”** for recommended standards).



13. Provide support for consolidating substandard sized lots to create larger multiple use planned/coordinated development sites that contain manufacturing, laboratories, research and development facilities and other industries, and/or offices and/or hotels and convention centers as the primary uses along with essential support businesses that provide essential products and services such as restaurants, banks, day care centers, health clubs, taxi services, and vocational or workplace training services. Encourage new projects on vacant land, expansions of existing developments or redevelopment of properties that meet the criteria.
14. Examine the possibilities for adaptively reusing the closed and capped landfill site for public use(s) such as passive recreation, solar energy generation, wastewater treatment, stormwater recharge, field trips to educate school children about solid waste, energy conservation, and the environment, and/or a public and/or private economic or industrial development office.
15. Require that pre-existing nonconforming substandard-sized lots that are held in single and separate ownership and that will not be incorporated into larger development sites are designed in a manner that, properly relates to, connects, and/or supports adjacent uses through the provision of public amenities, coordinated access, shared parking, pedestrian and bicycle amenities, landscaping, and stormwater controls, and the meeting of other plan objectives to the extent practicable. Provide flexibility for such amenities as improved signage and minor increases in GFA to enhance existing businesses for owners of nonconforming sites when significant improvements are proposed which achieve ICD goals for aesthetic quality, connectivity between properties, shared parking and environmental benefits. (For example, support zoning relief in connection with a building expansion that encroaches on a side yard with the elimination of a curb cut onto Veterans Memorial Highway).

5.2 Zoning Standards

Intent:

Ensure that development densities and other dimensional requirements are suitable to meet the spirit and intent of the ICD and create developments that are well coordinated and fully integrated and supportive of the ICD, are compatible with the surrounding community, promote fiscal and economic growth, and provide quality full-time sustainable employment opportunities.

Recommendations:

1. Consider supporting density increases based on the size of property (sites over 120,000 SF) and inclusion of adjacent substandard lots to promote the larger conforming lots for coordinated planned developments, increased development densities, and more efficient use of land as long as parking is shown to be adequate, sewage flow is accommodated, and no large scale adverse impact on transportation systems or adjacent residential land uses are anticipated. Support density increases



- and/or relaxation of parking standards in exchange for essential infrastructure such as parking garages, sewers or sewer infrastructure, and transportation improvements, coordinated development, and/or other recognized community and ICD benefits.
2. Establish appropriate dimensional zoning standards for new uses including minimum lot area, maximum building coverage, minimum road frontage and minimum building separation standards.
 3. Require increasing the vegetated transition buffer and solid/opaque fencing adjacent to residential property from the current 25 feet to 50 feet. Require that vegetative screening be provided along both sides of transition yard fences. As an alternative, require a minimum 30-foot vegetated buffer if a sound attenuation wall with new evergreen plantings on both sides of the wall is provided or a berm of sufficient height and dense evergreen landscaping is provided.
 4. Provide additional flexibility for adequate signage for multitenant properties with sufficient frontage and those properties with dual frontage.

5.3 Support for Consolidation of Substandard Properties

Intent:

Promote growth and economic investment and activity in the ICD that achieves the goals of the Town and allows development to meet or exceed existing maximum dimensional development standards, while providing the essential infrastructure to create the best industrial/office developments possible.

Recommendations:

1. Support ZBA relief for increased density/FAR, building height (if the site is not adjacent to a residential zoning district and the increased building height and location are properly controlled by a skyplane or pyramid law and does not conflict with FAA requirements), or increased numbers of hotel rooms for large multi-use developments that include at least two of the following:
 - a. the aggregation or incorporation of two or more substandard-size adjacent parcels into the development site where the total site area, including adjacent substandard lots is at least 5 acres;
 - b. at least 150 new on-site post-construction full time equivalent (FTE) industrial or office jobs upon commencement of operations;
 - c. the cleanup and redevelopment of a contaminated NYSDEC or EPA designated/listed brownfield site for development that is consistent with intent of the ICD and/or this plan;
 - d. the construction of parking garages along with the incorporation of two or more additional parking management techniques (including multiple uses with differing peak trip generation times and shared parking, shared accesses and cross access



agreements to and from adjacent developments, carpool programs, preferential carpool parking, compact vehicle parking, pedestrian and bicycle improvements, etc.) that offset the relaxation of parking;

- e. preservation of environmentally sensitive land at a resource rich location in the school district the development site is located in and transfer of the removed development rights to an ICD development site for redemption to account for wastewater flow when a parking garage is provided;
- f. the construction of a package sewage treatment plant with excess capacity; and/or useable outdoor public space that encompasses at least 15% of the site.

5.4 Parking

Intent:

Address excess parking requirements that waste space in order to provide more efficient use of land and greater site productivity and project successes.

Recommendations:

1. Allow and promote mixed land uses and planned developments that share parking facilities.
2. Promote the use of stand-alone parking garages, subsurface or ground level parking under buildings, and the relaxation of surface parking for coordinated developments depending on the specific type of project and projection of actual parking demand, use of parking management techniques and alternative transportation approaches to help provide more efficient use of space, while maintaining a suitable level of parking.
3. Consider constructing a parking structure at the airport to free up space at this facility for expanding the airport or providing other on-site economic development opportunities, community wastewater treatment facilities or other essential infrastructure.
4. Allow relaxation of parking space requirements support certain retail uses on the ground floor such as a restaurant, and/or café when part of an integrated office and/or industrial facility.
5. Consider parking management techniques such as smaller parking spaces for compact cars, carpool programs for the ICD and other adjacent industrial districts, and convenient or preferential carpool parking spaces.

5.5 Wastewater Disposal

Intent:



Address ICD wastewater generation and disposal concerns which are major factors in preventing the achievement of the types and levels of development permitted by the Code in the ICD, while protecting environmental quality.

Recommendations:

1. Support the proposed Southwest Sewer District expansion and extension of sewers to the Ronkonkoma Hub and request permission from the County for connections by businesses located along Veterans Memorial Highway.
2. Promote the consolidation and/or use and connection of future projects to existing area package sewage treatment facilities that have excess capacity, if sewer connections are not possible.
3. Consider the use of public lands (e.g., airport, landfill, etc.) for construction of an ICD sewer plant if sewers cannot be extended to the area.
4. Develop a transfer of development rights (TDR) (or fees in lieu) program to promote the protection of critical environmental resources, while supporting additional growth in the ICD and other preferred growth centers in the Town. Consider using fees collected for TDRs to finance local sewer improvements.

5.6 Transportation and Enhanced Site Connectivity

Intent:

Provide transportation infrastructure improvements and amenities and apply traffic management techniques that improve public safety, facilitate access, enhance or maintain traffic flow, and support the use of alternative and multimodal transportation opportunities for a functional and sustainable transportation system.

Recommendations:

1. Require that special permit uses, including fast food restaurants, pharmacies with drive-thrus, retail fueling stations with convenience markets or other high vehicle trip generating uses as determined by the Planning Board during site plan application reviews, provide the necessary traffic and roadway analyses to determine project suitability and ensure proper traffic management and mitigation.
2. Identify busy crossings and work with NYSDOT to enhance visibility and lighting, provision of "safe havens" (e.g., median strip areas) to provide protection to pedestrians crossing at busy signalized intersections. The Town should include this as part of site plan review so that when new developments are proposed which are expected to promote walking between developments - particularly across Veterans Memorial Highway, improvements to crossings can be required as a public benefit. Pedestrian connections should also be provided between on-site land uses/buildings and adjacent neighborhoods.



3. Work with the Town of Brookhaven, Suffolk County, New York State and/or federal agencies to design, fund and construct a light rail spur or “people mover” that would transport commuters between Ronkonkoma Station/Hub and Long Island – MacArthur Airport.
4. Enhance mobility and the use alternative modes of transportation in the area by providing bus and public transportation improvements. Identify additional bus stops where shelters are appropriate and identify locations where bicycle facilities would encourage additional use of bus/bicycle use. Encourage installation of bicycle racks and connections between major developments and access via alternate routes where feasible. For any redevelopment of public land, consider incorporation of pedestrian/bicycle loop with connection to existing bike lanes and sidewalks to promote lunch time recreation/exercise by the workforce.
5. Work with the Town of Brookhaven and the County of Suffolk to provide a bike lane or separate path from Ronkonkoma Station/Ronkonkoma Hub along Smithtown Avenue, Lakeland Avenue and onto Veterans Memorial Highway. Consider reaching out to the New York State Department of Transportation and request a separate off-street bike trail be provided adjacent to the sidewalk within the front buffers along the north side of Veterans Memorial Highway (similar to what was recently provided along SR 347 in Smithtown) and re-incorporate the existing striped highway bike lane on the north side back into the Veterans Memorial Highway ROW for any necessary future road improvements or widening. Provide a connection between this bikeway and the route to/from the Ronkonkoma Hub suggested above and extend the bike trail to the west to Connetquot River County Park and east to the proposed Islip Pines development site at the east end of the corridor.
6. Minimize the number of new curb cuts along Veterans Memorial Highway where possible by requiring access to ICD sites via adjacent side streets that intersect Veterans Memorial Highway at signalized or “stop” controlled intersections and requiring shared access between sites.
7. Enhance connectivity through the development of shared parking and site access, cross access agreements, and coordinated “campus-style” development with multiple uses on large or clustered sites. Orient buildings so as to create onsite interaction.
8. Work with NYSDOT and suggest establishing vegetated center medians with rain gardens that absorb and recharge stormwater, and enhance visual quality.

5.7 Design Guidelines and Aesthetic Improvements



Public Space

The following design guidelines for public space within new developments are recommended:

1. Every new office/industrial development in the ICD on properties 120,000 SF or greater should be encouraged to dedicate at least 5% of the property for employee/customer open space and develop with one or more of the following forms:

Plaza: an open paved area often featuring shade trees and/or other plantings, a water feature or sculpture and places to sit, tables.

Green: an open grassy area, usually featuring trees and walkways on the periphery; can be used for large gatherings or active recreation.

Courtyard: an open space enclosed partly or wholly by a building.

Walking Trail: Paved and landscaped path through the site.

Seating Area: an open area that includes walled planters that also serve as seating, benches and/or tables and chairs.

Natural Area: Landscaped area that uses vegetated buffer and can provide a trail and areas for passive recreation such as walking or jogging.

Water Quality Amenity: ponds, rain gardens, decorative man-made pools and fountains, constructed wetlands, bioretention or bioswale areas. No more than 50% of this requirement can be satisfied by spaces associated with water quality amenities or water features.

Lobby or atria space: Indoor amenity space that occupies more than 1.5% of the building floor space may be used. Note that this space should not be counted towards allowable FAR.

2. Public open space should be visible and accessible from a public sidewalk.
3. All open spaces should provide site furnishings such as seating benches, trash receptacles, bollards, planters, drinking fountains, low-scale lighting, bike racks, and other such year-round elements oriented to pedestrians and cyclists.
4. All open spaces should incorporate Stormwater best management practices (BMPs) wherever possible.
5. All new developments should adhere to design guidelines that require high quality architecture, site amenities.
6. Temporary signs are not permitted. Encourage enforcement of existing code.
7. To improve the visual quality of buildings and structures, quality architectural treatments should be required based on basic design criteria. Features that should



be addressed in the building design guidelines include but are not necessarily limited to:

- architectural treatments;
- windows and openings;
- intermittent plane changes along facades to reduce monotony;
- use of quality building materials and finishes;
- attention to rooflines;
- screening of rooftop equipment such as HVAC systems;
- limitations on prototype franchise architecture when it is inconsistent with the envisioned character of the corridor;
- consistency with desired corridor themes such as encouraging features that honor veterans and the men and women serving in the armed forces; and
- quality signage.

