



COMPREHENSIVE MASTER PLAN 1973

TOWN OF RIVERHEAD, NEW YORK

TOWN OF RIVERHEAD

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ADOPTION

This Town of Riverhead Comprehensive Master Plan of 1973 was adopted by the Planning Board on December 11, 1974. Certain modifications resulting from the public meetings and hearings are incorporated in this Plan. Subsequently, on April 15, 1975, the Riverhead Town Board adopted "in principle the provisions, outlines and plans for the future development of the Town of Riverhead as set forth in the 1973 Master Plan".

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I

THE INTRODUCTION TO THE PLAN OF 1973

Although Riverhead's population has grown comparatively slowly as predicted, experience has clearly indicated the need for more specific guidance from the Master Plan. The area of need may be different in the view of different people. This Master Plan seeks to achieve a balance between the various concerns for Riverhead's future development and general welfare. General agreement on the basic concept of such a plan is needed if effective guidance and implementation are to be realized.

It is recommended that this Comprehensive Master Plan of 1973 be carefully reviewed with public participation and adjusted where necessary; the authorization for such consideration of a master plan is found in Section 272a of the New York State Town Law. Then it should be adopted by the Planning Board and recommended to the Town Board for use as a guide both in development policy, and in regulatory ordinances and in programming town capital expenditures.

II

BASIC PLANNING GOALS

As in 1964, the Comprehensive Master Plan of 1973 is prepared as a means of guiding the Town of Riverhead in orderly growth from its present state to full development. Particular attention is given to the growth expected by 1985 and to the shorter proposed capital budget term ending in 1978.

The general planning goal continues to project the Town of Riverhead as a community of residential neighborhoods with various housing densities supported by a substantial industrial and commercial economic base. It will emphasize a compatible relationship between community development and protection of the natural environment. The more detailed planning goals are as follows:

Environment

The fundamental character of the community should be established through the careful design and preservation of open space, including parklands and other public and semi-public lands, and private open space. The public policies and regulations to accomplish this will be particularly concerned with the wetlands, the Long Island Sound bluffs, wooded and other significant upland areas, natural drainage ways and the protection of the ground water table, and preservation of air quality. Further analysis of the water resource potential shall be called for in relation to compatible environmental and community requirements. Despite the general planning goal, farming is to be encouraged as a feature of the community as long as it proves feasible. As farming phases out, consideration shall be given to planting of trees so that the land may have attractive qualities for residential or other development.

Population and Housing

Planning policies shall be based on a population objective of 25,000 persons by 1978 and between 32,750 and 44,000 persons by 1985. The ultimate residential population of the Town of Riverhead continues to be set at 174,000.

Zoning and housing policy shall project a housing inventory, in terms of housing types and amounts of housing, designed

to accommodate a balanced community population rather than emphasizing any special element of the population. Nevertheless, it is recognized that certain areas of the town will be best suited for particular types of housing.

Design flexibility should be available in the choice of housing types within a development provided that adequate concern is expressed for its compatibility with surrounding development. This type of flexibility should be within the dwelling unit densities established in the Comprehensive Master Plan as implemented in the Town Zoning Ordinance.

Particular effort shall be exerted to provide adequate housing for the elderly and for low income families resident in the Town of Riverhead with appropriate supporting facilities.

Housing code enforcement and other regulatory measures shall be used to upgrade the quality of existing housing units in the town.

Residential development should be the best possible quality and shall be organized into neighborhoods with convenience shopping facilities, schools, parks and playgrounds.

Utilities

The Comprehensive Master Plan shall be based on the provision of public sewerage in the Hamlet of Riverhead and its vicinity where existing development makes such a public sewerage system a necessity to protect the environment. All other areas of the community shall function on individual or package systems under the provisions of the Suffolk County Health Department. Particular concern shall be expressed for the disposal of industrial sanitary and processing wastes in the areas outside of the public system service.

Public water supply shall be developed in conjunction with the Suffolk County Water Authority. To assure the most efficient overall use of the available water resource and protection of the general environment, careful use of private wells along the shore that might cause salt water intrusion shall be sought. Overpumping may even cause a similar problem further inland. A system of water quality monitoring and careful evaluation of the ground water pumping requirements of the LILCO Shoreham Plant and potential North Jamesport Plants should be given serious consideration.

Further consideration shall be given to the potential for joint solid waste disposal facilities for the east end towns.

Riverhead Business Center

In addition to its functioning as a major shopping center, the Riverhead Business Center shall be promoted as the economic focus of the office and service businesses for eastern Long Island. Further consideration should be given to a cooperative development effort with the Town of Southampton. Public policies should be developed to encourage such development and to provide suitable sites, adequate off-street parking, improved street system and other necessary public improvements.

An essential feature of this center shall be the Peconic River Park and open space related to private development.

Industrial Parks

There shall be an appropriate amount of land set aside for industrial park development of a high standard in the vicinity of the Grumman Airport, along the railroad in the Hamlet of Riverhead, and at key points along the Long Island Expressway and County Route 105.

Streets and Highways

In cooperation with the New York State Department of Transportation and the Suffolk County Departments of Public Works and of Traffic Safety, every effort shall be made to improve the circulation system, particularly in areas of flooding, congestion and high safety hazards.

Improving the appearance and control of traffic along the edge of major highways shall be an important objective in regulatory and procedural measures.

III

ENVIRONMENTAL PLAN

Purpose

This Environmental Plan provides an essential framework for, and is an integral part of, the Town of Riverhead's Comprehensive Master Plan of 1973. First, it presents the interrelationship between the broad development concepts and the broad environmental areas of the community.

Second, the Environmental Plan more specifically identifies basic environmental planning concepts which are to be applied in the development planning sections of this Comprehensive Master Plan. They are also essential considerations in the recommended regulatory measures and capital improvement programming.

The recommendations of the Environmental Plan are made with the knowledge of many studies by various public and private agencies. It also reflects an awareness of the fact that other levels of government have been commissioned to undertake the review and regulation of certain environmental situations.

As in all planning efforts, this is only the current phase of an on-going process designed to assure that the Town of Riverhead will be an outstanding community in the future. Continued study, planning and implementation will be necessary.

General Concept of Development - Diagram D-1

Riverhead is a relatively narrow, four and three-quarter mile wide community stretching out nearly fifteen miles from east to west. It lies between the Peconic River and the bays on the south, and Long Island Sound on the north. Aside from the poorer soils along these water bodies, the soils of Riverhead have proven to be exceptionally good for crop farming under irrigation. Almost all surface drainage flows to the south. The Peconic River wetlands and drainage line are the subject of past and future acquisition by Suffolk County for natural open space. This policy, and the very existence of the bays, will assure Riverhead of a substantial Open Space Preserve between it and development to the south and southwest.

The traditional east-west artery, New York State Route 25 and 25A, is located just north of much of this Preserve, serving as Riverhead's Main Street in the hamlet area. Now the Long Island Expressway crosses the Preserve area as it enters Riverhead from the southwest. This new main east-west traffic artery is to be extended easterly along the LILCO power line. This is just north of the Riverhead Hamlet development area.

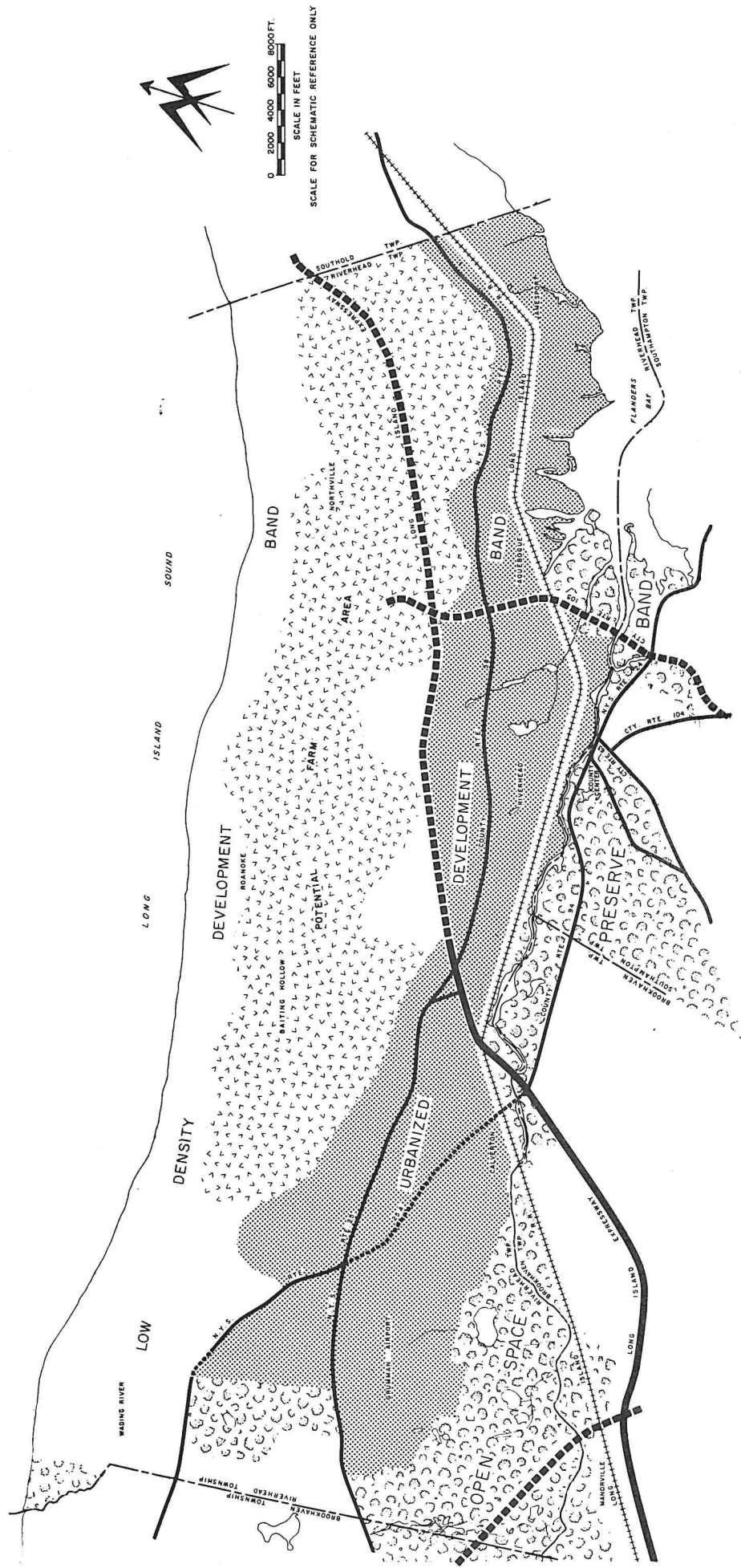
The only public sewerage system and the major public water supply system serving Riverhead are found in the Riverhead Hamlet area along the central portion of the town's southern boundary. Grumman Airport, which has private systems, is also located along the town's southern boundary.

The general concept of development projects all of Riverhead's more intensive development in an Urbanized Development Band approximately two miles deep in a north-south dimension, parallel to and just north of the Peconic River open space preserve and the bays. The high traffic volume Long Island Expressway, providing access to this development area, is located either in or on the edge of that area. All principal public utility services, traffic generators and transportation services will also be located within this Urbanized Development Band. With the exception of existing localized intensive developments, this general concept of development provides for relatively low intensity residential development and open space preserves, both public and private, to the north of this band in a Low Density Development Band. It is also anticipated that further effort will be made in cooperation with owners of farmland to preserve this resource in a manner beneficial to all concerned. As a result, public sewerage and water systems, heavy traffic generators and major roads are not anticipated in this Low Density Development Band.

In broad terms, this general concept of development is susceptible to both land use planning and regulatory programs that will assure minimum impact on the natural environment and the quality of life. They must also provide for a reasonable and economically supportable community development. The environmental principles to be implemented in the land use planning and regulatory programs are presented in the following sections of this Environmental Plan.