Improved Gateway Locations

In order to highlight the ICD as well as key intersections in and around the edges of the corridor, it is suggested that gateway locations be established and visual cues be implemented to celebrate the area. Landscape improvements and iconic signage play a large role in improving the aesthetics of a business corridor. Gateways should be designated in the corridor at the following locations:

1. West end of corridor just east of Connetquot River State Park utilizing brick pedestal or archway that provides an entrance to the Industrial Corridor such as was installed in Carmel Indiana to designate the entrance to their Arts and Design District. As an alternative, a more cost effective option could be considered to include half of an arch installed on the east bound (south side) of Vet's Highway with a cantilevered sign.



2. East end of corridor just west of the Veterans Memorial Highway/Sunrise Highway intersection (similar to the eastbound entrance described above).
3. Airport approaches. (Enhanced signage, landscaped median, other improvements to provide visual cues of the airport).
4. Entrance to the airport (enhanced signage and landscaping, improved pedestrian environment, iconic sculpture).



Existing Airport Entrance



Potential Design of Airport Entrance

Additional Design Consideration

The Town of Islip has a unique opportunity to build upon the name of the Veteran's Memorial Highway and use this dedicated highway as a way to honor the service of our Country's veterans and the US armed forces with public art, monuments, wayfinding signage, and/or water features at key locations such as gateways. Informational and educational signage as well as historical markers could be incorporated where appropriate. The incorporation of features on private properties to honor our veterans and those currently serving should be encouraged through the Site Plan process.



Improving Stormwater Management and Aesthetics with Green Infrastructure

The use of rain gardens provides a way to manage stormwater while achieving improved aesthetics along Veterans Memorial Highway Corridor. The following photo simulations provide examples of how rain gardens may be used to improve the visual quality of sites along the corridor while having the benefit of reducing pollutant loads from stormwater.







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APPENDICES



APPENDIX A

SAMPLE ZONING CODE

TOWN OF POUGHKEEPSIE CHAPTER 210

BUSINESS PARKS

Chapter 210. ZONING

Article VIII. Supplementary Regulations

§ 210-60. Business parks.

- A. Purpose. It is the propose of this section to encourage the development of well-designed business parks, including but not limited to sites where existing highway business, retail and industrial uses are no longer viable and have fallen into disuse. It has been determined that the physical integration of mixed-use business and business-related uses will provide a more coherent land use pattern, thereby preserving property values and maintaining the visual and aesthetic environment. Further, a properly planned business park will provide area residents with employment opportunities and help strengthen the tax base.
- B. Requirements.
- (1) Permitted uses. The following uses are permitted, subject to Planning Board site plan approval:
- (a) Accessory buildings and structures.
 - (b) Banking and financial services.
 - (c) Hotels or motels, subject to the requirements of § 210-75.
 - (d) Indoor recreation, subject to the requirements of § 210-97.
[Added 7-24-2013 by L.L. No. 13-2013^[1]
[1]: Editor's Note: This local law also provided for the redesignation of former Subsection B(1)(d) through (l) as Subsection B(1)(e) through (m), respectively.
 - (e) Inns, subject to § 210-77.
 - (f) Light industrial facilities as defined in § 210-9.
 - (g) Museums.
 - (h) Offices for business and professional use.
 - (i) Parking garages.
 - (j) Restaurants; delicatessens.
 - (k) Retail businesses, service businesses, personal service businesses, including but not limited to bakeries, bookstores, computer stores, health or fitness clubs, specialty or health-food grocery stores, day-care centers, school-age child-care facilities, dry cleaning, parcel service and copy centers. The uses in this subsection shall be limited to 15% of the gross building floor area of the overall business park site.
 - (l) Scientific, research and development facilities not involving hazardous biological material use, storage or disposal.
 - (m) Temporary buildings for construction purposes.
- (2) Dimensional and area requirements.

- (a) The parent parcel proposed for development as a business park shall contain at least five contiguous acres of land.
- (b) A business park shall have:
 - [1] At least 100 feet of road frontage on either an existing arterial or an existing primary collector; or
 - [2] Access rights via an easement agreement to an existing arterial or an existing primary collector, provided that the frontage on the primary collector is located within 2,000 feet of an intersection with an existing arterial as such roads are shown in the Town Master Plan.
- (c) To encourage the development of business parks, the maximum total lot coverage of all buildings may be up to 50% of the total site, and the maximum building height shall be 65 feet, plus roof equipment.
- (d) Setbacks from the roadway edge shall not be less than 50 feet, and no part of any building shall be closer than 15 feet to any other property line, except where the nonresidential development abuts a property in residential use, in which case the setbacks and landscaping for nonresidential and mixed-use developments shall be subject to the requirements of § 210-152A(2) of this chapter. In all other cases, there shall be no minimum side yard or rear yard requirements.
- (e) A business park may be subdivided into two or more parcels, provided that a reciprocal easement agreement approved by the Planning Board as part of the site plan approval process is executed and recorded requiring that such subdivided parcels, for so long as the business park use exists, function as one integrated parcel for ingress and egress, parking, internal circulation, water service, drainage, sanitary sewage disposal, and storm sewers. In the event of such subdivision as is set forth above, the dimensional and area requirements of this chapter shall not be applicable to the individual subdivided parcels. The overall business park, however, disregarding the individual lot lines created by the subdivision, shall comply with the dimensional and area requirements of this chapter.
- (f) Not more than 30% of the minimum landscaped area required elsewhere in this chapter may be satisfied by the creation of such minimum landscaped area on the adjoining right-of-way of a public highway owned and maintained by the New York State Department of Transportation, provided that written approval is obtained from the New York State Department of Transportation.
- (g) For the purpose of enhancing design flexibility, including the enhancement of the visual appearance of a business park, and for the purpose of reducing the amount of lot area devoted to surface parking, the creation of structured parking in parking garages is encouraged, and such parking garages shall not be required to satisfy front yard, rear yard, side yard or parking aisle width requirements contained in this chapter, subject to the requirements of § 210-152A(2).

(3) Water and sewer. No business park shall be approved unless connected to municipal water and sewer services.

- C. Performance standards. Except as set forth herein, all uses within the business park shall comply with the performance standards of this chapter.
- D. Design criteria. The intention of this subsection is to create an architecturally coherent development in which building design, detail, form, shape, color and the like integrate with the other aspects of the development, including landscaping, site topography, parking lot design, open space and the architectural character of the surrounding area. In addition, business parks shall be subject to the following design requirements:

- (1) All aspects of § 210-80, Landscaping, and § 210-152, regarding site plan standards.
 - (2) Parking and loading. The following provisions shall apply to parking and loading for business parks:
 - (a) The off-street parking and loading provisions of § 210-92 shall apply to the business park, except that all minimum parking requirements set forth in § 210-92N shall not apply. The parking and loading design within the business park must provide adequate parking for the mixed-use project, including for any retail, office, educational and hotel uses and for any child-care facilities, and create safe and comfortable passageways for pedestrians.
 - (b) The parking design shall provide such parking spaces as the Planning Board shall determine to be necessary, considering the activities and uses involved and the differing parking demands of mixed-use business parks.
 - (3) Entrances shall be designed to allow access at speeds of at least 15 miles per hour.
 - (4) Wherever an adjacent commercial site has been developed or it is reasonably expected that it will be developed, parking and circulation shall, where practicable, be interconnected to limit access points onto main roads.
- E. Development master plan. In lieu of the procedures set forth in § 210-66, neither the Planning Board, nor the Zoning Board of Appeals, nor any other administrative agency, board, body or officer of the Town of Poughkeepsie may receive, process, and determine applications for subdivision approval, site plan approval, special use permit approval, use variance approval, area variance approval, aquatic resource permits or any other land use approvals for a business park without the prior approval of the Town Board. Such approval, if adopted, is a determination only that the subject matter of a proposed application or applications for the establishment of a business park is/are in technical compliance with the stated purposes of these regulations, the stated permitted principal and accessory uses for a business park, and the density requirements of the business park as such purposes, uses and densities are set forth in Subsections B, C and D of this section. Town Board approval does not direct approval or limit or modify the authority otherwise existing under law for the receipt, processing and approval of any one or more land use approval applications by any agency, board, body or officer of the Town. Authorization granted by the Town Board pursuant to this section does not commit or direct any agency, board, body, or officer of the Town of Poughkeepsie to any course of future decisions. All obligations applicable under the New York State Environmental Quality Review Act (ECL Article 8 and the accompanying regulations in 6 NYCRR Part 617, as the same may be amended from time to time) shall be carried out by the agency, boards, body or officer authorized to receive, process and determine applications for approvals. Approval by the Town Board pursuant to this § 210-60 is a Type II action pursuant to 6 NYCRR 617.5(28), to wit, engaging in the review of any part of an application to determine compliance with technical requirements, provided that no such determination entitles or permits a project sponsor to commence an action unless and until all requirements of Part 617 have been fulfilled, and accordingly such Town Board review is not subject to review under Part 617.
- F. Nonresidential condominium conversions.
- (1) Authority. The Planning Board shall have the authority to waive all area and bulk regulations within a business park for a nonresidential condominium in an existing building in order to ensure the orderly division of ownership and subdivision of physical space within large existing buildings and provide for proper maintenance of the entire premises. Parking and open space requirements may also be waived for nonresidential condominium conversions when the Planning Board determines that existing areas are sufficient to meet the demand of potential tenants. Any addition, modification or other change to the exterior of an existing building, whether in conjunction with a new owner or not, is subject to site plan approval, and any addition is also subject to all applicable area and bulk regulations. Building and other applicable permits shall be obtained prior to the commencement of any interior modifications.

- (2) Applicability. Nonresidential condominium conversions require site plan approval. The provisions of this subsection apply only to buildings that:
 - (a) Have a footprint of at least 40,000 square feet at the effective date of this chapter; and
 - (b) Contain or previously contained conforming industrial uses; and
 - (c) Are to be divided for the use of at least two different nonresidential establishments.
- (3) Standards. In addition to those standards outlined in § 210-152, Planning Board standards for site plan approval, the Planning Board shall use the following standards in review of a nonresidential condominium conversion:
 - (a) The impact of the propose



APPENDIX B

RETAIL MARKETPLACE PROFILE DATA



Retail MarketPlace Profile

4180 Veterans Memorial Hwy, Bohemia, New York, 11716
 Drive Time: 5 minute radius

Prepared by Esri
 Latitude: 40.78236
 Longitude: -73.09796

Summary Demographics

2017 Population	22,448
2017 Households	8,037
2017 Median Disposable Income	\$64,666
2017 Per Capita Income	\$39,966

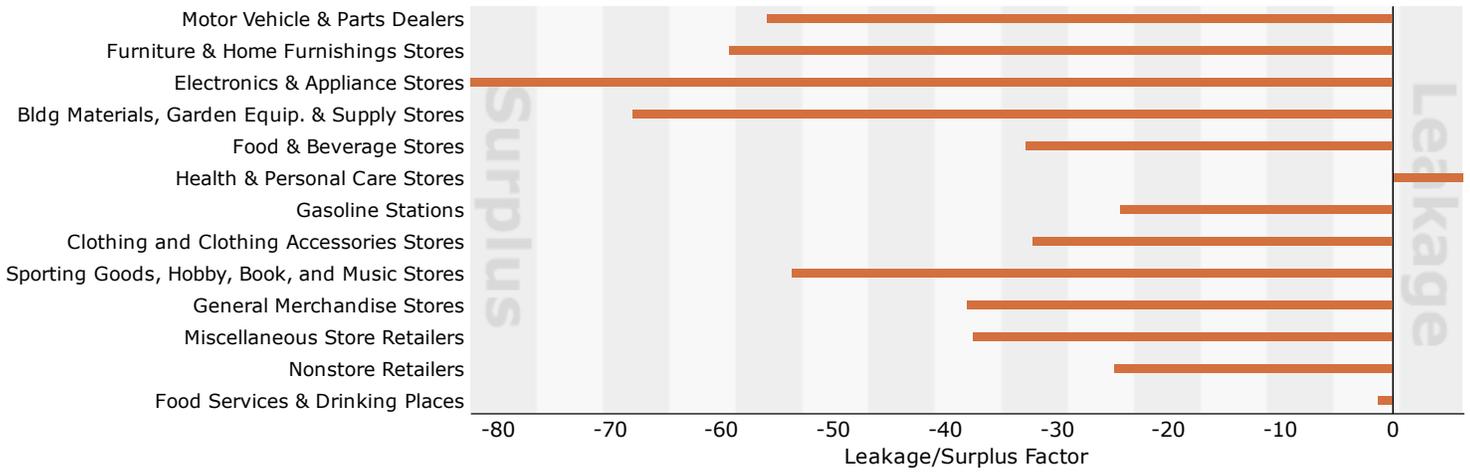
Industry Summary	NAICS	Demand (Retail Potential)	Supply (Retail Sales)	Retail Gap	Leakage/Surplus Factor	Number of Businesses
Total Retail Trade and Food & Drink	44-45,722	\$391,419,503	\$1,040,529,391	-\$649,109,888	-45.3	433
Total Retail Trade	44-45	\$352,069,977	\$1,000,104,912	-\$648,034,935	-47.9	367
Total Food & Drink	722	\$39,349,526	\$40,424,479	-\$1,074,953	-1.3	66

Industry Group	NAICS	Demand (Retail Potential)	Supply (Retail Sales)	Retail Gap	Leakage/Surplus Factor	Number of Businesses
Motor Vehicle & Parts Dealers	441	\$70,512,246	\$249,754,789	-\$179,242,543	-56.0	51
Automobile Dealers	4411	\$59,347,122	\$146,475,439	-\$87,128,317	-42.3	15
Other Motor Vehicle Dealers	4412	\$5,321,179	\$81,413,481	-\$76,092,302	-87.7	18
Auto Parts, Accessories & Tire Stores	4413	\$5,843,944	\$21,865,869	-\$16,021,925	-57.8	18
Furniture & Home Furnishings Stores	442	\$13,016,461	\$51,072,269	-\$38,055,808	-59.4	31
Furniture Stores	4421	\$6,645,823	\$11,774,367	-\$5,128,544	-27.8	10
Home Furnishings Stores	4422	\$6,370,638	\$39,297,901	-\$32,927,263	-72.1	21
Electronics & Appliance Stores	443	\$13,604,185	\$141,444,663	-\$127,840,478	-82.5	53
Bldg Materials, Garden Equip. & Supply Stores	444	\$22,675,139	\$119,012,119	-\$96,336,980	-68.0	53
Bldg Material & Supplies Dealers	4441	\$20,779,389	\$114,068,098	-\$93,288,709	-69.2	46
Lawn & Garden Equip & Supply Stores	4442	\$1,895,750	\$4,944,021	-\$3,048,271	-44.6	7
Food & Beverage Stores	445	\$61,323,493	\$121,054,894	-\$59,731,401	-32.8	24
Grocery Stores	4451	\$51,764,507	\$114,150,709	-\$62,386,202	-37.6	11
Specialty Food Stores	4452	\$4,035,194	\$3,024,800	\$1,010,394	14.3	8
Beer, Wine & Liquor Stores	4453	\$5,523,792	\$3,879,385	\$1,644,407	17.5	4
Health & Personal Care Stores	446,4461	\$29,308,696	\$25,757,071	\$3,551,625	6.4	20
Gasoline Stations	447,4471	\$34,140,112	\$56,232,839	-\$22,092,727	-24.4	13
Clothing & Clothing Accessories Stores	448	\$30,444,521	\$59,380,698	-\$28,936,177	-32.2	24
Clothing Stores	4481	\$21,212,018	\$41,608,784	-\$20,396,766	-32.5	17
Shoe Stores	4482	\$3,408,139	\$2,786,145	\$621,994	10.0	3
Jewelry, Luggage & Leather Goods Stores	4483	\$5,824,364	\$14,985,769	-\$9,161,405	-44.0	4
Sporting Goods, Hobby, Book & Music Stores	451	\$10,371,453	\$34,483,905	-\$24,112,452	-53.8	21
Sporting Goods/Hobby/Musical Instr Stores	4511	\$8,710,600	\$32,247,282	-\$23,536,682	-57.5	18
Book, Periodical & Music Stores	4512	\$1,660,853	\$2,236,623	-\$575,770	-14.8	3
General Merchandise Stores	452	\$42,016,945	\$93,686,216	-\$51,669,271	-38.1	17
Department Stores Excluding Leased Depts.	4521	\$26,251,870	\$52,435,413	-\$26,183,543	-33.3	5
Other General Merchandise Stores	4529	\$15,765,075	\$41,250,803	-\$25,485,728	-44.7	12
Miscellaneous Store Retailers	453	\$13,378,035	\$29,485,212	-\$16,107,177	-37.6	47
Florists	4531	\$1,440,874	\$1,290,730	\$150,144	5.5	3
Office Supplies, Stationery & Gift Stores	4532	\$4,123,703	\$7,926,451	-\$3,802,748	-31.6	17
Used Merchandise Stores	4533	\$1,713,182	\$3,143,668	-\$1,430,486	-29.5	7
Other Miscellaneous Store Retailers	4539	\$6,100,276	\$17,124,362	-\$11,024,086	-47.5	21
Nonstore Retailers	454	\$11,278,691	\$18,740,239	-\$7,461,548	-24.9	12
Electronic Shopping & Mail-Order Houses	4541	\$9,246,579	\$16,079,833	-\$6,833,254	-27.0	5
Vending Machine Operators	4542	\$184,622	\$1,542,316	-\$1,357,694	-78.6	3
Direct Selling Establishments	4543	\$1,847,490	\$1,118,089	\$729,401	24.6	4
Food Services & Drinking Places	722	\$39,349,526	\$40,424,479	-\$1,074,953	-1.3	66
Special Food Services	7223	\$1,826,027	\$1,481,258	\$344,769	10.4	4
Drinking Places - Alcoholic Beverages	7224	\$2,616,566	\$1,426,116	\$1,190,450	29.4	6
Restaurants/Other Eating Places	7225	\$34,906,933	\$37,517,105	-\$2,610,172	-3.6	56

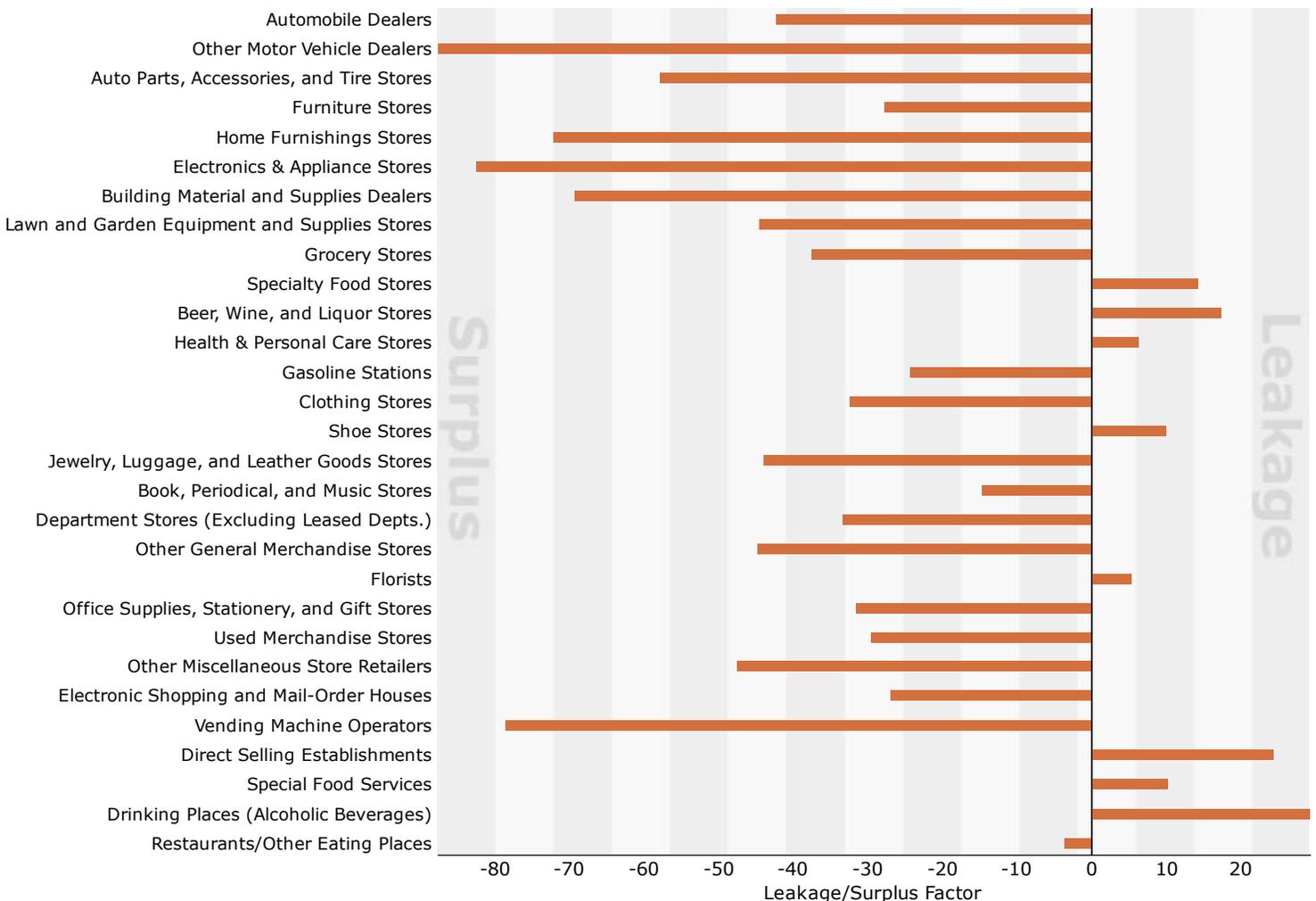
Data Note: Supply (retail sales) estimates sales to consumers by establishments. Sales to businesses are excluded. Demand (retail potential) estimates the expected amount spent by consumers at retail establishments. Supply and demand estimates are in current dollars. The Leakage/Surplus Factor presents a snapshot of retail opportunity. This is a measure of the relationship between supply and demand that ranges from +100 (total leakage) to -100 (total surplus). A positive value represents 'leakage' of retail opportunity outside the trade area. A negative value represents a surplus of retail sales, a market where customers are drawn in from outside the trade area. The Retail Gap represents the difference between Retail Potential and Retail Sales. Esri uses the North American Industry Classification System (NAICS) to classify businesses by their primary type of economic activity. Retail establishments are classified into 27 industry groups in the Retail Trade sector, as well as four industry groups within the Food Services & Drinking Establishments subsector. For more information on the Retail MarketPlace data, please click the link below to view the Methodology Statement. <http://www.esri.com/library/whitepapers/pdfs/esri-data-retail-marketplace.pdf>

Source: Esri and Infogroup. Retail MarketPlace 2017. Copyright 2017 Infogroup, Inc. All rights reserved.