Ground Water Protection and Natural Drainage

Riverhead depends exclusively on ground water for its domestic and industrial water supply. Therefore, it is essential that the ground water resource be protected from depletion through over-pumping or pollution, either from salt water intrusion or pollution from land uses.



GENERAL CONCEPT OF DEVELOPMENT

TOWN OF RIVERHEAD, NEW YORK

The Comprehensive Master Plan establishes an ultimate residential population capacity of 174,000 persons. However, it is apparent that further investigation of the comprehensive water supply study's "permissive sustained yield" in relation to maintaining the community's natural environment and a desirable quality of life is needed. A water resource management program designed to realize standards established from the findings of such a study might well require future modification of the residential population capacity. A further possibility might be the trade-off by regulation between various water-user groups. At this time the Comprehensive Master Plan does propose limitations on heavy industrial and commercial users of water. Control of wells and pumping in the vicinity of the shorelines and dredging of inland channels should also be the subject of regulation to prevent salt water intrusion and depletion of the total fresh ground water storage capacity. Particular emphasis should be given to evaluating the impact of the substantial ground water pumping requirements projected for LILCO's Shoreham Plant and the two proposed North Jamesport plants on the ground water resource needed for the community's development potentials. Further investigation of extension of the public water supply system, or of new systems, is indicated in intensively developed areas along the town's southern boundary.

The Comprehensive Master Plan seeks to maximize recharge of surface water into the ground water table and also to protect it from pollution through regulatory measures related to the natural drainage system and the establishment of a ground water quality monitoring system. This concern also relates to soil conditions where the water table is periodically at or near the ground surface or where there is possible pollution of surface water bodies. It is anticipated that such regulations and monitoring will have significant associated benefits. These include:

1. the physical existence of lineal open space preserves featuring natural growth through the community;
2. the potential for lineal recreation facilities such as trails, bicycle and bridle paths connecting various areas of the community, and major recreation or other facilities;
3. the opportunity for an alternate safe and pollution-free transportation system;
4. possible savings in capital and operational cost of positive drainage facilities such as storm water drains, culverts and recharge basins;
5. localized control of surface water contamination and sedimentation; and finally
6. the difficult-to-evaluate, but none-the-less aesthetically pleasing, open spaces between developed areas

This Environmental Plan proposes that there be coordinated studies of small watershed areas based on soil designations established by the Soils Conservation Service survey, storm water runoff projections, and anticipated water flow volumes

at critical points in the drainage line. The objective being to develop a localized system of modified natural drainage utilities over such watersheds through land planning and engineering feasibility. An effort should be made in the course of such studies to anticipate and provide for new highway drainage needs. It is further suggested that consideration be given to a coordinated development program for drainage facilities in each watershed designed to assure adequacy in each land development project and in each public improvement related to the watershed.

Finally, in land development designs, the zoning regulations should require that the actual development area be clustered so that the appropriate areas will be available for needed drainage, and so that the disposal of sanitary wastes will not cause ground water pollution, nor will individual building owners suffer the disadvantage of flooding or wet basements. The resulting open space preserve should be placed under an easement agreement assuring its continued availability and the appropriate public right of access and enjoyment.

Tidal Wetland and Marsh-Tidal Flood Plain

From an ecological point of view, much of Riverhead's tidal marsh and estuary wetland areas have been destroyed. This has occurred through filling and development, duck farm drainage, upstream drainage and marine usage. Some of these practices have been placed under more stringent regulatory controls, primarily by Suffolk County's Department of Health and the New York State Department of Environmental Conservation.

The tidal wetlands and marshes are very significant features in the ecological system that supports marine fisheries and migratory birds. They protect upland areas from the impact of storms and provide educational and scenic resources for the human community. Therefore, this Environmental Plan seeks to preserve and protect remaining tidal wetlands and salt marshes of good quality. At the same time, it recognizes that the Riverhead Community may well have increased need for beaches and marinas. Expansion of these facilities is proposed in areas that are already of poor quality or are limited in concept to a degree which would be compatible with the natural environment.

Zoning regulations should be designed to permit land uses compatible with particular shoreline areas and should also identify tidal wetlands and marshes. Development shall be prohibited in the latter areas, except under very special condi-

tions. These same tidal wetland and salt marsh areas will be subject to review by the New York State Department of Environmental Conservation.

Tidal flooding is not an uncommon experience in certain already developed areas of the Town of Riverhead, including the Riverhead Business Center. The Corps of Engineers has analyzed the history of storms and such flooding. The 100 year tidal flood along Long Island Sound was found to be 12.1 feet above mean sea level. For Flanders and Peconic Bays, the 100 year tidal flood is calculated to be 7.5 feet above mean sea level. The term 100 year flood does not imply a 100 year interval between floods of this magnitude. It does mean that this flood has an average frequency of occurrence in the order of once in 100 years at a designated location. However, it may occur in any year. It is standard practice to define this 100 year flood as the extent of the flood plain. Development of land below these elevations is subject to flooding.

It is proposed that flood plain zoning be incorporated in the Zoning Ordinance to protect property within the 100 year flood plain area.

Environmental Protection Areas

The Comprehensive Master Plan includes a classification entitled, Environmental Protection Areas. Its delineation on the map is intended to graphically call attention to the principles incorporated in the three environmental concerns stated above: ground water protection and natural drainage, tidal wetlands and salt marshes, and tidal flood plain. It is not intended to establish the limits or in any way define the precise extent or even indicate all of the areas of concern. Such details are set forth in the regulatory measures and their reference maps.

These same Environmental Protection Areas cover the 500 foot deep band along the shoreline of the Long Island Sound, Flanders and Peconic Bays and related estuaries over which the Suffolk County Planning Commission exercises a review jurisdiction. The nature of this authority is stated in the Suffolk County Charter, Sections 1323 to 1332. It covers zoning amendments, special exceptions, variances and subdivision plots. The procedure includes consideration of objections by state agencies concerned with environmental protection as well as objections by affected municipalities.

Farmland Preservation

Over recent years, there have been various suggestions for relieving farmers of the tax burden associated with farmland in urbanizing areas. The New York State Legislature, among other governmental bodies, has stated the importance of high quality farmlands and the need for preserving them. The Suffolk County Capital Program for 1974-1976 includes \$45 million for the acquisition of farmland with annual expenditures of \$15 million in each year. The Town of Riverhead may expect to be involved in this program.

During the development of this Comprehensive Master Plan project, the Riverhead Planning Board has informally met with some farmers to explore the potential impact of these and other proposals on the agricultural community. The exchange of information and ideas at these meetings indicated that many questions are still unresolved and that further study is necessary. The land tenure and broad area of farmlands most appropriate for consideration in such future studies was identified in a preliminary way in the course of these meetings.

The Environmental Plan considers the preservation of farmland as an important objective. From the total community's point of view, benefits obviously include farming as an economic activity. They also include the preservation of open space and the character of the rural landscape, decreased ultimate residential population capacity and a better relationship between ground water supply and population. Disadvantages are the removal of unpopulated lands from the tax rolls and the potential incompatibility of agricultural use with immediately adjacent residential development. It is important to recognize that the preservation of farmland may not necessarily assure agriculture as an economic activity in the long-term future. As a result, the implementation program should give consideration to the promotion of the agriculture economy and to alternative open space use for such lands in the long range future. The proposed further study should seek to balance all these factors in an implementation program.

Since the Town of Riverhead is not yet ready to implement the objective of preserving farmlands, the Zoning Ordinance provides for future residential or industrial development of farmlands at this time. This is a continuation of existing planning and zoning policy.

Other Public and Semi-Public Open Space

Major open spaces, such as the Peconic River Preserve, make up a large part of the approximately 6,200 acres of public and semi-public open spaces shown on the Master Plan. These are customarily projects of the Suffolk County or New York State governments. There are, however, other significant open spaces. Among these are institutional camps or facilities, golf courses, and the Nature Conservancy sites in Wading River.

These open land uses are important to the Riverhead Community in many ways. Two stand out in terms of the environment: the preservation of a natural environment, and the recharge of the ground water table which is essential to the continued well-being of both the natural environment and the human community. It is recommended that careful consideration be given to policies that would encourage and promote the continued existence of such open land uses. Among other things, this might include cluster development under the Planned Residential Development zoning proposal, or a coordinated policy of scenic easements and assessment values.

A second group of natural areas with unique flora and fauna are not as yet clearly within any agency's program at this point. Deep Hole Woods, Baiting Hollow Bluffs, and Roanoke Point Woods and Fields are major land areas in this group. In several cases these large areas include the institutional camps and facilities and the golf courses. The Environmental Plan recommends that such situations be the subject of further investigations and exploratory talks with the owners involved. The Riverhead Conservation Advisory Council would be an appropriate agency for such an activity.

Finally, some of the remaining smaller environmental areas will be found to coincide with the ground water protection and natural drainage areas already described. If not, these may be considered for cluster development under the Zoning Ordinance's planned residential development provisions or as town park land acquisitions.

Air Pollution

The general concept of development, with consecutive bands of open space, urbanized development and low density development should serve to minimize the impact of air pollution. This favorable concept, which is an extension

of past development decisions, will be reinforced by the Environmental Plan recommendations. This would be particularly true if any substantial amount of farmland is preserved, and if public sewerage system is restricted to the relatively narrow urbanized band. The very character of the narrow urbanized band, its roadways and land use, also suggest the potential for a local bus service between residential, employment, shopping and recreation areas.

New point sources of air pollution, such as an incinerator or power station chimney, are covered through the distribution of Zoning Districts for non-residential uses. The impact of the projected Shoreham power plant will depend on the nature of the facility and control of its gaseous effluents.

Waste Disposal

Sanitary waste and solid waste disposal are critical factors in preserving the natural environment and the quality of life in any community. Riverhead is fortunate to have a sewerage system already in operation. Recent comprehensive proposals recommend that tertiary treatment be provided at the existing sewage disposal plant site for all of Disposal District No. 11. This means that the liquid effluent must be nearly clear water. Disposal District No. 11 would eventually collect sewage from the entire Town of Riverhead and substantial parts of the Towns of Brookhaven and Southampton, which are in the Peconic River watershed. The study also proposes to pump the treated effluent up the Peconic River and discharge it at a point just west of Connecticut Avenue. The required "force main" would be a 72 inch pipe capable of discharging 154.3 million gallons per day into the Peconic River. The projected cost of completing the entire Disposal District No. 11 system is \$271,000,000. Assuming 90 percent federal and state construction grants, the annual debt service over 40 years would be \$1,931,000. Adding operating costs, the annual cost for the entire development would be \$7,641,000.

This Environmental Plan proposes to provide such sewerage system service to a much more limited area. An essential feature of this policy is the low density residential development and open space proposals included in the general concept of development and in the Future Land Use Plan.

The Environmental Plan recommends that solid waste disposal on the basis of sanitary land fill be considered a short-range solution. Therefore, the Town of Riverhead should be concerned with and participate in discussions of regional solid waste disposal facilities. It should, however, be concerned with the question of hauling distance in establishing the regional facility site.

Conclusion

The Town of Riverhead has a considerable amount of undeveloped land and farmland within its borders. Yet, the total number of acres available is a finite quantity. The Environmental Plan is based on the philosophy that the natural environment and the quality of life should have a high priority in this Comprehensive Master Plan. This means that the community cannot successively develop and discard any substantial areas of the community. Eventually, such a policy would only lead to the destruction of all of the natural environment and of the quality of life in Riverhead. Therefore, the Riverhead Community and The Comprehensive Master Plan must establish programs for recycling areas that have been developed in the past. In this way, both the wasting of further natural environment and of private and public funds already invested will be minimized. The operation and maintenance of existing facilities will also tend to be more efficient. Looking back on the history of urbanization in other metropolitan area communities demonstrates the importance of this philosophy.