Leakage/Surplus Factor by Industry Subsector



Leakage/Surplus Factor by Industry Group





Retail MarketPlace Profile

4180 Veterans Memorial Hwy, Bohemia, New York, 11716
 Drive Time: 10 minute radius

Prepared by Esri
 Latitude: 40.78236
 Longitude: -73.09796

Summary Demographics

2017 Population	150,517
2017 Households	51,706
2017 Median Disposable Income	\$65,142
2017 Per Capita Income	\$39,011

Industry Summary	NAICS	Demand (Retail Potential)	Supply (Retail Sales)	Retail Gap	Leakage/Surplus Factor	Number of Businesses
Total Retail Trade and Food & Drink	44-45	\$2,556,059,692	\$3,367,638,437	-\$811,578,745	-13.7	1,566
Total Retail Trade	44-45	\$2,298,416,948	\$3,097,251,931	-\$798,834,983	-14.8	1,143
Total Food & Drink	722	\$257,642,745	\$270,386,506	-\$12,743,761	-2.4	423

Industry Group	NAICS	Demand (Retail Potential)	Supply (Retail Sales)	Retail Gap	Leakage/Surplus Factor	Number of Businesses
Motor Vehicle & Parts Dealers	441	\$457,553,636	\$805,184,443	-\$347,630,807	-27.5	135
Automobile Dealers	4411	\$384,823,873	\$594,748,439	-\$209,924,566	-21.4	53
Other Motor Vehicle Dealers	4412	\$34,522,505	\$160,207,868	-\$125,685,363	-64.5	37
Auto Parts, Accessories & Tire Stores	4413	\$38,207,257	\$50,228,136	-\$12,020,879	-13.6	46
Furniture & Home Furnishings Stores	442	\$85,320,180	\$121,006,473	-\$35,686,293	-17.3	78
Furniture Stores	4421	\$43,457,178	\$53,329,709	-\$9,872,531	-10.2	27
Home Furnishings Stores	4422	\$41,863,002	\$67,676,764	-\$25,813,762	-23.6	51
Electronics & Appliance Stores	443	\$89,451,672	\$293,317,723	-\$203,866,051	-53.3	107
Bldg Materials, Garden Equip. & Supply Stores	444	\$148,371,520	\$267,532,595	-\$119,161,075	-28.7	147
Bldg Material & Supplies Dealers	4441	\$136,089,435	\$247,106,942	-\$111,017,507	-29.0	118
Lawn & Garden Equip & Supply Stores	4442	\$12,282,085	\$20,425,654	-\$8,143,569	-24.9	29
Food & Beverage Stores	445	\$400,134,015	\$412,130,567	-\$11,996,552	-1.5	125
Grocery Stores	4451	\$337,559,951	\$335,553,586	\$2,006,365	0.3	57
Specialty Food Stores	4452	\$26,334,280	\$32,337,561	-\$6,003,281	-10.2	31
Beer, Wine & Liquor Stores	4453	\$36,239,784	\$44,239,419	-\$7,999,635	-9.9	37
Health & Personal Care Stores	446,4461	\$190,701,728	\$169,401,778	\$21,299,950	5.9	73
Gasoline Stations	447,4471	\$222,193,878	\$282,001,394	-\$59,807,516	-11.9	69
Clothing & Clothing Accessories Stores	448	\$200,530,398	\$134,869,776	\$65,660,622	19.6	98
Clothing Stores	4481	\$139,609,328	\$101,809,469	\$37,799,859	15.7	64
Shoe Stores	4482	\$22,399,909	\$7,263,710	\$15,136,199	51.0	9
Jewelry, Luggage & Leather Goods Stores	4483	\$38,521,161	\$25,796,598	\$12,724,563	19.8	25
Sporting Goods, Hobby, Book & Music Stores	451	\$68,162,948	\$82,537,000	-\$14,374,052	-9.5	61
Sporting Goods/Hobby/Musical Instr Stores	4511	\$57,285,674	\$77,244,454	-\$19,958,780	-14.8	53
Book, Periodical & Music Stores	4512	\$10,877,274	\$5,292,545	\$5,584,729	34.5	8
General Merchandise Stores	452	\$275,038,804	\$394,069,183	-\$119,030,379	-17.8	44
Department Stores Excluding Leased Depts.	4521	\$172,168,078	\$166,653,424	\$5,514,654	1.6	16
Other General Merchandise Stores	4529	\$102,870,726	\$227,415,760	-\$124,545,034	-37.7	28
Miscellaneous Store Retailers	453	\$87,132,262	\$108,647,296	-\$21,515,034	-11.0	183
Florists	4531	\$9,493,436	\$12,602,980	-\$3,109,544	-14.1	22
Office Supplies, Stationery & Gift Stores	4532	\$26,952,373	\$34,907,573	-\$7,955,200	-12.9	60
Used Merchandise Stores	4533	\$11,235,841	\$8,276,034	\$2,959,807	15.2	26
Other Miscellaneous Store Retailers	4539	\$39,450,611	\$52,860,708	-\$13,410,097	-14.5	74
Nonstore Retailers	454	\$73,825,906	\$26,553,704	\$47,272,202	47.1	23
Electronic Shopping & Mail-Order Houses	4541	\$60,605,613	\$21,926,358	\$38,679,255	46.9	10
Vending Machine Operators	4542	\$1,205,399	\$1,957,298	-\$751,899	-23.8	4
Direct Selling Establishments	4543	\$12,014,894	\$2,670,048	\$9,344,846	63.6	9
Food Services & Drinking Places	722	\$257,642,745	\$270,386,506	-\$12,743,761	-2.4	423
Special Food Services	7223	\$11,984,049	\$45,537,711	-\$33,553,662	-58.3	18
Drinking Places - Alcoholic Beverages	7224	\$17,282,993	\$9,134,699	\$8,148,294	30.8	30
Restaurants/Other Eating Places	7225	\$228,375,703	\$215,714,096	\$12,661,607	2.9	374

Data Note: Supply (retail sales) estimates sales to consumers by establishments. Sales to businesses are excluded. Demand (retail potential) estimates the expected amount spent by consumers at retail establishments. Supply and demand estimates are in current dollars. The Leakage/Surplus Factor presents a snapshot of retail opportunity. This is a measure of the relationship between supply and demand that ranges from +100 (total leakage) to -100 (total surplus). A positive value represents 'leakage' of retail opportunity outside the trade area. A negative value represents a surplus of retail sales, a market where customers are drawn in from outside the trade area. The Retail Gap represents the difference between Retail Potential and Retail Sales. Esri uses the North American Industry Classification System (NAICS) to classify businesses by their primary type of economic activity. Retail establishments are classified into 27 industry groups in the Retail Trade sector, as well as four industry groups within the Food Services & Drinking Establishments subsector. For more information on the Retail MarketPlace data, please click the link below to view the Methodology Statement. <http://www.esri.com/library/whitepapers/pdfs/esri-data-retail-marketplace.pdf>

Source: Esri and Infogroup. Retail MarketPlace 2017. Copyright 2017 Infogroup, Inc. All rights reserved.