IV FUTURE LAND USE PLAN

Purpose

The Future Land Use Plan identifies the broad functional categories of land use development, differentiating between groupings that are relatively incompatible. Many times this is based on access, service and locational characteristics of particular functional categories. In mapping these areas on the Master Plan, it is also important to consider the quantities of land in each functional category and their geographic distribution in the community. Orderly development of land and a balanced community are the overall goal.

Through the Future Land Use Plan, the Town of Riverhead sets forth its concept for guiding development in a manner compatible with the Basic Planning Goals, with its Environmental Plan, and responsive to the economic and social needs of the Riverhead Community as a part of the surrounding region. This Future Land Use Plan guides development by serving as the basis for development regulations and leadership policy.

It is important to recognize that the Future Land Use Plan is not a Zoning Ordinance. The Plan is a long range projection of land use coordinated with consideration of public improvements such as roads, recreation facilities and utilities. This Plan reflects the Riverhead Planning Board's best judgement at this time of the desirable character of the ultimate development of the Riverhead Community. Although it may be adopted by the Planning Board and confirmed by the Town Board as the general guide for community development it is not legally binding. A Zoning Ordinance, on the other hand, is legally binding. It has immediate and precise legal effect, and therefore, more detailed consideration must be given to its immediate impact on the property ownership.

Thus, the Comprehensive Master Plan's significance is in its statement of principles and concepts and in its long range implications. It provides the real framework for judging the overall consistency of land development proposals and policies. Its value can only be realized through the frequency with which it is used and constructively reviewed.

Residential Land Use

The Comprehensive Master Plan Map shows approximately 25,300 acres of land in residence land use; 58 percent of all land in the Town of Riverhead. This residence land use is shown in three broad categories: low density, medium density and high density. These categories, as broadly applied on the map, include roadway right-of-ways, community facilities and local open spaces as well as the actual land use for residential properties. Therefore, they cannot be equated directly with the residence districts of the Zoning Ordinance.

In terms of the ultimate housing unit or resident population capacity anticipated on this broad, overall density basis, the residence categories are defined as follows:

	<u>Average Gross Density per Acre</u>	
	<u>Housing Units</u>	<u>Resident Persons</u>
Low density	0.87 - 1.47	2.8 - 4.7
Medium density	2.32	7.4
High density	7.26	19.6

Low and medium density residence would be similar to one-family residence zoning district densities, while high density residence would be typical of apartments and mobile home developments.

To simply talk of residence land use in terms of ultimate development and map areas, however, is to overlook the dynamics of residential development and the Town of Riverhead's Basic Planning Goal on population and housing. With reference to dynamics, Riverhead's experience indicates that generally, the most dense residence area will develop first and the least dense, last. Thus, apartment, condominium and mobile home park developments will generally occur first, particularly when the available vacant land for such uses in the surrounding region tends to be in short supply. If the development and zoning policy is not to be biased by this dynamic factor, thus creating a lopsided housing inventory, it is estimated that Riverhead's population will reach 32,750 to 44,000 persons by 1985. This is one-quarter of the projected ultimate resident population. To achieve "a balanced community population rather than emphasizing any special element of the population", will require a housing policy based on zoning regulations that assure an appropriate proportion of housing types at each phase of the town's development. Therefore, this Future Land Use Plan establishes a Housing Policy design to guide town

officials in implementing the basic planning goal.

Town of Riverhead Housing Policy: To achieve the General Planning Goals related to population and housing in an orderly and responsible manner, this Future Land Use Plan recommends the following:

1. The Riverhead Community must not be confused by any notion that it is able to provide housing for, and cope with social and economic needs of, an overabundance of any one component of the region's population simply because it has available open land. Implementation of such a policy would create severe physical, social and economic hardship for the community and for those residents attracted to the community by such a policy.
2. Recognition should be given to the regional character of the Riverhead Business Center and to the location of the County Seat and Courts in the Center. This will create a proportionate need somewhat higher than the average anticipated need for rental housing units in the Riverhead Hamlet. Therefore, this Future Land Use Plan does provide for higher residential densities in the Riverhead Hamlet, and to the east and west along the Peconic River in the projected urbanized band. Implementation of this proposal will require sewerage system extension to such areas. The provision of increased residential densities outside of the urbanized band is not recommended.
3. As a matter of housing policy, implementation of this Future Land Use Plan should not permit the number of high density residence housing units to exceed a 20 to 30 percent proportion of anticipated new housing unit construction over the following five year period. This percentage should be based on the Planning Board's continuing population and housing construction estimates for such five year periods. Further, the Housing Policy's broader objective shall be that over all time such high density housing units shall not be projected to exceed 25 percent of all housing units in the inventory, as established by the U.S. Census of Housing and updated by actual building records. Approximately 75 percent of all housing units are expected to be in one-family residence zoning district densities. Thus, Riverhead's overall residential character is to be primarily low and medium density.

4. Such high density residence areas as are shown on the Master Plan should be considered as conceptual. They demonstrate the locational principles. Further, it is intended that the density of such developments be conceived of as five housing units per acre, except in appropriate central hamlet locations, with limited site area potential, where densities up to 10 housing units per acre might be considered.
5. The higher residence density of 10 housing units per acre in the urbanized band should be applied particularly where an opportunity exists to implement the Basic Planning Goal of providing adequate housing for the elderly and low income families residing in the town. Both these family types require relatively low rental costs. As a result, it is suggested that an effort be made to encourage the organization of non-profit or limited dividend housing corporations to meet this need. In approving housing for the elderly, two criteria should be a matter of particular concern. First, the convenience of shopping, community facilities and transportation are important, since the elderly often do not enjoy the same mobility as other persons. Second, housing groups should recognize the fact that more than one-third of Riverhead's elderly households consist of one person, and that communal facilities may be needed.
6. More specifically, in the instance of high density residence sites along the Peconic River, a zoning bonus should be provided to encourage apartment, condominium or cooperative housing sponsors to build higher buildings that cover less land. This bonus provision is intended to achieve site development with greater natural open space along the north bank of the Peconic River so that attractive ground level views and panoramic views from the upper stories of such residential buildings can be realized.
7. Finally, consideration should be given to providing for a limited amount of mobile home subdivision development of a cluster or planned residential development character, with ownership based on the condominium principle.

Zoning District Considerations: Implementation of the Future Land Use Plan through the Zoning Ordinance is projected on the following basis:

1. Continue application of the existing Residence A, B,

and C and Agriculture A Districts with relatively minor modifications.

2. Change character of the existing Business A District to a Multiple Family Residence A District (MRA), permitting five housing units per acre without reference to ownership type (rental, condominium, or cooperative).
3. Add three new residence districts:
 - a. Mobile Home Park District (MHP), permitting mobile home parks at a density of 10 mobile homes per acre; applied only to existing mobile home parks which have permanent permits under existing Ordinance No. 10.
 - b. Mobile Home Development District (MHD), permitting mobile home cluster subdivision or development at a density of five mobile home housing units per acre
 - c. Multiple Family Residence B District (MRB), permitting multiple family residence at 10 housing units per acre without reference to ownership type (rental, condominium, or cooperative); applied immediately to existing garden apartment groups and to such others as apply for a change of zone compatible with this Comprehensive Master Plan and the recommended Housing Policy

In keeping with the concerns of the Environmental Plan, all one-family developments shall have 40,000 square foot lot sizes unless both public sewerage and water supply systems are available. "Public" in this context would include local area systems. It is proposed that no new Residence C District area be approved, nor any high density residence districts be developed where public sewerage and water supply systems are not available. Neither should be located outside of the urbanized band of the general concept of development.

In accordance with the Basic Planning Goals on population and housing, particularly with reference to ultimate residential population and housing policy, as well as with the Environmental Plan, this Future Land Use Plan sets forth a recommended ultimate distribution of land areas by the proposed residence zone districts. This is to be used as an overall guide in connection with implementing the Housing Policy and for judging the proposed zoning amendments. The actual data are presented on Table 1. These projected land areas and housing unit densities establish a prospective inventory of high density residence ranging between 23 and 30 percent of all housing

TABLE 1 FUTURE ULTIMATE RESIDENTIAL POPULATION CAPACITY AND DISTRIBUTION BY PROPOSED
RESIDENTIAL ZONE DISTRICTS (1973) TOWN OF RIVERHEAD COMPREHENSIVE MASTER PLAN 1973

Zone District	Acres	Density Housing Units per Acre	Projected Housing Units	
			with sewer and water	without sewer and water
Low Density Residence				
Residence-RA	2,000	0.87	1,740	--
Residence-RB	3,500	1.58	5,530	--
Agriculture-AG	16,318	1.58	25,782	--
Subtotal: Low Density	21,818		33,052	18,982
Medium Density Residence				
Residence-RC	4,500	2.32	10,440	(sewer & water assumed)
Subtotal: Medium Density	4,500		10,440	10,440
High Density Residence				
Mobile Home Park-MHP	182	7.00	1,274	(sewer and water assumed)
Mobile Home Development-MHD	150	5.00	750	
Multiple Family Residence A -MRA	700	5.00	3,500	
Multiple Family Residence B -MRB	720	10.00	7,200	
Subtotal: High Density	1,752		12,724	12,724
TOTAL				
Total approximate ultimate residential population	28,070		56,216	42,146

units depending on the availability of sewer and water systems. This same factor of public sewerage and water supply systems establishes the range of ultimate residential population between 130,646 and 174,270 persons. The reference to this factor is not intended to be inconsistent with the Environmental Plan's recommendation regarding Disposal District No. 11. The Future Land Use Plan does generally propose low density development outside the urbanized band. It anticipates that much of this development will occur without public sewerage and water supply systems at 40,000 square foot lot densities. Where the Plan and economic feasibility support clustered development at increased densities, it is anticipated that local sewerage and water systems will be established. The nature of this low density band may also remain substantially as is, if the concept of preserving farmlands achieves acceptance. Particularly in such farmland areas and in established low density development areas, construction of sewerage facilities as proposed in Disposal District No. 11 would be counter productive.

The concept of cluster development is embodied in proposed Planned Residential Development provisions of the Zoning Ordinance. This is oriented to the Basic Planning Goal of providing design flexibility in residential development through choice of housing types. The regulation would permit careful control. It would not permit an increase in dwelling units per acre.

Special attention should be given to plans and implementation measures, such as those shown on the Comprehensive Master Plan of 1973 for the Mill Road-Industrial Boulevard Neighborhood, that would improve existing residential areas which are impaired by incompatible land uses or facilities. For some, such as the Northville Turnpike-Doctor's Path Neighborhood, this will call for future meetings with the residents to discuss their concerns about the neighborhood's present and future development.

Finally, proposed initial adjustments to the Zoning Map derived from this Comprehensive Master Plan may appear to be contrary to the proportions of high density residence to total of all housing units projected for the next five years. They result from the decisions with reference to changing land use functions in particular locations, such as that along West Main Street.

Commercial Land Use

Since 1964 the need for further specialization of commercial land use categories has become evident. Thus, the three 1964 categories (highway commercial, village business and general business) have been increased to six in this Future Land Use Plan. They are the following:

Shopping Center
General Business Center
Highway Business
Office Building
Professional Service Building
Marine Business

Each serves a particular function and is located on the

Shopping Center: As the title indicates, this is the category which provides modern shopping center facilities. It is generally similar to the kind of development anticipated in the existing Business B District. The Future Land Use Plan shows extensive areas of Shopping Center business on the eastern half of CR Route 58, Middle Country Road, and in as yet undeveloped areas of existing hamlet business centers. Considering the extent of existing business district zoning, new neighborhood shopping centers are not expected to be necessary in any substantial numbers. However, where one is found to be appropriate, it would have not more than 5 to 10 acres development in this Shopping Center category. Such a new facility should be at least one and one-half to two miles from the nearest existing Shopping Center or General Business Center location in the urbanized development band, or at least three miles from the low density development area.

General Business Center: The function of the General Business Center category is related to traditional business centers established over many years, such as those in Riverhead and Jamesport. In such situations, a greater mixture of land use is found than would be sought in a new Shopping Center. Also, these areas are typically subdivided into small parcels which makes it impossible to establish modern Shopping Center development standards. Thus, they require more initiative on the part of the community to provide an adequate environment for shopping operations. The very fact that they are traditional business centers has advantages as well as disadvantages. These areas have central locations and customarily include public facilities and architectural landmarks of the hamlet as an integral part of the development character that comes with a long history. As a result, they are attractive to certain types of businesses that find this character compatible with their style and clientele.

In the instance of the Riverhead Business Center, however, its more extensive area and modern business functions require special planning and zoning treatment. Therefore, a special report entitled the Business Center Development Plan and Program has been prepared, which includes detailed consideration of this center and its future. The recommendation to establish coordinate leadership and operational activity in a Business Center Agency (BCA) is a key feature in this very significant transitional period of rebuilding the Riverhead Business Center. The success of this program is a matter of special interest to the entire Town of Riverhead as well as to the Business Center itself, since it does represent a substantial existing investment in public facilities and the source of considerable share of all existing real estate tax revenues. Further, to simply abandon such a developed area suggests that new land must be developed and new costs incurred as a corollary action to wasting the old area. This is not in keeping with the objectives of the Environmental Plan.

Office Building: The Office Building category reflects the projected office and business service growth in the Riverhead Business Center. It provides for intensive site development as befits a business center. It would include the hotel or motel facilities, entertainment and restaurants and personal service functions which support such office building uses. This Office Building category's "downtown" character is intended for application only in the Riverhead Business Center Development Plan area of the town.

Professional Service Building: This land use function is a more limited one than the Office Building category. The Professional Service Building category is to be applied in transitional areas between intensive business development and residential development, primarily along major arteries. As a result, only less intensive office uses and public and semi-public facilities, such as the Riverhead Hospital, would be characteristic uses. Its application in the Future Land Use Plan would be in such locations as Roanoke Avenue and Pulaski Street just north of the Riverhead Business Center and Roanoke Avenue at the Riverhead Hospital. In the future, situations may develop where additional applications of the Professional Service Building category would be justified as a modification of this Future Land Use Plan.

Highway Business: As in 1964, it is recommended that those commercial activities closely associated with the automobile function (auto sales and service, boat and mobile home sales and service and warehousing distribution centers, etc.) be grouped along with motels, restaurants, and general business establishments, other than retail sales on certain arterial highway frontages. A major location of highway business use is on the western portion of CR Route 58, Middle Country Road. This could well include the major automobile sales center of eastern Long Island.

Marine Business: The Future Land Use Plan has, in effect, recommended that the existing Business A District, Resort Business, of the Zoning Ordinance be divided into two functional groups. The first such group, the multiple family residential characteristic, has already been described. Marine Business, the second such group, consists of the uses customarily related to a waterfront commercial development, including entertainment and boatel housing. It is found in three locations: along the Peconic River on the eastern edge of the Riverhead Business Center Plan, on Meeting House Creek, and in South Jamesport. Yacht clubs and non-profit marinas, as distinguished from these commercial facilities, are also permitted in certain residential areas of the town. In either case, the location of these facilities is particularly important with reference to the Environmental Plan. Marina Business sites are only proposed in areas already substantially without productive wetlands and tidal marshes. As a result, they are well suited to the community's need for recreational boating facilities. As the population grows and the demand for recreational boating facilities increases, serious consideration should be given to off-shore construction.

Zoning District Considerations: To achieve the designation of certain land for each of the six commercial land use categories, the number of business zoning districts must be increased to seven. Further definition must also be given to each, in order to establish their functions. A particularly important aspect of this increase is the reworking of the Business D District, General Business, to provide for a design bonus to encourage coordinated development design of the public spaces sought in the Riverhead Business Center Plan and Program.

With reference to zoning district mapping, it was found that existing Business B, C, and D District areas totaled 1,430 acres, or approximately 3.3 percent of the total land area of the town. In terms of the projected ultimate residential population, this zoned area was in the proportion of 8.2 acres per 1,000 persons. Considering the magnitude of these factors and also the potential for commercial uses in the Industrial Land use categories, the Future Land Use Plan has not increased the land set aside for commercial land use. It has, however, undertaken to redistributing commercially zoned lands according to the recommended functional categories. Riverhead should avoid an overall disastrous impact like that experienced on arterial highway frontages in Western Suffolk and Nassau Counties. Implementation of these proposals for redistribution and general tightening of controls on the appearance and access across those highway frontages must be given a high priority.

Industrial Land Use

Since 1964 the Town of Riverhead has overzoned land for industrial land use. One principle clearly evident in that zoning is the decision to emphasize industrial locations in the Calverton area. This recognizes the availability of Long Island Expressway access as well as rail and possible air transportation. A similar decision was set forth in the 1964 Comprehensive Community Plan. The area, however, was not as extensive. This Future Land Use Plan recommends that the overall area set aside for industry be reduced to between 8,000 and 9,000 acres with continued emphasis on the Calverton area and the urbanized development band where public sewerage and water are projected. This is also the area of maximum accessibility by all forms of transportation and potentially by public bus service along the band. The proximity of the higher density residential community also offers potentially shorter travel distances from home to work. These features would be compatible with the Environmental Plan. Other existing industrially zoned sites to the east of the Riverhead Hamlet, in the low density band of the general concept of development, are not well-located with reference to the Environmental Plan's objectives nor to the residential location of the bulk of the labor market.

Special Industry: Despite the above findings, Northville Industries Corporation has been recognized as an exception. The extent of its development and the special locational criteria for such activity justify an exception. However, the Future Land Use Plan does recommend a Special Industry

designation for this unique use. Among other things, this designation is intended to point out the need for special controls to assure the compatibility of a fuel oil terminal with low density residential development, both in terms of appearance and safety, and in terms of the Environmental Plan's objectives. More specific technical analysis is recommended of the degree of hazard associated with this volume and type of fuel potentially concentrated in this area. At this time, the Zoning Ordinance can provide for setbacks and transitional yard improvements, site plan review, dimensional regulations and aesthetic control. The Special Industry category is not intended to suggest a general industrial use group.

Commercial-Industrial Park: With the exception of the Special and Village Industry categories, all industrial lands are designated as Commercial-Industrial Park. This category includes both industrial and non-retail commercial uses. Limited personal services are also permitted. It is not intended that the Commercial-Industrial Park should be the same as, or compete with retail shopping facilities through such things as warehouse sales outlets, wholesale-retail stores or factory sales outlets. The trend to gradual conversion of industrial parks to retail use in Suffolk and Nassau Counties has been particularly evident in recent years. At the same time it is intended to make the land in Commercial-Industrial Park available for office buildings, certain non-automotive repair facilities and specialized recreation facilities on a special exception basis. In this way the Commercial-Industrial Park does provide for additional land use frequently associated with commercial land uses as noted under discussion of that use group.

Village Industry: As in 1964 this Future Land Use Plan includes a limited amount of land in a Village Industry category. It accommodates some of the traditional industries of Riverhead as well as offering some small parcel industrial sites, many with frontage on existing roads, for "starter" plants or for smaller industries.

Zoning District Considerations: High priority should be given to the retraction of industrial zone district mapping. To do otherwise will compromise the potential land use character of broad areas of the low density band, which are an essential part of the general concept of development and the Environmental

Plan. A second important consideration is the recommendation for a Planned Commercial-Industrial Park provision. Much like cluster development, or Planned Residential Development in this Comprehensive Master Plan, this would permit variance in lot size under certain circumstances designed to protect the integrity of the surrounding land development. This is designed to allow flexibility in the planning of such parks and to provide additional smaller sites for the already noted "starter" or smaller industries. The importance of this proposal is apparent in view of the large proportion of industries and commercial establishments with less than 20 employees.

Public and Semi-Public Buildings

Public and semi-public buildings are particularly important in a community and especially so in Riverhead. They provide employment and are centers of public activity. They also require supporting utilities, accessibility and in many cases, commercial services. Finally, by their very nature, they are the architectural symbol of the aspirations of the people of a community. In the Riverhead Hamlet Area, Suffolk County continues to be the largest agency of government and so it has constructed and occupies many public and private buildings. As anticipated, the development of the County Center at Hauppauge, the new Police Headquarters at Yaphank and various lesser facilities, has led to the consideration of withdrawal from rented space and some public buildings in the Riverhead Business Center. Even so, the concept expressed in the 1964 Comprehensive Community Plan with reference to relationship between the County Center on the south side of the Peconic River and the County Courts and other offices on the north side, is still an important element of this 1973 Comprehensive Master Plan. This concept emphasizes the Peconic River as an ideal setting for such buildings and as a particularly attractive visual link between these features. As Suffolk County works with its needs for public buildings, the Town of Riverhead should seek to encourage their support of this concept.

At this time the Town of Riverhead itself has an opportunity to further enhance the quality of this concept. A new Town Hall site is to be chosen and a Town Hall is to be built. It is proposed that an excellent site exists along the north bank of the Peconic River from the Franklin National Bank Building west to County Center Drive. The site is centrally located with reference to the urbanized development

band where most of Riverhead's future population will live. This, as a result, has the following advantages:

1. It is served by existing public sewerage and water supply systems.
2. It has immediate access to the high speed arterial highway system and existing and potential future public transportation service.
3. Site improvement costs should be reduced since street access and utilities are all within a short distance and the potential need for offstreet parking related to major meetings may be met in the evenings by use of existing offstreet parking in the Business Center.
4. Supporting business services, other governmental offices, restaurant and shopping facilities for employees and potential rental housing are all within walking distance.
5. The site would place Town Hall in a highly visible location as the focal point of town government for town residents and visitors from out of town.
6. A substantial addition would be made to the Peconic River Park concept.
7. Town Hall would generate less traffic than commercial or office land use on this central site.
8. Town Hall would provide a particularly attractive feature in the Business Center Development Plan as well as give the revitalization of the Business Center an important stimulus.

The proposed site also has several disadvantages:

1. Site acquisition cost would be considerably higher than that of a site in the relatively undeveloped low density area.
2. The smaller number of residents from the Sound Avenue area would have to travel a greater distance to reach Town Hall.
3. Site improvement and building costs might tend to be higher since appearance and quality of the resulting facility will be very much in the public eye.

As in the case of the proposed Town Hall site, other public and semi-public buildings should be considered as activity centers. They attract people, generate traffic and need supporting facilities in many cases. Convenience of access to the population to be served must be considered with respect to future population densities as well as to centrality in a geographic sense. The urbanized development band will

accommodate the bulk of Riverhead's future population. To locate a community-wide building outside the band is only to increase travel distance for the major portion of the population without the potential benefit of public transportation. It also tends to be counter-productive to the objectives of the Environmental Plan.

Recreation

Recreation continues to grow as a part of our society's way of life. It has also become more diversified in its character. As a result, the Town of Riverhead has increased its activity from that based almost entirely on the use of public school playgrounds, to beaches, marinas and senior citizen centers. Looking to the future, the Recreation Commission anticipates further developments along these lines. The Environmental Plan establishes the general framework for nature preserves and other open space, including lineal open space. The latter would be suitable for trails, bicycle and bridle paths which might connect major recreation facilities, public schools and other community facilities with various residential areas of the Riverhead Community. Thus, the opportunity to coordinate facility location decisions with the Environmental Plan and with the development of Recreation Commission programs and improvements would offer the prospect of excellent recreational facilities.

A further opportunity for coordination and increased benefits is available in the Subdivision Regulation procedure. The regulation requires a subdivider to reserve five acres of land for recreational purposes for each 100 lots shown on the subdivision plot. The minimum acceptable recreation area to be projected under this procedure is one acre. In administering these regulations the Planning Board obtains a cash deposit of \$60 per lot in the subdivision at the outset. Then it returns \$1,000 per acre of land reserved for recreation purposes in the subdivision and the amount approved for construction improvements of such recreation area. Depending on the suitability of land within the subdivision for recreation purposes, all, or some part of all such funds deposited may become available for alternate neighborhood recreation sites or the improvement of existing neighborhood recreation sites. Thus, the Subdivision Regulations provide a further resource for recreation planning in the town.