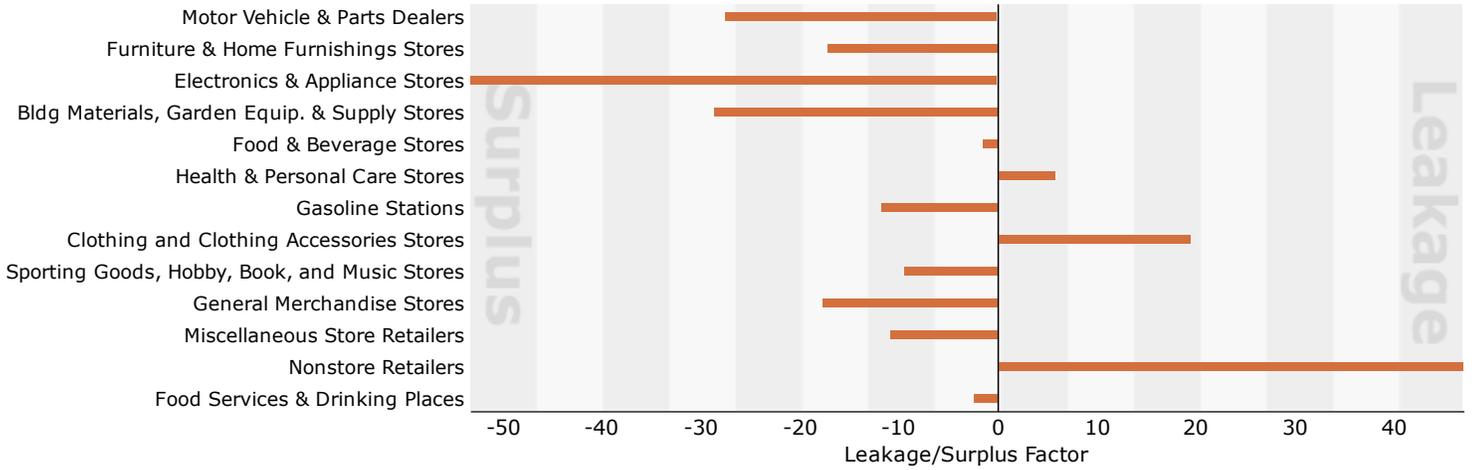


Retail MarketPlace Profile

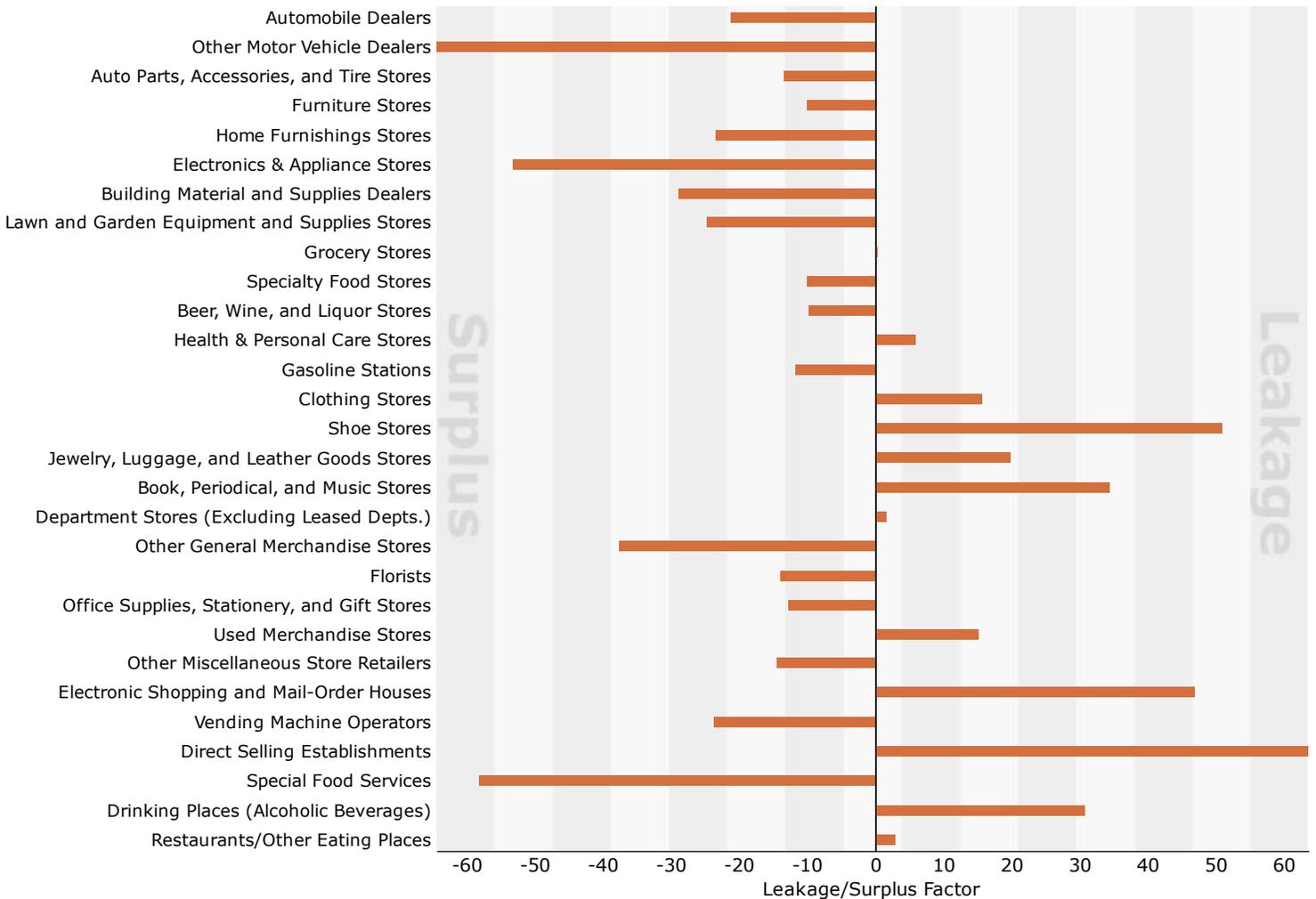
4180 Veterans Memorial Hwy, Bohemia, New York, 11716
 Drive Time: 10 minute radius

Prepared by Esri
 Latitude: 40.78236
 Longitude: -73.09796

Leakage/Surplus Factor by Industry Subsector



Leakage/Surplus Factor by Industry Group



Source: Esri and Infogroup. Retail MarketPlace 2017. Copyright 2017 Infogroup, Inc. All rights reserved.



Retail MarketPlace Profile

4180 Veterans Memorial Hwy, Bohemia, New York, 11716
 Drive Time: 15 minute radius

Prepared by Esri
 Latitude: 40.78236
 Longitude: -73.09796

Summary Demographics

2017 Population	396,410
2017 Households	129,853
2017 Median Disposable Income	\$64,839
2017 Per Capita Income	\$37,154

Industry Summary	NAICS	Demand (Retail Potential)	Supply (Retail Sales)	Retail Gap	Leakage/Surplus Factor	Number of Businesses
Total Retail Trade and Food & Drink	44-45,722	\$6,465,142,812	\$7,846,145,191	-\$1,381,002,379	-9.6	3,602
Total Retail Trade	44-45	\$5,813,132,050	\$7,158,471,396	-\$1,345,339,346	-10.4	2,565
Total Food & Drink	722	\$652,010,763	\$687,673,795	-\$35,663,032	-2.7	1,038

Industry Group	NAICS	Demand (Retail Potential)	Supply (Retail Sales)	Retail Gap	Leakage/Surplus Factor	Number of Businesses
Motor Vehicle & Parts Dealers	441	\$1,157,171,010	\$1,659,116,359	-\$501,945,349	-17.8	303
Automobile Dealers	4411	\$973,215,960	\$1,375,781,322	-\$402,565,362	-17.1	142
Other Motor Vehicle Dealers	4412	\$87,481,433	\$191,600,475	-\$104,119,042	-37.3	62
Auto Parts, Accessories & Tire Stores	4413	\$96,473,617	\$91,734,562	\$4,739,055	2.5	100
Furniture & Home Furnishings Stores	442	\$216,217,144	\$277,179,460	-\$60,962,316	-12.4	146
Furniture Stores	4421	\$110,081,832	\$94,282,953	\$15,798,879	7.7	56
Home Furnishings Stores	4422	\$106,135,312	\$182,896,507	-\$76,761,195	-26.6	91
Electronics & Appliance Stores	443	\$226,676,956	\$534,438,033	-\$307,761,077	-40.4	203
Bldg Materials, Garden Equip. & Supply Stores	444	\$373,363,297	\$602,253,002	-\$228,889,705	-23.5	290
Bldg Material & Supplies Dealers	4441	\$342,813,708	\$567,542,120	-\$224,728,412	-24.7	232
Lawn & Garden Equip & Supply Stores	4442	\$30,549,588	\$34,710,882	-\$4,161,294	-6.4	57
Food & Beverage Stores	445	\$1,011,886,320	\$959,116,805	\$52,769,515	2.7	305
Grocery Stores	4451	\$854,092,202	\$818,355,008	\$35,737,194	2.1	157
Specialty Food Stores	4452	\$66,651,953	\$59,500,142	\$7,151,811	5.7	74
Beer, Wine & Liquor Stores	4453	\$91,142,164	\$81,261,655	\$9,880,509	5.7	74
Health & Personal Care Stores	446,4461	\$481,589,392	\$422,424,468	\$59,164,924	6.5	199
Gasoline Stations	447,4471	\$563,417,433	\$586,827,097	-\$23,409,664	-2.0	138
Clothing & Clothing Accessories Stores	448	\$507,259,830	\$391,928,660	\$115,331,170	12.8	287
Clothing Stores	4481	\$353,548,739	\$283,553,331	\$69,995,408	11.0	189
Shoe Stores	4482	\$56,921,270	\$45,630,196	\$11,291,074	11.0	39
Jewelry, Luggage & Leather Goods Stores	4483	\$96,789,821	\$62,745,133	\$34,044,688	21.3	60
Sporting Goods, Hobby, Book & Music Stores	451	\$173,200,914	\$206,697,007	-\$33,496,093	-8.8	142
Sporting Goods/Hobby/Musical Instr Stores	4511	\$145,739,187	\$176,523,992	-\$30,784,805	-9.6	122
Book, Periodical & Music Stores	4512	\$27,461,727	\$30,173,016	-\$2,711,289	-4.7	20
General Merchandise Stores	452	\$696,957,444	\$1,136,360,102	-\$439,402,658	-24.0	114
Department Stores Excluding Leased Depts.	4521	\$436,442,399	\$532,602,718	-\$96,160,319	-9.9	39
Other General Merchandise Stores	4529	\$260,515,046	\$603,757,384	-\$343,242,338	-39.7	75
Miscellaneous Store Retailers	453	\$220,064,273	\$321,166,139	-\$101,101,866	-18.7	385
Florists	4531	\$23,437,155	\$40,602,982	-\$17,165,827	-26.8	46
Office Supplies, Stationery & Gift Stores	4532	\$68,168,552	\$86,167,611	-\$17,999,059	-11.7	138
Used Merchandise Stores	4533	\$28,493,388	\$25,685,484	\$2,807,904	5.2	51
Other Miscellaneous Store Retailers	4539	\$99,965,178	\$168,710,063	-\$68,744,885	-25.6	150
Nonstore Retailers	454	\$185,328,037	\$60,964,264	\$124,363,773	50.5	51
Electronic Shopping & Mail-Order Houses	4541	\$153,326,963	\$48,027,894	\$105,299,069	52.3	18
Vending Machine Operators	4542	\$3,050,281	\$4,549,949	-\$1,499,668	-19.7	8
Direct Selling Establishments	4543	\$28,950,793	\$8,386,420	\$20,564,373	55.1	25
Food Services & Drinking Places	722	\$652,010,763	\$687,673,795	-\$35,663,032	-2.7	1,038
Special Food Services	7223	\$30,053,605	\$65,935,572	-\$35,881,967	-37.4	40
Drinking Places - Alcoholic Beverages	7224	\$43,271,291	\$16,194,320	\$27,076,971	45.5	54
Restaurants/Other Eating Places	7225	\$578,685,867	\$605,543,903	-\$26,858,036	-2.3	945

Data Note: Supply (retail sales) estimates sales to consumers by establishments. Sales to businesses are excluded. Demand (retail potential) estimates the expected amount spent by consumers at retail establishments. Supply and demand estimates are in current dollars. The Leakage/Surplus Factor presents a snapshot of retail opportunity. This is a measure of the relationship between supply and demand that ranges from +100 (total leakage) to -100 (total surplus). A positive value represents 'leakage' of retail opportunity outside the trade area. A negative value represents a surplus of retail sales, a market where customers are drawn in from outside the trade area. The Retail Gap represents the difference between Retail Potential and Retail Sales. Esri uses the North American Industry Classification System (NAICS) to classify businesses by their primary type of economic activity. Retail establishments are classified into 27 industry groups in the Retail Trade sector, as well as four industry groups within the Food Services & Drinking Establishments subsector. For more information on the Retail MarketPlace data, please click the link below to view the Methodology Statement. <http://www.esri.com/library/whitepapers/pdfs/esri-data-retail-marketplace.pdf>

Source: Esri and Infogroup. Retail MarketPlace 2017. Copyright 2017 Infogroup, Inc. All rights reserved.

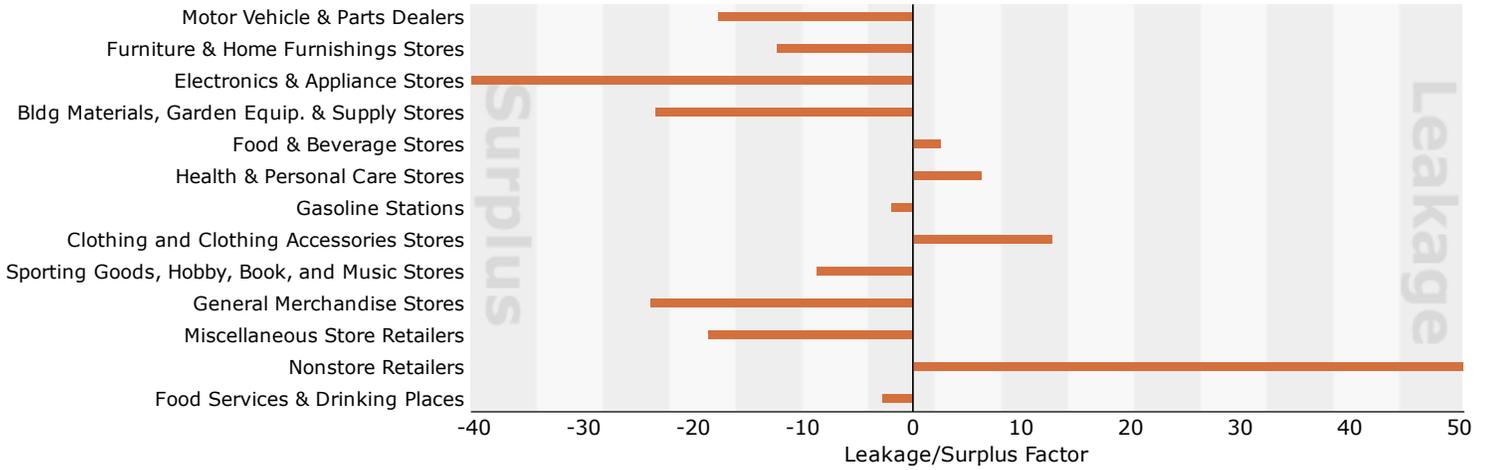


Retail MarketPlace Profile

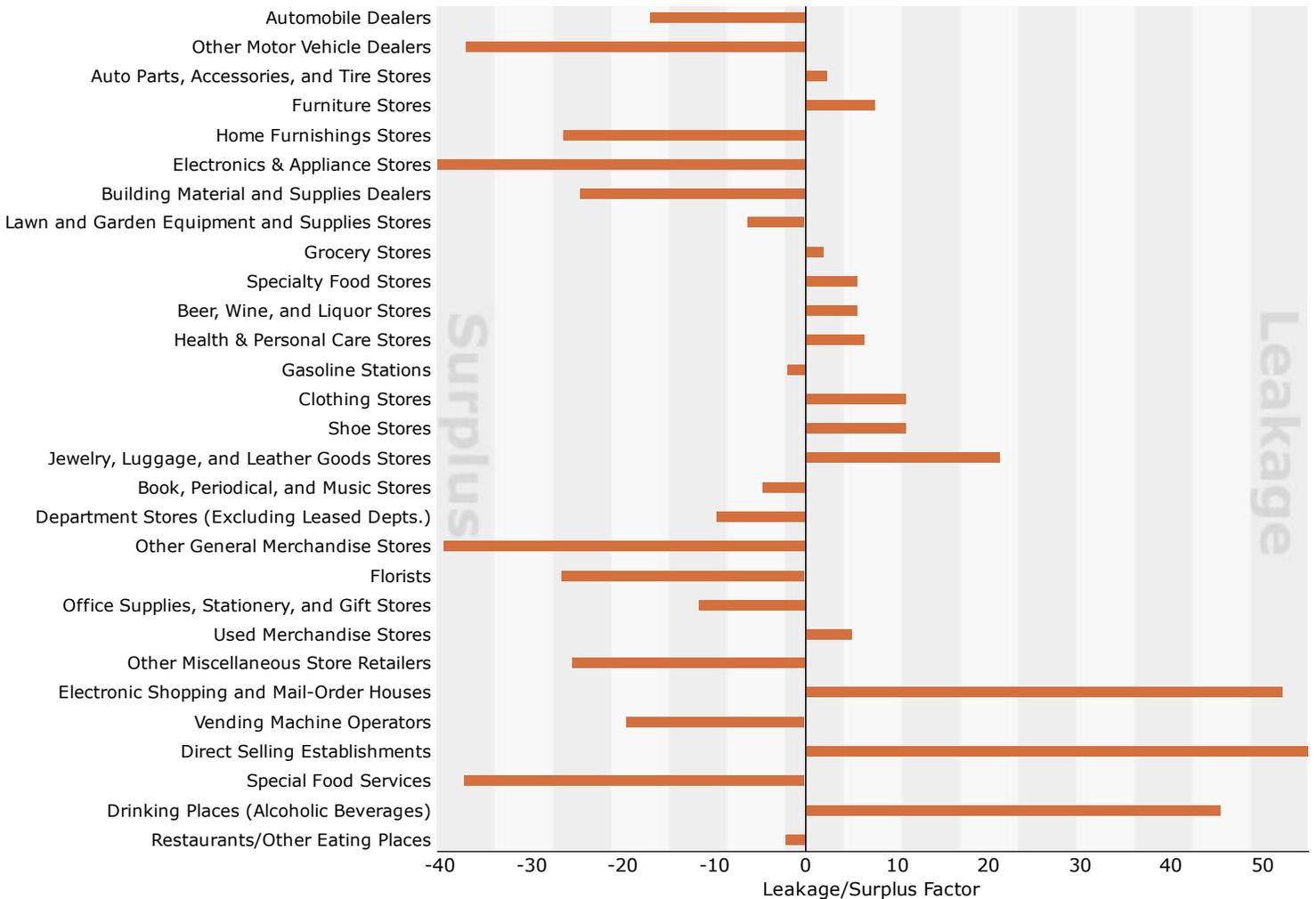
4180 Veterans Memorial Hwy, Bohemia, New York, 11716
 Drive Time: 15 minute radius

Prepared by Esri
 Latitude: 40.78236
 Longitude: -73.09796

Leakage/Surplus Factor by Industry Subsector



Leakage/Surplus Factor by Industry Group



Source: Esri and Infogroup. Retail MarketPlace 2017. Copyright 2017 Infogroup, Inc. All rights reserved.



APPENDIX C ICD CODE AMENDMENT

Amendments to Article XLIII, Use District Regulations: Industrial Corridor District of Chapter 68 Zoning

§ 68-464 **Legislative intent.**

This district is designated to implement the objectives of the Comprehensive Plan of the Town of Islip along the roadways intended for quality industrial development but which are threatened by strip commercial development. These objectives are to:

A. Function as the Gateway to the Town of Islip MacArthur Airport

AB. Maximize roadway efficiency while minimizing traffic hazards, accidents and congestion through the consolidation of building parcels and curb cuts.

BC. Enhance the aesthetics of the roadways by means of landscaping, lot area, frontage, architectural quality and use requirements.

CD. Provide reasonable support services for industrial development which would be functionally and architecturally integrated into these developments, or located at service nodes at existing signalized intersections along Veterans Highway that permit land uses which provide goods and services to the businesses and employees that work along the Corridor.

DE. Prevent the establishment of a strip commercial character along the Corridor, ~~resulting from retail or restaurant development on separate lots.~~

[Added 5-4-1992]

§ 68-465 **Permitted uses.**

A. In an Industrial Corridor District, no building, structure or premises shall be used or occupied and no building or part thereof or other structure shall be so erected or altered, except for one or more of the following purposes:

(1) Office, including medical office.

(2) Manufacturing and assembly uses, provided that the operation does not involve the outdoor storage of vehicles, except those uses prohibited in an Industrial 1 District or Industrial 2 District.

[Amended 4-8-1997]

(3) Laboratories for scientific and industrial research, testing and development.

(4) Municipal and public facilities, excluding retail off-track betting and casino facilities.

[Amended 4-8-1997]

(5) Freestanding retail bank subject to the following criteria:

[Added 2-9-2010^[1]]

(a) Any property or structure used for a freestanding bank shall meet the specific dimensional requirements contained within this article.

(b) A deed covenant ~~offering~~ establishing a permanent vehicular cross access, formalized by a ~~future~~ reciprocal easement, to any adjacent property, shall be filed with the Suffolk County Clerk prior to the issuance of any building permits for a freestanding bank.

(c) Any separate bank drive-through shall be subject to a Planning Board special permit pursuant to § **68-466.1**

(d) There shall be no more than one freestanding bank on a single parcel.

[Added 10-25-2011]

[1]

Editor's Note: Former Subsection A(5), Educational institutions, was repealed 6-22-1999.

(6) Retail bank, located within an existing multiunit structure containing other permitted uses, provided that it does not occupy more than 30% of the gross floor area of any such structure.

[Amended 2-9-2010]

(7) Funeral parlor/home.

[Added 4-8-1997]

(8) Nursing home.

[Added 4-8-1997]

(9) Adult day-care facility.

[Added 4-8-1997]

(10) Veterinarian, provided that all activities take place within the building.

[Added 4-8-1997]

(11) Child day-care center.

[Added 3-23-1999]

(12) Public school.

[Added 3-23-1999]

(13) Private or parochial school, including preschool programs, elementary and secondary schools, vocational schools and other non-degree-granting schools including self-defense, dance, swimming, gymnastics and similar instruction/programs, except those associated with manufacturing or truck driving.
[Added 3-23-1999]

(14) Health club.
[Added 2-9-2010]

(15) Job training (including but not limited to those associated with manufacturing, but not including truck driver schools or schools with similar associated traffic impacts)

(16) Hotel, provided the development meets the following criteria:

- a) Each hotel unit must have a bathroom with at least a shower and /or bathtub, toilet, and sink.
- b) Within the building the hotel must have a lobby from which all rooms are accessible (via hallways, elevators). No exterior doors to hotel rooms permitted.
- c) All hotels shall be equipped with sprinkler and fire alarm systems.
- d) Adequate off-street parking and loading space(s) as required.
- e) Off-street parking shall be adequately lit but shall not be located, installed, or maintained so as to create a traffic hazard or nuisance for motorists or adjacent properties.

(17) A multiple use incorporating permitted uses in this section with up to 25% of the floor area utilized by one or more of the following retail or service uses integrated into the principle building or as a separate building with pedestrian connections to the principle building which do not exceed a total of 15,000 square feet as a single use:

- a) Personal service establishment
- b) Office equipment and service
- c) Office supplies
- d) Dry cleaning
- e) Delicatessen (with floor area maximum of 2,000 square feet and operating hours limited to 15 hours a day or less)

(18) Drive thru bank kiosk provided any associated exterior lighting shall comply with the Town of Islip's Exterior Lighting Standards found in Article LII, and any relevant Federal and State statutes.

B. Nothing herein contained shall be construed to permit the erection, alteration, addition, maintenance or use of any premises which shall provide outdoor storage, outside service, outside display, outside counter or window service, except as provided in § 68-465A(6).

[Added 4-1-1986^[21]]

~~[2]Editor's Note: This ordinance also provided that it would take effect 4-20-1986.~~

§ 68-466 Uses permitted by special permit from Town Board after public hearing.

[Amended 4-22-1986; 5-4-1992; 4-8-1997; 4-21-1998]

The following uses are permitted by special permit from the Town Board after a public hearing:

A. (Reserved)

~~B. University or college dormitory or similar residential use. (Reserved)~~

~~[Added 3-23-1999]~~

~~C. Food service establishment, restaurant, minor restaurant, bar, tavern or nightclub, cafeteria, delicatessen or any other establishment for the service of food or beverages, whether such food service is intended for on premises or off premises or indoor or outdoor consumption. Such uses shall only be permitted when operated in conjunction with other permitted uses located on the subject parcel and in a design and manner that is architecturally and functionally blended with the principal use of the property. A determination of the acceptability of the plan for the food serving use shall be made by the Department of Planning based on the following criteria:~~

~~(1) The use shall be centrally located within the site and accessible to the occupants of the site.~~

~~(2) The use shall be invisible from or inconspicuously located in relation to Veterans Memorial Highway.~~

~~(3) Signage or other advertisements relating to the use along Veterans Memorial Highway shall be limited to one lawn sign, of an industrial/corporate character, not to exceed 32 square feet.~~

~~(4) Preference shall be given to locations within a principal building. A freestanding building for this use shall be subject to the inclusion of the following amenities which may include, but not be limited to, an enclosed or outdoor eating area, which includes seating, a landscaped plaza and a water sculpture element; and visible and attractive walkways between the use and all other buildings on the site.~~

~~(Reserved)~~

~~D. Psychiatric clinic, drug treatment center or similar health related facility, excluding overnight residential treatment facilities.^[1]~~

~~[1]Editor's Note: Former Subsection E, regarding animal care centers, which immediately followed, was repealed 2-28-2017.~~

§ 68-466.1 Uses permitted by special permit from Planning Board after public hearing.

[Added 4-8-1997]

A. Showroom.

[Amended 2-9-2010]

B. Warehouse use, provided no overhead doors shall face any street and further provided that any overhead doors are properly screened from view with fencing and/or landscaping pursuant to the satisfaction of the Planning Board.