In connection with the town-wide long-range recreation planning effort, the Future Land Use Plan includes concern for the following projects, although not all find particular graphic identification on the Comprehensive Master Plan.

1. Continue cooperative programs based on the use of public school playgrounds, courts, playfields and indoor recreation facilities.
2. Acquire the former Jamesport Elementary building and site for use and gradual improvement as a community center oriented to adult and senior citizen activities.
3. Acquire community center facility in the Riverhead Business Center area for adult and senior citizen activities.
4. Expand and improve existing beaches at the following locations:
 - Wading River
 - Hulse Landing
 - Reeves Beach
 - Iron Pier
 - South Jamesport Beach
5. Acquire and prepare long range development program for a major town park and beach on Long Island Sound. Anticipating the eventual need for such a facility, it will be important to acquire an appropriate site while one is still available. It is recommended that particular consideration be given to the area east of Iron Pier, generally referred to as the Levon property. This is shown on the Future Land Use Plan.
6. Improve Roanoke Landing Point beach area and Penny's Landing Road beach area as fisherman's facilities.
7. Expand and improve the public marina at South Jamesport and the transient docking at Riverhead Business Center.
8. Acquire and improve new public marina facility on Meeting House Creek.
9. Work in cooperation with Suffolk County Planning Department's Comprehensive Bikeway Plan and the opportunities presented through the Planning Board in the Environmental Plan to establish a system of trails and bicycle and bridle paths.
10. Work in cooperation with the Riverhead Conservation Advisory Council in establishing nature study areas as a part of the park system and also in establishing an educational program on the environment.
11. Work in cooperation with Suffolk County and New York State to achieve effective use by town residents of natural open spaces acquired through their agencies.

In summary of the operational situation with reference to the provision of recreation facilities, several factors are critical. One is the need to continue the cooperative use of school recreation facilities. In connection with this particular concern, it would be desirable to locate schools and neighborhood parks on adjacent sites so that the maximum benefit may be derived from cooperative programming.

Two, in view of the relatively low density development through the northerly band of the town and cooperative arrangements with the school districts, small local parks and playgrounds would seem to have rather marginal returns, except as passive parks in hamlet centers. Instead, it is recommended that all resources be applied to major recreation facilities for hamlet areas, possibly combined with the public schools or town-wide facilities in the vicinity and the lineal open space of the Environmental Plan. As a result, it is recommended that money in lieu of land be the rule rather than the exception in the subdivision procedure and that such funds be used to implement the above policy. Further, it is noted that the cost of land is generally considered to be greater than the Subdivision Regulation requires under these circumstances. It is recommended that appraisal values of raw land in the subdivision be established and that the money required in lieu of land reflect that amount times the number of acres to be set aside. Finally, since the Planning Board will be directly involved in the process of development design and approval in the Planned Residential Development proposals and in the application of the Ground Water Protection and Natural Drainage Overlay District, the question of how lineal recreation facilities on easements or right-of-ways through the required open spaces should be provided ought to be worked out with the Recreation Commission and the Conservation Advisory Council.

And third, the National Recreation Association standards for recreation land areas, as modified and recommended in 1964, should continue to be used as a general guide for recreation planning in Riverhead. The demand for particular types of recreation facilities on these sites should be monitored and the capacity for meeting these specific demands adjusted as needed.

THOROUGHFARE AND TRANSPORTATION PLAN

Purpose

This Comprehensive Master plan follows the 1964 Comprehensive Community Plan in seeking to establish a safe and convenient system of streets and highways through coordinating State and County highways with the local street system, separating local and through traffic and screening commercial traffic out of residential neighborhoods. Since 1964 new highway construction, some completed now and some to be completed in the near future, has changed traffic flows. Further change is expected on the completion of those roads still under construction. Experience during this period has led to a more precise objective in this Thoroughfare and Transportation Plan: the improvement of the circulation system, particularly in areas of congestion or high safety hazard. These latter areas persist despite new highways. Such conditions cause inconvenience and are hazardous to residents, businessmen and visitors. In addition, they cause blight in the intensively developed hamlet centers and tend to undermine the Town of Riverhead's tax base.

This Plan also suggests certain public transportation facility changes that would help reach the Overall Planning Goal.

Road System Classifications

As in 1964, this Thoroughfare and Transportation Plan's road system is composed of three interconnecting road subsystems.

First, an express and secondary highway network serves to connect Riverhead with the interstate highway system and with other major communities in the region. It is designed to handle high speed and medium speed traffic. Much of the traffic on this system will be through traffic, not particularly interested in Riverhead. A considerable part of the traffic, however, will be destined for major activities in Riverhead, such as the industrial areas and the business center.

Second, a major street and local parkway subsystem will distribute traffic from the express and secondary highways

generally within the Riverhead community. These are medium speed roads. They also serve to interconnect intensive development centers within the town. A further function is to collect traffic from the low density development band and bring it into the urbanized development band with its business and employment centers.

Finally, the third subsystem is that of local and collector streets. They provide internal circulation within local development areas and give access to individual properties. These slow speed roads collect and distribute local traffic and provide connections to the rest of the highway system.

Application of these subsystems, carefully related to the Future Land Use Plan, will tend to separate local and through traffic and to screen commercial traffic out of residential neighborhoods. This functional relationship is a feature of the Comprehensive Master Plan.

Proposed Changes from the 1964 Thoroughfare Plan

This Thoroughfare and Transportation Plan proposes five basic changes or additions in the overall concept of the 1964 Thoroughfare Plan. Each of them is described in this section.

First, the proposed North Shore Expressway, which was included in the 1964 Plan, has been eliminated in favor of a combination of two roadways. The principal alternate roadway is the proposed Port Jefferson-Westhampton Road, C.R.111, a part of which is now under construction. This will be an express highway over most of its length. The other roadway is the proposed Calverton Bypass, an extension of Nugent Drive, C.R. 94. Work on this road is included in the Suffolk County 1974-76 Capital Program. This Thoroughfare and Transportation Plan recommends that the Calverton Bypass alignment be changed to a direct connection between Nugent Drive, C.R. 94 and an improved N.Y.S. Route 25A. This would eliminate the need for a totally new parallel right-of-way to the east of N.Y.S. Route 25A.

The second change is to consider the designation of Sound Avenue as a historic roadway. This might be advanced by more specific mapping of historic sites and survey of landmark building conditions. Sound Avenue should be kept within the jurisdiction of the Town of Riverhead to assure that improvements on the roadway are in keeping with a locally recognized degree

of necessity as well as with the rural character of the Sound Avenue countryside. Nevertheless, it is proposed that, when and if lands on either side of Sound Avenue are subdivided and developed, every effort should be made to obtain the indicated land area, or right-of-way, for the secondary highway standard, and such improvements as would be appropriate at the time such development occurs. In the meantime, consideration should be given to the potential for preserving historic buildings and the roadside environment along Sound Avenue, possibly as some form of historic district.

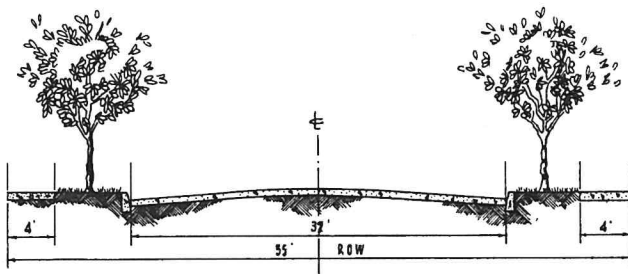
The third change in concept relates to access into the urbanized development band and particularly into the Riverhead Hamlet. This Plan would create a major street system inside the band to serve the more intensively developed area within the band, including the industrial and commercial uses along Middle Country Road, C.R. 58 and the Riverhead Business Center. As a result, certain established roads would be interrupted by the Long Island Expressway. Traffic to and from the lower density band north of the expressway would be directed to appropriately spaced crossing points of the future extension of the Long Island Expressway. Well-located crossing points make it possible to circulate traffic within the Riverhead Hamlet area, to the south bank of the Peconic River and to the County Center with less congestion of the intensively developed Business Center area. As the Comprehensive Master Plan indicates, this latter concept is based on using Mill Road, Roanoke Avenue and realigned Northville Turnpike-Doctor's Path as the crossing points serving the Business Center. These crossing points are separated by intervals of approximately one and a quarter miles. Also, Mill Road is to be extended to Nugent Drive, C.R. 94, on the south. This would provide a Peconic River crossing at about the same distance west of the Business Center as the Cross River Drive, C.R. 105, will provide to the east. As the Plan shows, Middle Road, a major street, would tie together the interrupted southerly segments of Osborn Avenue and Northville Turnpike with Harrison, Roanoke and Ostrander Avenues, terminating at Mill Road and Doctor's Path.

In the same general area as the third change, it is recommended that serious consideration be given to moving the MTA's Long Island Rail Road public access freight tracks to a point in the vicinity of Kroemer Avenue provided that Kroemer Avenue is clearly available as a Town road. This would improve truck access to the facility and

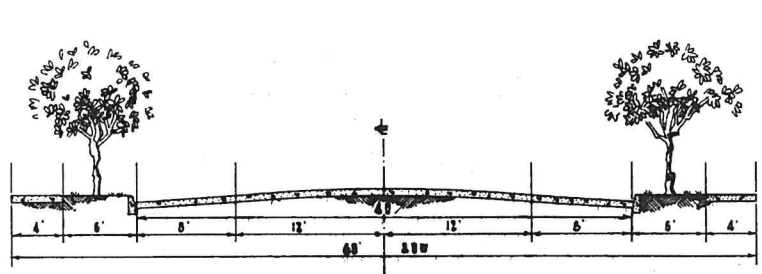
remove unnecessary truck traffic from the Riverhead Business Center. Similarly, future land uses which generate heavy over-the-road tractor-trailer truck traffic should be located in the industrial areas outside of the Business Center.

The fourth change occurs within the heart of the Riverhead Business Center. In 1964 a "loop" street was proposed along the south side of the railroad right-of-way, in part on Railroad Street, with Peconic River crossings to N.Y.S. Route 24 on the east and Nugent Drive, C.R. 94 on the west, opposite Raynor Avenue. Aside from the new bridges and new right-of-way needed, this proposal met with opposition when implementation was suggested. The problem of congestion in the Business Center is now worsened. In this Comprehensive Master Plan a more modest proposal is presented. It is recommended that Second Street be extended to Main Street, on the east to Riverside Drive and on the west to a point just west of the Franklin National Bank building. Although this involves no new bridges and relatively little new right-of-way, it would provide a roadway parallel to Main Street over the most congested area. A corollary of this is an improved roadway through the south side parking lot from Peconic Avenue to Ostrander Avenue and East Main Street, a second parallel roadway with immediate access to the offstreet parking facilities. In the case of Ostrander Avenue, it is suggested that consideration be given to interrupting Ostrander Avenue at Northville Turnpike for routing to the northeast. It should be noted that such a routing would not encourage through traffic beyond Middle Road as a result of the implementation of change three. Through traffic would use East Main Street, then Doctor's Path-Northville Turnpike from Main Road, N.Y.S. Route 25. These changes will also tend to keep traffic volumes on the western end of Northville Turnpike at a lower level than would be anticipated with the existing continuous alignment to Sound Avenue.