[Amended 3-23-1999; 9-11-2001]

~~**C.** Private parking garage as an accessory use to a permitted principal use.~~

DC. Industrial/business service use involving office support services including printing, document reproduction, storage facilities, provision of building retail/wholesale/office and business related supplies, and similarly related functions.

[Added 3-23-1999]

ED. Private or parochial college or university excluding dormitories and other college or university residential uses.

[Added 3-23-1999]

EE. Businesses which involve the outdoor or overnight parking of registered vehicles as an accessory use to a permitted principle use, provided that all vehicles shall be properly screened from view pursuant to the direction of and in the discretion of the Planning Board.

[Added 9-11-2001]

GF. Bank drive-through.

[Added 2-9-2010]

HG. Outside seating as an accessory use to a permitted bar, tavern, nightclub, restaurant, ~~or~~ minor restaurant, or fast food restaurant use, provided the site otherwise complies with all applicable Code requirements and subject to the following requirements:

[Added 10-13-2010]

(1) Outside seating shall be permitted for dining purposes only. The service and consumption of alcohol shall only be permitted as clearly accessory and incidental to the service of food. No outside bar shall be permitted. In no case shall the service of alcohol be permitted off site.

(2) Outdoor loudspeakers, exterior live entertainment or dancing of any kind shall not be permitted.

(3) Outside seating shall only be permitted to operate between the hours of 8:00 a.m. and 11:00 p.m.

(4) Outside seating shall be permitted on the subject parcel adjacent to the building only, provided it does not encroach onto any sidewalk adjacent to a parking lot by more than 50% and further provided there is a minimum unobstructed sidewalk area of eight feet. If on-street parking is permitted adjacent to the sidewalk, then a minimum unobstructed sidewalk area of five feet shall be required.

(5) The outdoor area shall be located a minimum of 150 feet from any single-family residence.

IH. Indoor recreational use.

[Added 5-21-2013]

JL. Taxi office, when adjacent to a residential use or zone.

[Added 8-5-2014]

KJ. Animal care center.

[Added 2-28-2017]

K. A multiple use incorporating permitted uses in §68-465 with up to 25% of the remaining floor area utilized by one or more of the following retail or service uses integrated into the principle building or as a separate building with pedestrian connections to the principle building and which do not exceed a total of 15,000 square feet as a single use:

- (1) Restaurant/minor restaurant (no drive-thru)
- (2) Pharmacy with drive-thru (maximum of 15,000 square feet)
- (3) Specialty food shop (maximum of 8,000 square feet)
- (4) Bar, Tavern, Nightclub

L. The following service and limited retail uses will be considered by the **Planning Board** for **parcels with frontage on Veterans Memorial Highway that are located at the signalized intersections along Veterans Memorial Highway** (those established as of the date of adoption of this section and as referenced in the associated corridor study) subject to the conditions provided in (§68-466.3) and if in conformance with the density requirements provided in §68-470.

- a) Restaurant
- b) Fast Food Restaurant (with drive-thru)
- c) Pharmacy (with drive-thru)
- d) Specialty food market
- e) Bars, taverns, nightclubs
- f) Retail Fuel Service Stations with a Convenience Market Component subject to the following conditions.
 - a) Must be located at least ¼-mile from an existing fuel station or former station which continues to have related improvements in place (i.e. tanks, fuel pump, canopy) that is located on the same side of Veterans Memorial Highway.
 - b) Shall include a food market component which has a minimum of 50% of the interior floor area dedicated to food service including prepared foods/beverages and optional customer seating.
 - c) If an outdoor seating area for dining purposes is proposed, such area shall be accessible only between the hours of 8 am and 11 pm. No consumption of alcohol shall be permitted on the site. If included, the area provided as outdoor seating with canopy shall not be counted towards floor area in calculation of maximum floor area ratio.
 - d) No gasoline service station premises shall be permitted to locate within 200 feet of a school, playground, recreation center, public library, or church.
 - e) Shall be consistent with the requirements of Article XXVII for Retail Fuel Service Stations
 - f) No vehicle repair or storage shall be permitted.

§ 68-466.2 (~~Reserved~~) **Uses permitted after review and approval of Planning Board. [1]**

A The following uses are permitted after the review and approval of the Planning Board without complying with the notice requirements of §68-32, subject to compliance with the following criteria:

- (1) A parking relaxation of no greater than 20%.
- (2) A landscaping relaxation of no greater than 20%.
- (3) Approval will not result in any on- or off-site traffic impacts, as determined by the Planning Board.
- (4) The use is consistent with the spirit and intent of the Town Code and Comprehensive Plan.
- (5) The site is not adjacent to any residential use or zone.

B. Uses.

- (1) Showroom
- (2) Warehouse use, provided no overhead doors shall face any street and further provided that any overhead doors are properly screened from view with fencing and/or landscaping pursuant to the satisfaction of the Planning Board.
- (3) Industrial/business service use involving office support services including printing, document reproduction, storage facilities, provision of building/office and business related supplies, and similarly related functions.
- (4) Outside seating as an accessory use to a permitted, restaurant, minor restaurant, or fast food restaurant use, subject to the requirements of §68-466.1 G.

[1]Editor's Note: Former § 68-466.2, Uses permitted by special exception from Board of Appeals after public hearing, added 4-8-1997, was repealed 3-23-1999.

§ 68-466.3 Additional conditions for special permits

A For applications involving a fast food restaurant, pharmacy with drive thru, retail fuel station with convenience market, or when otherwise deemed necessary by the Planning Board, a traffic and roadway analysis prepared by a professional engineer specializing in transportation shall be submitted with the application for review by the Town and shall include analysis of access and provision of appropriate deceleration lane, turning lane as well as analysis for need for modification of signal timing, additional intersection improvements.

B The subject property shall execute a cross access agreement to allow for future cross access between adjoining parcels.

§ 68-467 Accessory uses.

The following uses shall be permitted when located on the same lot as the uses permitted in §§ **68-465** and **68-466**:

A. Signs as permitted and regulated under §68-477 and Article **XXIX**.

B. Other customary accessory uses and structures, provided that such uses are clearly incidental to the principal use, do not include any activity commonly conducted as a business and do not require a separate building.

C. A single accessory retail or showroom use, provided the use is completely contained within the industrial building and sells only goods being manufactured, processed, or warehoused in the principal industrial building. The area devoted to this accessory retail use, including all storage, stocking, and business space, shall not exceed 210% of the gross floor area of the industrial building or exceed a maximum of 2,000 square feet, whichever is less, and separate exterior signage for this use shall be prohibited.

[Added 4-5-2005]

D. Industrial accessory wind energy turbines as defined in § **68-3** of this chapter.

[Added 9-29-2009]

E. Spray booth, provided the booth has received a permit from the New York State Department of Environmental Conservation or evidence is submitted demonstrating exemption for said permit.

[Added 6-19-2012]

F. Parking garage as an accessory use to a permitted principal use unless adjacent to a residential use or zone, in which case is prohibited.

G. Hotel Accessory Uses

The following accessory uses shall be permitted within the hotel building:

- a) One apartment with or without kitchen facilities for the use of the hotel manager or caretaker and his/her family.
- b) Minor restaurant, dining room, and vending area permitted for hotels with less than 60 rooms.
- c) Meeting/conference rooms and banquet facilities.
- d) Laundry facilities for use by hotel guests and staff only.
- e) Business center.
- f) Recreational facilities for the exclusive use of hotel guests.
- g) Dining facility/restaurant within the building for hotels with 60 or more hotel rooms. Note that a separate entrance is permitted for restaurant within the hotel, but that access must also be provided from within the hotel.
- h) Bar, tavern or nightclub within the building for hotels with 60 or more hotel rooms.

§ 68-468 **Height restrictions.**

A. No building or structure shall be erected to a height in excess of 60 feet or four stories, except under the provisions of § **68-468B**, except as otherwise restricted by the Federal Aviation Administration.

B. Any portion of a building may be erected to a height in excess of 60 feet if such portion of such building is set back two additional feet for each one foot of additional height beyond the required setbacks from public streets, planned public streets or the district boundary lines.^[1]

[1]

Editor's Note: Former Subsection C, Exceptions, which immediately followed this subsection, was repealed 11-1-1988.

C. Flagpoles shall not exceed 35 feet in height.

[Added 9-11-2001]

§ 68-469 **Percentage of lot occupancy.**

[Amended 11-1-1988; 5-4-1992]

- A. The total buildable area, including all buildings, shall not exceed a floor area ratio of 0.35.
- B. ~~A food service establishment shall not exceed a floor area ratio of 0.035 nor shall a food service establishment constitute more than 20% of the total floor area at any time. The installation of covered patios that do not exceed 400 SF which provide outdoor seating areas for employees to gather shall not be included in the floor area calculation for the purpose of calculating FAR.~~
- C. The floor area of parking structures/garages and subsurface parking is not to be included in the calculation for maximum floor area ratio.
- D. Indoor amenity space (e.g. lobbies, atria, etc.) that occupies more than 1.5% of the building floor space for offices and industrial buildings may be provided and this area shall not be counted towards allowable FAR.

§ 68-470 **Area density.**

[Amended 2-9-2010]

- A. ~~The minimum lot area for a freestanding retail bank, as a primary use, shall be 35,000 square feet.~~
[Amended 10-25-2011]
- B. ~~The minimum lot area for all other uses in this district shall be 120,000 square feet.~~
 - A. (Reserved)
 - B. A hotel room shall have an area of at least 300 square feet and there shall be a minimum of 1,250 square feet of site area for each hotel room. In no case shall a hotel use have a lot area less than 120,000 square feet.
- C. Density requirements for permitted uses per §68-465 are provided in the table below.

<u>Permitted Uses (per §68-465)</u>	<u>Minimum Lot Area (SF)</u>
<u>Freestanding retail bank, as a primary use,</u>	<u>40,000</u>
<u>Drive thru bank kiosk</u>	<u>20,000</u>
<u>Other permitted uses per §68-465)</u>	<u>120,000</u>

- D. Density Requirements for uses permitted only at existing signalized intersections (per §68-466 or §68-466.1) are provided in the table below.

<u>Use</u>	<u>Minimum lot area dedicated to the use (SF)</u>	<u>Maximum Building Gross Floor Area (SF)</u>	<u>Minimum Frontage on Veteran's Memorial Highway</u>	<u>Minimum Frontage on Secondary Road</u>	<u>Minimum separation from same use on same side of</u>

					<u>Veteran's Highway</u>
a) <u>Restaurant (no-drive thru)</u>	<u>40,000 SF</u>	<u>≈</u>	<u>100'</u>	<u>100'</u>	<u>N/A</u>
b) <u>Fast Food Restaurant (with drive-thru)</u>	<u>60,000 SF</u>	<u>≈</u>	<u>150'</u>	<u>150'</u>	<u>N/A</u>
c) <u>Pharmacy (with drive-thru)</u>	<u>80,000 SF</u>	<u>15,000 SF</u>	<u>200'</u>	<u>200'</u>	<u>N/A</u>
d) <u>Specialty food market</u>	<u>80,000 SF</u>	<u>8,000 SF</u>	<u>200'</u>	<u>100'</u>	<u>N/A</u>
e) <u>Retail Fuel Service Stations with a Convenience Market Component</u>	<u>80,000 SF</u>	<u>≈</u>	<u>150'</u>	<u>150'</u>	<u>¼ mile (see §68-466.1 (L) for details)</u>

§ 68-471 **Width of lot.**

[Amended 2-9-2010]

A. The minimum width of lot for uses permitted in this district shall be 300 feet throughout, except as noted below.

B. The minimum width of lot for freestanding banks as a primary use, and drive thru bank kiosks, in this district shall be ~~150~~ 100 feet throughout ~~as measured parallel to Veterans Memorial Highway at the seventy five foot front yard.~~

C. The minimum frontage requirements in §68-470 D shall supersede the lot width requirement in this section for those listed uses.