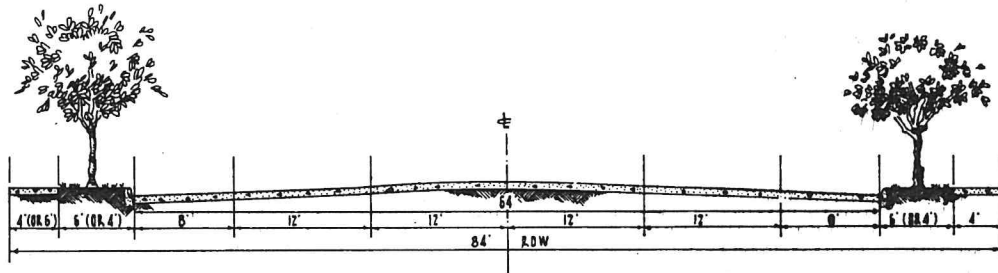
In connection with this fourth change, it is recommended that a Riverhead Business Center offstreet bus terminal site be established. The proposed site is an expansion of the offstreet parking field between Roanoke and Griffing Avenues, north of Main Street. It would be central to all uses in the Business Center as well as readily accessible by bus from Roanoke and Peconic Avenues, and possibly Griffing Avenue to the north and south, and from Main Street to the east and west. It should be pointed out that local public transportation within the urbanized development band, such as the jitney bus or dial-a-ride systems, would find this site and the proposed thoroughfare system generally compatible with their needs.



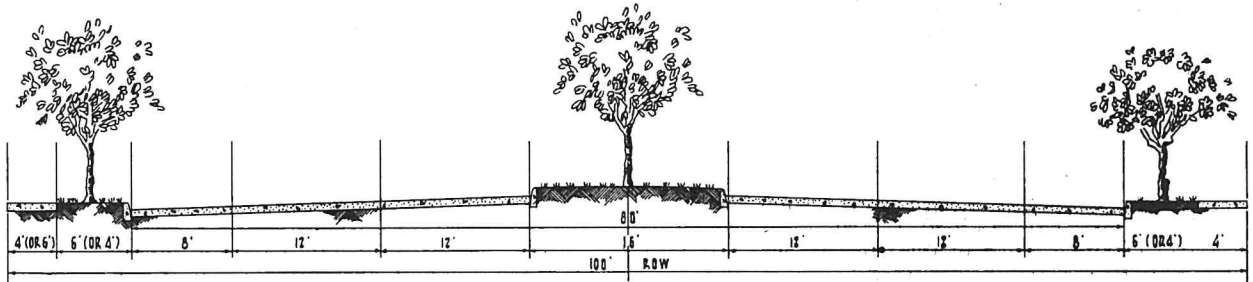
LOCAL STREET



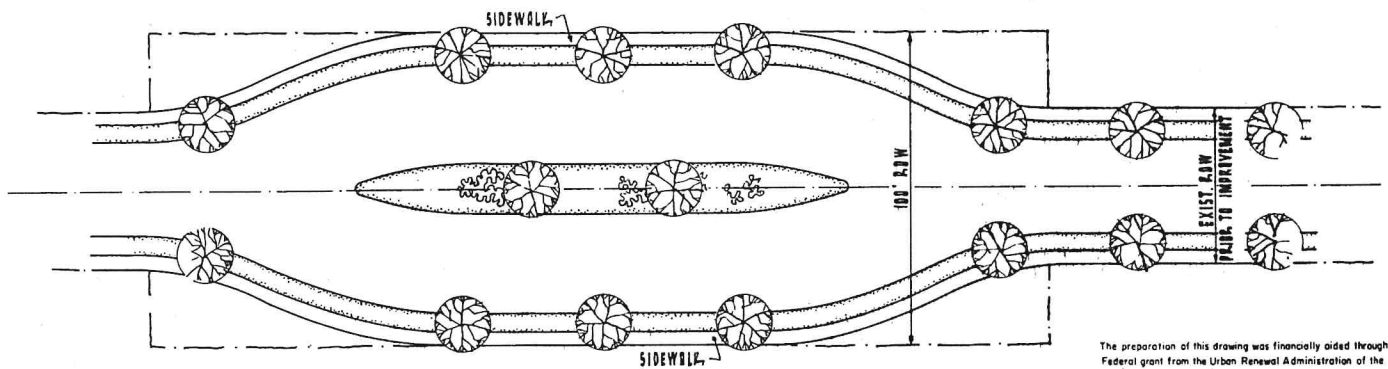
COLLECTOR STREET



MAJOR STREET



PARKWAY



PARTIAL PARKWAY DEVELOPMENT
AS INTERIM MEASURE

The preparation of this drawing was financially aided through a Federal grant from the Urban Renewal Administration of the Housing and Home Finance Agency, under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended. This map was prepared under the Urban Planning Assistance Program for the New York State Department of Commerce. It was financed in part by the State of New York.

TYPICAL STREET CROSS - SECTIONS

TOWN OF RIVERHEAD, NEW YORK

The fifth and final major change proposed would be the reclassification of Church Lane, in part as a parkway and in part as a major street. This would include its extension to the realigned Hubbard Avenue and Peconic Bay Boulevard to the south at the Long Island Rail Road. As a result, the traditional Aquebogue business center would have improved access as it expands in the future.

Expressway and Secondary Highway System

The proposed express highways on this Comprehensive Master Plan are the Long Island Expressway, the Port Jefferson-Westhampton Road, C.R. 111, and the Cross River Drive, C.R. 105. These highways are either in existence or under construction, except for the extension of the Long Island Expressway beyond Middle Country Road, C.R. 58, to the east. The Comprehensive Master Plan for this extension follows the north side of the urbanized development band around the Riverhead Hamlet and then the LILCO power line to the town line.

Secondary highways include the existing N.Y.S. Route 25 and 25A, and C.R. 58, Middle Country Road. The Thoroughfare and Transportation Plan shows only two proposed secondary highways: extended C.R. 94, Nugent Drive to connect N.Y.S. Route 25A at N.Y.S. Route 25; and Sound Avenue.

Since much of the frontage on secondary highways, with the exception of the Sound Avenue rural highway, is projected for non-residential land uses with relatively high traffic generation potential, the control of vehicle access, signs and lighting along these arteries is critical. The importance of such control is evident in the western towns on arteries as Sunrise Highway and Jericho Turnpike. Such roadside blight is not a requirement for successful businesses and industries. Further, it is very costly in terms of public construction funds when potential roadway traffic capacity is not realized and the public is exposed to hazardous conditions. Therefore, it is recommended that every effort be made to establish such controls and to improve the appearance of such roadways.

Major Street and Local Parkway System

The major street classification is applied to 22 roadways or parts of roadways. In some instances a major street changes to a local parkway as it extends out of the urbanized development band. The major streets shown are the following:

Calverton-Wading River Area

Swan Pond Road, including extension to Edwards Avenue
Connecticut Avenue
Wading River-Manorville Road, C.R. 25, between Middle
Country Road, N.Y.S. Route 25, and North Country
Road, N.Y.S. Route 25A

Riverhead Hamlet Area

River Road-West Main Street, N.Y.S. Route 25
Mill Road (C.R. 94 to L.I.E.)
Pulaski Street
Raynor Avenue (Main Street to Pulaski Street)
Osborne Avenue (Main Street to Middle Road)
Griffing Avenue
Roanoke Avenue, C.R. 73 (Main Street to L.I.E.)
Northville Turnpike, C.R. 43 (Roanoke Avenue to L.I.E.)
Ostrander Avenue (Main Street to Northville Turnpike)
East Main Street, N.Y.S. Route 25
Doctor's Path (C.R. 58 to L.I.E. and Northville
Turnpike)
Improved Peconic River Drive through southern off-
street parking lot (Peconic Avenue to
Ostrander Avenue and East Main Street)
Second Street, including proposed extensions to
Main Street
Court Street
Elton Street
Middle Road, including realignment at east and
west ends

Aquebogue-Jamesport Area

Hubbard Avenue, including realignment to Church
Lane extension
Church Lane, C.R. 23, including extension to Hubbard
Avenue (Hubbard Avenue to northern boundary
of shopping area)
Peconic Bay Boulevard, including realignments
South Jamesport Avenue (Peconic Bay Boulevard to
Main Road, N.Y.S. Route 25)

The local parkways are shown on the Thoroughfare and Transportation Plan as the equivalent of major streets in the low density development band, generally north of the Long Island Expressway. The distinctive purpose of the parkway design is to accentuate the open-space quality of the low density development band and to encourage beauty along the

roadsides. It is anticipated that they may develop in segments as particular subdivision developments occur. The local parkways include the following roadways listed from west to east:

Wading River-Manorville Road, C.R. 25, south of Middle
Country Road, N.Y.S. Route 25
Edwards Avenue
Osborne Avenue (north of L.I.E.)
Roanoke Avenue, C.R. 73 (north of L.I.E.)
Union Avenue, C.R. 105 (new C.R. 105 to Sound Avenue)
Northville Turnpike, C.R. 43 (north of L.I.E.)
Church Lane, C.R. 23 (north of shopping area)
Manor Lane, C.R. 22, including realignment at Main
Road
Reeves Avenue, including extensions to west and east

Major streets and parkways will generally be county or town roads. They are the roadway classifications that are often involved in subdivision plots. It is recommended that, wherever possible in subdivision design, lots should not front on, or have access to, major streets or parkways and that inter-sections with the local and collector street subsystem be restricted. Thus, the potential traffic-carrying capacity of these roadways will be used most efficiently and the possible need for additional lanes or entirely new relief roadways will be minimized. This recommended policy should also lead to greater road safety for both motorist and pedestrian.

As in the case of secondary highways, it is also recommended that better control of access, signs and lighting in non-residential areas should be established and the appearance of such roadways improved.

Local and Collector Streets

This street subsystem will be constructed in most cases through the subdivision process in both residential and non-residential areas. Generally, it will be designed as a part of a development bounded by major streets and parkways. It will provide the circulation within such development. The actual streets are customarily a part of the Town Highway System.

Local streets should only serve to give direct access to individual properties. They might be considered the "twigs" of the overall highway system "tree". As a result, they should be designed with limited length or continuity

to discourage traffic not directly related to the properties fronting on them. Most subdivision streets will be local streets.

Collector streets are the "branch" of the highway system "tree". They collect and distribute the limited traffic generated by the local streets and connect the cumulative traffic volume to the major streets, parkways and possibly to the secondary highways which are the "boughs" of the "tree". Generally, however, both the secondary highways and expressways, with which collector streets in turn connect, are the "tree trunk".

Typical collector streets which exist in the Town of Riverhead include Hulse Landing Road, Fresh Pond Avenue, the northern part of Doctor's Path, Tuthill Avenue, the southern part of South Jamesport Avenue and Riverside Drive.

Application of Recommended Cross-Section Standards - Diagram D-2

Since 1964 it has been apparent that the Riverhead Community has not had much opportunity to implement the recommended cross-section standards. There has also been concern that the Community Comprehensive Plan of that year was recommending super highways along existing country roads to the detriment of the existing countryside. In this Comprehensive Master Plan of 1973 it is intended to set forth, in more detail, the implementation policy with respect to these recommended cross-section standards.

First, this Plan does not recommend that any roadway be paved or otherwise improved to an extent beyond the reasonably estimated need to accommodate traffic in the foreseeable future and in accordance with the Comprehensive Master Plan. Further, since funds for the construction of highway improvements are limited, they should be expended where the greatest immediate benefit to the community can be realized. To do otherwise would tend to be prejudicial to the environment and costly in terms of maintenance and unrealized benefits. It would also tend to be a self-fulfilling prophecy of things to come, leading community development rather than allowing for flexibility as the community development evolves naturally.

Second, this Plan does anticipate potential highway and street needs related to its ultimate development at an undetermined time in the future. It also recognizes that inadequate advance planning for adequate rights-of-way can

be a costly oversight, development tends to constrict later acquisition. Often it means paying for property improvements as well as higher land values and blighting the quality of existing development, including roadside plantings. Therefore, this Plan does recommend that the projected right-of-way width be acquired in accordance with the standards set forth as opportunities present themselves. An example would be as land subdivisions are designed and reviewed for approval. The actual cross-section improvement need not be more than that needed in the foreseeable future, as recommended above. If subsequent land development experience, as guided by future policy and regulation, does not require construction of the full recommended cross-section, the excess right-of-way becomes a generous and attractive setback for buildings. It is also additional open space.

Third, the basic cross-sectional improvement in effect in 1973 is a 37 foot curb-to-curb pavement. This is very generous for local streets and adequate for collector streets in the low density development band, and adequate for local streets in the residential areas of the urbanized development band. However, it is recommended that, even in the low density development band, those streets designated as collector streets have a 60 foot right-of-way and 40 feet of paving. This permits more ample traffic lanes and sidewalk or landscaped areas.

Fourth, in developed areas where major streets are proposed and acquisition of the 84 foot right-of-way presents serious practical problems, it is recommended that an alternative 60 foot right-of-way be implemented with two 12 foot traffic lanes in the center of the paved area, and two 13 foot traffic lanes adjacent to the curb. This would leave two five foot sidewalk areas until such time as redevelopment of abutting properties makes possible further roadway improvements.

Finally, the recommendation of the Environmental Plan is repeated here to emphasize its application to roadway drainage:

"This Environmental Plan proposes that there be coordinated studies of small watershed areas based on soil designations established by the Soils Conservation Service survey, storm water runoff projections, and anticipated water flow volumes at critical points in the drainage line. The objective being to develop a localized system of modified

natural drainage facilities over such watersheds through land planning and engineering feasibility. An effort should be made in the course of such studies to anticipate and provide for new highway drainage needs. It is further suggested that consideration be given to a coordinated development program for drainage facilities in each watershed designed to assure adequacy in each land development project and in each public improvement related to the watershed."

The Environmental Plan also emphasizes the need to control pollution from storm water runoff.

The recommended typical Street Cross-Sections as amended for this Comprehensive Master Plan of 1973 are presented graphically in Diagram D-2.

The Suffolk County Comprehensive Bikeways Plan

The Suffolk County Planning Department proposed a Comprehensive Bikeways Plan in 1972. It emphasizes the growing interest in bicycling as a form of transportation as well as a recreational activity. As a corollary of this, the Plan notes the importance of public safety raised by the potential conflict between bicycle and automobile traffic.

This Bikeway Plan, as it applies to Riverhead, would provide significant potentials in such areas as Sound Avenue and the Peconic River Park and Wetlands Preserve areas. It also has future potential in the evaluation of the lineal open space resulting from the Environmental Plan and in connection with natural preservation areas now under consideration but not as yet acquired by the County and the State. Further study is recommended so that this potential for the development of a Riverhead Bikeway Plan might be acted upon as it becomes possible. This would include provision for its consideration in the subdivision and zoning regulations, the establishment of design and construction standards in town specifications and consideration of more detailed route planning.

Conclusion

The implementation of this Thoroughfare and Transportation Plan involves the complication of inter-agency understanding and cooperation. Yet, a successful management of this situation in accordance with this Comprehensive Master Plan can have many advantages to the Town of Riverhead as well as to the traveling public. The obvious advantages are the very desirable convenience and safety. However, other important benefits can be expected in community appearance, protection of the environment, improved recreation potential, economic activity and general property values.

VI

IMPLEMENTATION PLAN

Purpose

To have significance, a master plan must be accepted and be consciously used by the community as its guide for development. It has been a common observation across the nation that many "master plans gather dust on town hall shelves". In some cases this could be considered an understatement - some communities cannot even find a copy of the master plan or any evidence of one having existed.

This Implementation Plan presents an outline of actions and policies designed first to obtain acceptance of the Town of Riverhead's Comprehensive Master Plan of 1973, and then to encourage its conscious use and implementation.

In applying these recommendations, it should be recognized that this Comprehensive Master Plan is a proposal prepared by professional planning consultants with the cooperation of town officials, particularly the Town Planning Board. During the course of its preparation, interim publications were released and public information meetings were held. Nevertheless, it is still only a proposal. It has yet to be accepted by the community. The Implementation Plan starts with the question of gaining such acceptance.

Comprehensive Master Plan Acceptance and Adoption

It is recommended that the Town Planning Board and Town Board undertake the following course of action leading to acceptance and adoption of the Comprehensive Master Plan:

1. Review and comment of completed Comprehensive Master Plan by the Riverhead Town Planning Board, Town Board and other concerned Town of Riverhead officials
2. Simultaneous review and comment by civic associations and public agencies concerned with development in Riverhead, including the Suffolk County Planning Commission and neighboring towns
3. Town of Riverhead Planning Board analysis of the results of the review and comment, and preparation of a brief summary flyer report-suitable for broad distribution and use at public information meetings

in the principal hamlet areas of the town-based on the proposals as they might have been modified by the above analysis

4. Town of Riverhead Planning Board analysis of the results of the public information meetings and preparation of Planning Board's final modifications of the proposed Comprehensive Master Plan of 1973 for adoption
5. Town of Riverhead Planning Board's public hearing and adoption of the Comprehensive Master Plan of 1973 as the general guide for development, capital improvement planning and town regulations and policies related to development
6. Planning Board transmittal of adopted Comprehensive Master Plan of 1973 to the Town Board recommending their resolution confirming the Plan's adoption and its use as a general guide; file certified copies of the Plan in the offices of the Planning Board, Town Highway Superintendent and Town Clerk
7. Continuing application of and reference to the Plan in connection with Planning Board actions, findings and reports and their conformance with the Plan

It should be noted here that Section 272-a, Master Plan of the Town Law is the enabling statute referring to these matters.

Town Zoning Ordinance and Zoning Map Amendment

The first and most important new tool for implementing the Comprehensive Master Plan of 1973 is the Town Zoning Ordinance and Zoning Map amendment. Since it is a comprehensive amendment, the text is presented as a complete ordinance, including the amendments, in a separate document. The proposed amendments of the Zoning Map are shown by notations on a copy of the existing Zoning Map, which is also a separate document.

There would be distinct advantages in acting on these proposals as an amendment of the existing ordinance in its entirety, in effect adopting the proposal as a complete ordinance in one enactment. However, it is possible to adopt certain sections on a priority basis. This latter procedure would create a potential for slippage and a degree of ineffectiveness. If it should be used, the priority of consideration and adoption recommended is as follows:

First:

ARTICLE I GENERAL
ARTICLE II USE DISTRICTS (including partial repeal
of Section 403B with
reference to special
exception uses)
AMENDED ZONING ORDINANCE MAP

Second:

ARTICLE IV ADMINISTRATION
ARTICLE V AMENDMENTS

Third:

ARTICLE III SUPPLEMENTARY REGULATIONS

It is recommended that the Town Planning Board undertake the following course of action leading to the adoption of the Town Zoning Ordinance and Zoning Map amendments, whether in one enactment or in the alternate three stage procedure.

1. After Planning Board adoption of the Comprehensive Master Plan of 1973, Town Planning Board review of the entire proposed Zoning Ordinance and Zoning Map amendment with other town officials; preparation of modifications found necessary for use in public information meetings; whether to use one-stage or three-stage procedure and, if the latter, preparation of further proposal modifications for such stages
2. Town Planning Board public information meeting or meetings on proposals
3. Simultaneous review and comment by Suffolk County Planning Commission and neighboring towns
4. Town Planning Board analysis of results of public information meetings and comments from county and towns, and preparation of Planning Board's final modifications for recommendation to Town Board
5. Town Planning Board transmittal of recommendation to the Town Board
6. Town Board consideration of recommendation and Town Board's public hearing on recommendation
7. Town Board analysis of results of public hearing, decision on adjustments, if any, and adoption if no substantive changes are involved

Throughout the above procedure it is recommended that the Town Attorney be asked to give particularly close supervision to the technical procedures in the adoption.

Recommendation of Capital Improvement Program

The proposed Comprehensive Master Plan of 1973 includes a proposed Capital Improvement Program as a separate document. It includes priorities for Suffolk County and New York State projects in the Town of Riverhead. After Planning Board adoption of the Comprehensive Master Plan and the Town Board's confirming resolution, it is recommended that the following actions be undertaken:

1. Town Planning Board review, including updated comment by the appropriate governmental agencies involved in each project, and appropriate modification of the proposed Capital Improvement Program to reflect changes in the Plan
2. Town Planning Board public information meeting on modified Capital Improvement Program as a means for implementing the Comprehensive Master Plan
3. Town Planning Board analysis of results of public information meetings and final modification of Capital Improvement Program
4. Town Planning Board transmittal of the finally modified Capital Improvement Program as a recommendation to the Town Board for action
5. After review, Town Board's action either based on the provisions of Section 99g of the General Municipal Law, or simply on initiation of its own program
6. Town Board transmittal and presentation of adopted Capital Improvement Program to the appropriate Suffolk County and New York State agencies requesting action in conformance with its projects and priorities

Town Subdivision Regulations Amendment

The Town Planning Board has recently amended the Town Subdivision Regulations. It is recommended that as a third priority, after the Planning Board action on zoning amendments and Capital Improvement Program is completed, consideration be given to the suggestions for change in the Subdivision

Regulations. They include more specific reference to the Comprehensive Master Plan of 1973, including definition of streets and highways; the question of park reservation policy and appraisal of related land values where cash in lieu of land is required; the implementation of the Environmental Plan and the Environmental Protection and Overlay Districts in the Zoning Ordinance; and possible decrease of local street pavement width in low traffic-generating residential developments, and conversely, the increase of local and collector street pavement widths in high traffic-generating residential and non-residential developments. These suggestions should be considered in cooperation with the Town Superintendent of Highways.

Public Information Program

In addition to the obvious need for press and radio coverage of the specific actions described in this section, there is a need for an ongoing public information activity. The objective should be to make the public aware of the fact that the Comprehensive Master Plan of 1973, as adopted, is being used as a general guide for development, capital improvement planning and town regulations and policies related to development. In addition, the planning procedure as it is exercised by the Town Board, the Planning Board and the Board of Appeals, should be revealed and its rational basis made clear. An important factor in realizing this objective will be the way in which town bodies express themselves in discussions, resolutions and public statements related to development proposals.

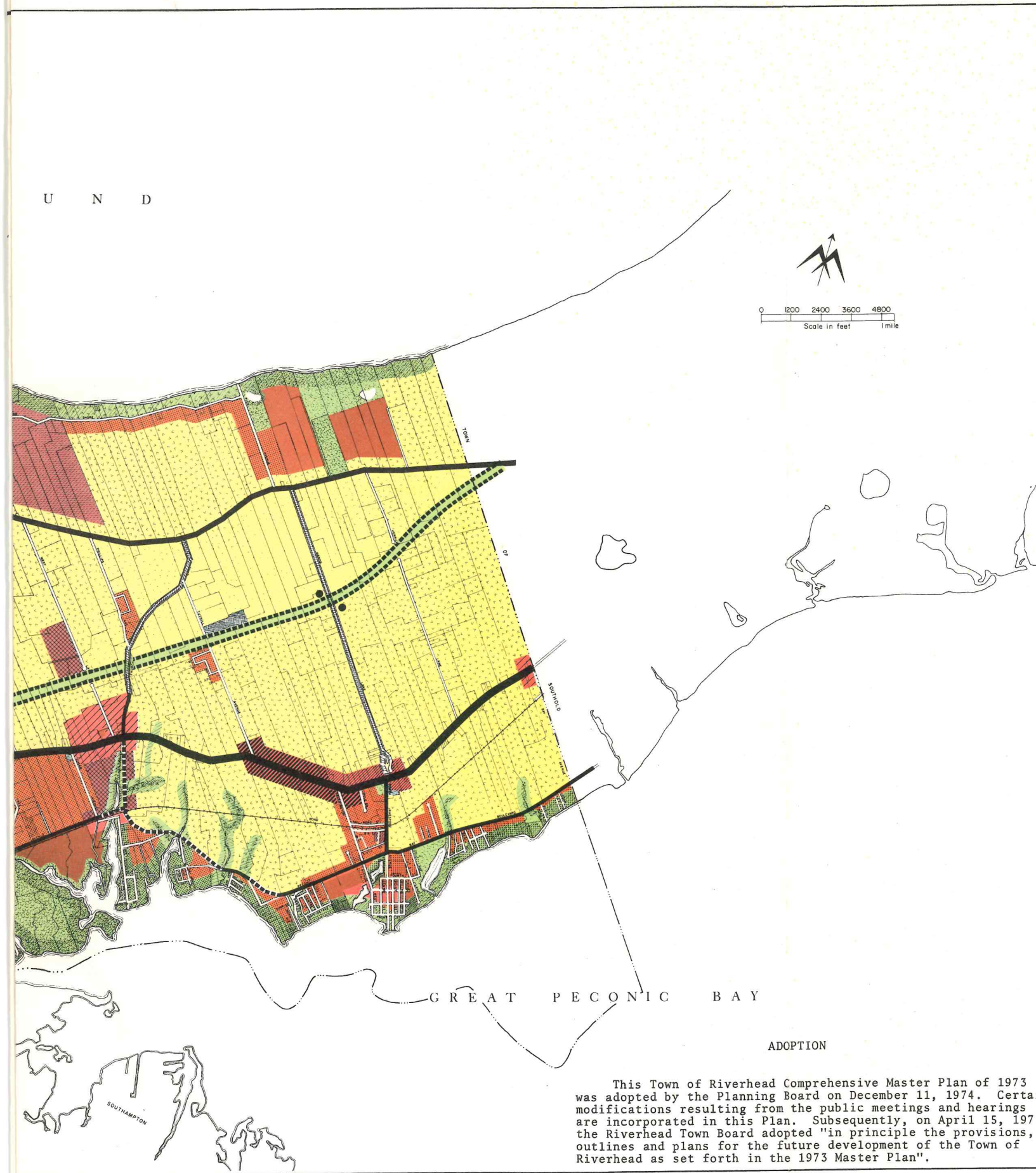
It is through understanding that the Comprehensive Master Plan of 1973 and its implementation can become a significant factor in shaping Riverhead's future. Town leaders can achieve public understanding through recognition of their role in providing the public with necessary information about town planning, what it is, and how it works.