§ 68-472 **Front yard.**

[Amended 4-21-1998; 2-9-2010]

A. All buildings, except those listed below, shall have a primary front yard setback of 100 feet along Veterans Memorial Highway and a minimum secondary front yard setback of 50 feet along any other roadways. A minimum of 40 feet of that portion of said yard bordering Veterans Memorial Highway shall be landscaped in accordance with Town of Islip Subdivision and Land Development Regulations. A maximum of 10 feet of this requirement can be located in the Veterans Memorial Highway right-of-way. A minimum of 25 feet of that portion of the front yard bordering streets intersecting Veterans Memorial Highway shall be similarly landscaped.

B. No structure shall be permitted within any front yard.

C. ~~Freestanding banks, as a primary use, shall have a front yard setback of 75 feet along Veterans Memorial Highway and a minimum second front yard setback of 50 feet along any other roadways. A minimum of 20 feet of that portion of said yard bordering Veterans Memorial Highway shall be landscaped in accordance with Town of Islip Subdivision and Land Development Regulations. A maximum of 12 feet of this requirement may be located in the Veterans Memorial Highway right-of-way.~~

§ 68-473 **Side yards.**

[Amended 4-22-1986; 9-11-2001; 2-9-2010]

A. All buildings, except those listed below, shall have a minimum side yard of 25 feet. Where the side yard abuts a residential district or use, a minimum side yard of 50 feet shall be required.

~~B. Freestanding banks, as a primary use, shall have a minimum side yard of 15 feet. Where the side yard abuts a residential district or use, a minimum side yard of 50 feet shall be required.~~

§ 68-474 **Rear yard.**

All buildings shall have a minimum rear yard of 25 feet. Where the rear yard abuts a residential district, a minimum rear yard of not less than 50 feet shall be required.

§ 68-475 **Off-street loading.**

No loading areas shall be located within a front yard or within 100 feet of a residential district.

§ 68-476 **Architectural drawings.**

A. High quality architecture proportionate to the property size is required. Applications for development within the ICD shall include rRepresentative architectural elevation drawings for all proposed structures shall be submitted to be reviewed and approved by the Planning Division, Elevations and shall include the following information: height, building design, color, materials, signs and exposed exterior mechanical equipment. All exterior walls shall be completed with finished quality building materials that shall provide for architecturally compatible building design.

- 1) Windows and openings shall be provided in each façade of any new building unless deemed technically or programmatically infeasible. Where infeasible, spandrel glass (faux windows) shall be utilized. Windows shall be appropriately sized to the scale of the building. Utilizing natural light into interior spaces to offset use of artificial lighting, along with photo sensor control is encouraged.
- 2) Incorporation of a minimum number of Architectural features into building facades visible from roadways. This may include porticos over doorways, cornices, decorative ornament appropriate for the architecture, window wall framing, or an atrium. No building façade shall exceed 50 feet in length without interruption of the horizontal plane by one or more of the following architectural features:
 - a. Exterior wall interruption (change in the projection or recess in the plane of at least 2 feet in depth);
 - b. Change in material, texture, or pattern;
 - c. Columns, piers, pilasters or other structural and/or decorative elements; and/or,
 - d. Changes in fenestration pattern.
- 3) Building materials/finishes: All new buildings, of any building type, shall be designed and constructed using quality building materials appropriately applied to create aesthetically pleasing and enduring structures that contribute positively to the overall character of the Corridor. Efface and decorative concrete block shall be limited to accent bands not to exceed 10% of all façade. Aluminum siding shall be prohibited.

- 4) Architectural finishes for rooflines: Exposed coping edge shall be incorporated as a design element proportionate to the façade material, visually reinforced with a proportionate horizontal banding of the façade starting at the coping.
- B. Screening - Rooftop equipment, mechanical equipment, dumpsters, loading areas, parking garages etc. shall be screened consistent with the building style or for ground level features, with fencing and/or landscaping.
- C. Franchise architecture shall be modified to achieve the highest architectural standard for the use.

§ 68-477 Signs

With the exception of the following, all provisions of the Sign Ordinance shall be complied with.^[1] In addition, in the case of multitenant structures, a plan shall be submitted for Planning Division approval showing all signs. They shall be uniformly compatible in terms of design, color and materials and shall not be distracting to motorists.

- A. For multitenant properties with a minimum frontage on Veterans Highway of 300 linear feet or greater, the maximum ground sign area may be increased to 64 square feet.
- B. Additional facial signs permitted for multiple use buildings where multiple establishments are permitted. Maximum of one per establishment.
- C. A second facial sign, installed on the secondary façade, may be permitted for any buildings with dual street frontage (corner lots) within the ICD.

[1] *Editor's Note: See Article XXIX, Signs, of this chapter.*

§ 68-478 (Reserved) [1]

[1] *Editor's Note: Former § 68-47, Definitions, was repealed 10-13-2010.*

§ 68-479 (Reserved) [1]

[1] *Editor's Note: Former § 68-479, Development bonus provisions, added 11-1-1988, was repealed 1-14-2003.*

§ 68-480 Relief from requirements.

A permitted use may occupy any lot which was separately owned prior to March 5, 1985, and which has not come into common ownership with adjoining property, and which conforms to the area, density or width of lot requirement of the Zoning Ordinance prior to this enactment and conforms to all other minimum requirements of this ordinance.

§ 68-481 **Variance procedure for nonconforming lots.**

[Amended 10-13-2010]

Lots in this district which have legal nonconforming status pursuant to § **68-480** shall be subject to all other provisions of this ordinance.

§ ~~68-482~~ **Description.**

~~A. The following areas are designated as an Industrial Corridor District on the Official Map of the Town of Islip:~~

~~(1) All properties which have frontage on Veterans Memorial Highway, in addition to all other properties located within 300 feet of Veterans Memorial Highway between the Long Island Expressway and Sunrise Highway. All properties within these boundaries presently zoned for residential or general service district use are excluded from this district. For the purposes of this ordinance, the eastern terminus of Veterans Memorial Highway shall be the eastern boundary of Tax Map No. 218-01-001.5, a point approximately 125 feet west of the center line of Waverly Avenue.~~

§ 68-482.1 **Exterior site improvements.**

[Added 4-8-1997; amended 8-12-2003]

A. Parking, curbing, sidewalks, drainage, screen planting, buffers, street trees, dumpster enclosures, lighting, public improvements and all other applicable requirements of the Town Code and the Subdivision and Land Development Regulations shall be maintained unless otherwise modified or waived by the Planning Board or Town Board.

B. The exterior site improvements and improvement of property shall be regulated under Article **XXXI** of this ordinance.

[Amended 8-12-2003]

C. A minimum buffer area of ~~25~~ 50 feet in width in accordance with Town standards shall be provided and maintained adjacent to any residential zone or use. As an alternative, a minimum 30-foot vegetated buffer may be provided with a sound attenuation wall and new evergreen plantings on both sides of the wall.

D. Landscaping shall be required around the perimeter of buildings to the greatest extent practicable pursuant to the direction of the Planning Board.

E. Pedestrian connections shall be made between adjacent sites when feasible and appropriate. Pedestrian connections are to be placed away from vehicular drives/aisles and be attractive, adequately lit, constructed of high quality materials to connect plazas where appropriate to encourage walking between properties.

- F. Vehicular cross access easements shall be reviewed/approved and recorded between adjacent sites when feasible and appropriate.
- G. At signalized intersections where restaurant or fast food is proposed as part of an existing development, a pedestrian connection shall be provided that is separate from vehicular access between the existing office/industrial use and the restaurant use.
- H. At signalized intersections where restaurant, fast food or pharmacy is proposed as a single use, a pedestrian connection to neighboring sites shall be incorporated into the site design.
- I. For multiple use properties at mid-block locations that include a new restaurant developed apart from the existing office/industrial use, a solely pedestrian plaza connection shall be provided (with no vehicular access) to the restaurant building.

DRAFT



PLAN



PARKING TABLE	Floor Area (SF)	Code Parking Requirement	Recommended Reduced Parking
BUILDING #1: Research & Development Center			
Research Center (85%)	51,000	85 Spaces (1/600 SF)	85
Office (15%)	9,000	45 Spaces (1/200 SF)	36 (1/250 SF)
BUILDING #2: Mixed-Use Office			
Retail at Ground Lvl.	10,000	67 Spaces (1/150 SF)	0 (Waived)
Café/ Restaurant at Ground Lvl.	5,000	50 Spaces (1/100 SF)	0 (Waived)
Office (2nd, 3rd & 4th lvl.)	45,000	225 Spaces (1/200 SF)	180 (1/250 SF)
Restaurant-1 (Stand alone)	4,500	45 Spaces (1/100 SF)	23 (50% of Code)
Restaurant-2 (Stand alone)	4,500	45 Spaces (1/100 SF)	23 (50% of Code)
TOTAL	129,000 SF	562 Spaces	347 Spaces

PARKING PROVIDED:	
Surface Parking:	281 Spaces
Parking Deck:	85 Spaces
Total Provided:	366 Spaces

CONCEPT SKETCH:

Total Site Area:	9.03 Acres
Total Floor Area:	129,000 SF
FAR:	0.33
Design Flow:	10,590 GPD*
Building Coverage:	10%
Employee Recreation Area:	15%
Front Yard (Veterans Hwy.):	>100'
Front Lawn/ Landscaped Area (along Veterans Hwy.):	100'
Residential Buffer	50'

* Sanitary flow regulated by Suffolk County Health Services. This figure represents twice the allowable flow which requires treatment or may be possible through TDR.

PROPOSED LAND USE:

Research & Development Center	60,000 SF
Office:	45,000 SF
Retail:	10,000 SF
Cafe/ Restaurant:	5,000 SF
Restaurants (stand alone):	9,000 SF

KEY FACTORS:

- Encourage mixed-use planned office development center by allowing pad sites for restaurant use (desirable by industry);
- Allow FAR bonus with structured parking to accommodate at least 15% of required parking spaces;
- Relax parking requirements for Mixed-Use Planned Office Development, for example:
 - Reduce parking requirement for "office" space from 1/200 SF to 1/250 SF;
 - Waive parking requirement for cafe/restaurant spaces provided on the ground level of multi-use office building as long as such space is less than 20% of total floor area;
 - If retail/cafe/restaurant spaces on the ground level is > 20% of the total floor area then provide reduced parking (50% of code required parking) for retail/cafe/restaurant SF which is in excess of 20% of total floor area;
 - Reduce required parking for standalone retail and restaurant to 50% of code parking requirement.
- Transportation Management, including preferred parking for car pools and bicycle racks/strorage.
- Residential buffer: Provide at least 50' wide buffer or provide a minimum of 30' wide buffer along with 10' high sound attenuation wall;
- Provide a minimum of 5% of site area for employee outdoor recreation furnished with plaza, benches, and landscaped areas.



CONCEPT SKETCH FOR PLANNED OFFICE MIXED-USE DEVELOPMENT

TOWN OF ISLIP INDUSTRIAL CORRIDOR STUDY