MAPS

L O N G I S L A N D S O U N D



T O W N O F R I V E R H E A D , S U F F O L K C O U N T Y , N E



LEGEND

Recreation And Open Space

- Playgrounds, Parks, Beaches, And Marinas
- Open Land Use - Public And Semi - Public
- Environmental Protection Area

Industrial

- Commercial Industrial Park
- Village Industry
- Special Industry

Commercial

- Shopping Center
- General Business Center
- Office Building
- Professional Service Building
- Highway Business
- Marine Business

Public And Semi-Public Buildings

Residential

- Low Density Residence
- Medium Density Residence
- High Density Residence

Highways

Existing	Proposed	
		Express Highway
		Secondary Highway
		Major Street
		Parkway
		Interchange

COMPREHENSIVE MASTER PLAN 1973

ADOPTION

This Town of Riverhead Comprehensive Master Plan of 1973 was adopted by the Planning Board on December 11, 1974. Certain modifications resulting from the public meetings and hearings are incorporated in this Plan. Subsequently, on April 15, 1975, the Riverhead Town Board adopted "in principle the provisions, outlines and plans for the future development of the Town of Riverhead as set forth in the 1973 Master Plan".

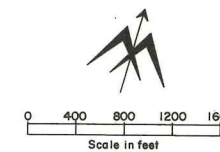
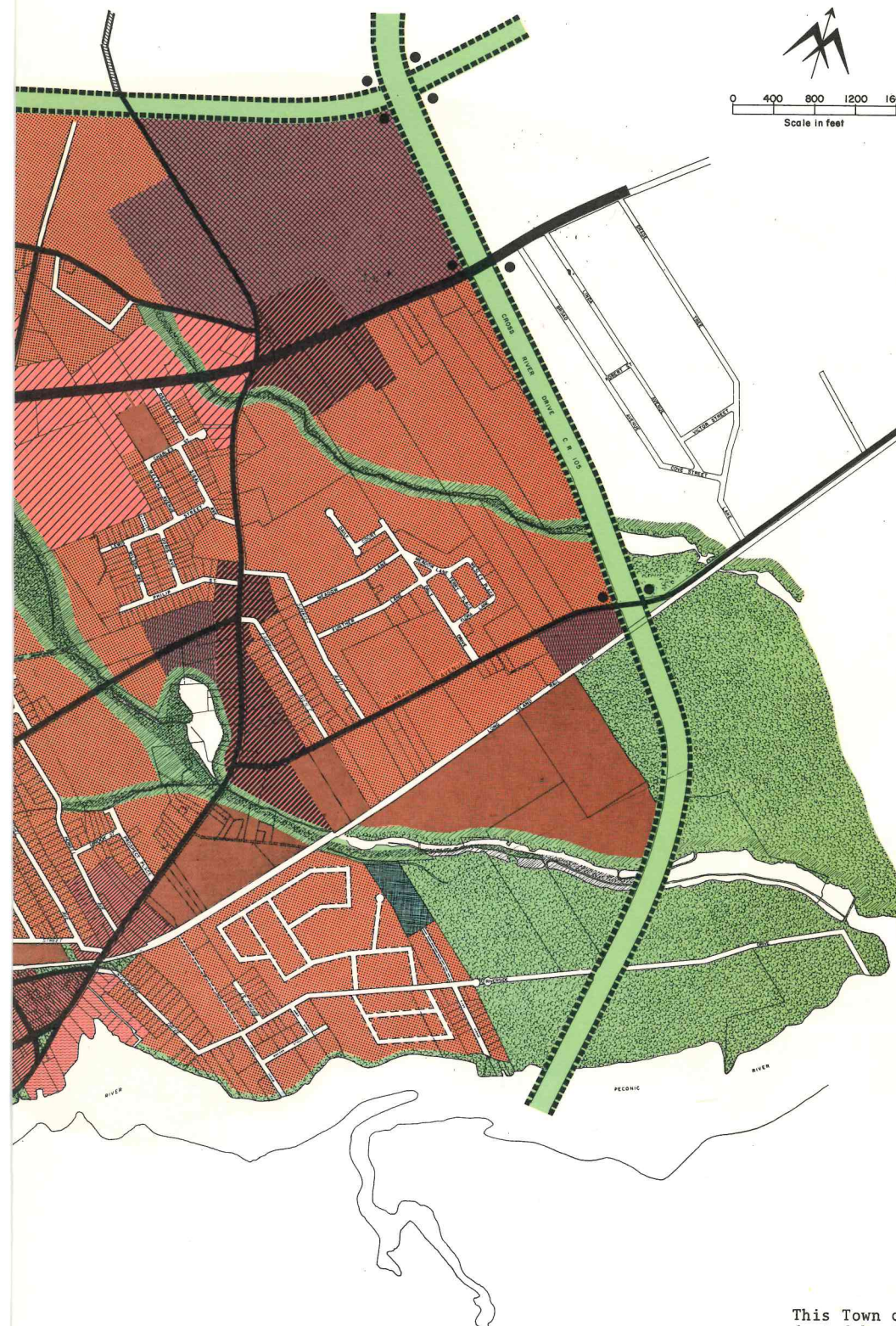
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COMMUNITY AND REGIONAL PLANNING
DEVELOPMENT • URBAN RENEWAL

C O U N T Y , N E W Y O R K



RIVERHEAD HAMLET

T O W N O F R I V E R H E A D , S U F F O L K C O U N T Y , N E



- LEGEND**
- Recreation And Open Space**
- Playgrounds, Parks, Beaches, And Marinas
 - Open Land Use - Public And Semi-Public
 - Environmental Protection Area
- Industrial**
- Commercial Industrial Park
 - Village Industry
 - Special Industry
- Commercial**
- Shopping Center
 - General Business Center
 - Office Building
 - Professional Service Building
 - Highway Business
 - Marine Business
- Public And Semi-Public Buildings**
- Public And Semi-Public Buildings
- Residential**
- Low Density Residence
 - Medium Density Residence
 - High Density Residence
- Highways**
- | Existing | Proposed | |
|---------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------|-------------------|
| | | Express Highway |
| | | Secondary Highway |
| | | Major Street |
| | | Parkway |
| | | Interchange |

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C O U N T Y , N E W Y O R K


MCCROSKY-REUTER
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APPENDIX
KEY FINDINGS OF THE SURVEYS AND STUDIES

Population

The town's population has been growing slowly, but at a rate generally in line with the other Eastern Suffolk towns. The exact impact on future population growth as a result of improved highway access to the town is difficult to assess since there is still much vacant land to the west. However, it is anticipated that total population will at least double between 1970 and 1990, reaching 38,000 to 55,000 persons.

The development policies, regulatory measures and capital improvements undertaken by the Town of Riverhead may well have a substantial influence on the character and rate of this growth.

Environmental Resources

Probably the greatest change in our country's development planning occurs in the area of environmental quality, including the protection of scarce natural resources. A key feature of the environment in Riverhead is the fresh ground water resource, in terms of the future quality of the natural environment as well as man's community. Although all the answers are not available, the findings of the Suffolk County Water Supply Study, of the Suffolk County Department of Health with reference to ground water pollution, the N.Y.S. Department of Environmental Conservation, and the detailed soils analysis by the Soils Conservation Service are particularly helpful in developing this Master Plan and related future development policies and regulatory measures.

Economic Resources

There are three substantial industrial activities in Riverhead. However, analysis of the comprehensive zoning plan indicates that there is far too much land zoned for industry. A regional retail market analysis also indicates that the Riverhead business center and the shopping centers on County Route 58 have the adequate gross floor area needed. However, not all the space is sufficiently modern to compete with new construction. Agriculture and county government are two economic activities which have doubtful futures within the Town. Further study should be given to both as their position evolves.

Existing Land Use and Zoning

The Town of Riverhead is still very slightly developed. General observations can be made however. First, there is a large proportion of mobile homes and rental housing. These uses have been provided for by special permit until a recent repeal of those sections under the pressure of many pending applications. Second, the distribution of land areas by zoning districts also indicates an imbalance in the comprehensive zoning plan, particularly with reference to over zoning for industry.

Public Utilities and Services

Both the water supply system and the sewerage system in the Riverhead Hamlet area have been the subject of continuing consultant study. The provision of these services militate against agricultural interests in active farm areas because they generate heavy, non-productive tax costs for such land uses. In terms of solid waste, an earlier comprehensive study recommends serious consideration of a regional facility.

Highways and Traffic

At this time several major highway projects have either just been completed, are going out for bids or are anticipated in the near term future. As a result, cautious consideration of today's traffic problems is indicated except where actions are needed to assure future potentials. The Long Island Expressway and Nugent Drive, and Sunrise Highway extension have had a significant impact on local traffic flow.

Community Facilities

Town recreation emphasizes outdoor recreation programs and senior citizen centers. Indoor recreation is a growing factor in the town's program. Regional park and open space areas continue to expand as do town parks and playgrounds. Most of this latter expansion by the town actually occurs on school sites. Until recently, Town beaches have not been enlarged, although their facilities have been improved. Good sites for both beaches and marinas are in short supply.

The two principal school districts have continued to improve their facilities, gradually eliminating obsolete structures. The Riverhead Library has also developed a very impressive program and facility since 1964.

Community Conditions

Overall, there has been much improvement in the quality of housing units and other structures in the Town of Riverhead. However, not all areas have benefited equally and many of the earlier concentrations of poor conditions still exist. The adoption of both a building code and housing code since 1964 are positive steps in overcoming some of these problems.

The Need for a Housing Policy

The fact that the Town, in recent times, accommodated two-thirds of all mobile homes in the five Eastern Suffolk Towns and one-quarter of all rental housing units, has indicated that its policy, with reference to housing, was leading to some lopsided results. This became dramatically evident towards the end of 1972 when the Town Board was deluged with applications for additional housing unit construction of both types. Recognizing this, the Town Board took effective ordinance action. It is now appropriate to follow this up with newly established Master Plan objectives and new policy recommendations.