DEVELOPMENT PLAN
TOWN OF MIDDLETOWN

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This development plan for Smithtown is intended to provide a comprehensive, but flexible, guide for the physical development of the town over the next 25 years. It includes the principles on which decisions relating to physical development are, or should be, based as well as major proposals for such development. It is hoped that adherence to this plan, with such revisions as may be made necessary by unforeseen future developments, will provide maximum practical benefits for the town in terms of efficiency, convenience, amenity and economics.

This plan is not intended to be a rigid blueprint for future development. Many of its proposals are flexible (e.g., general areas rather than fixed sites are usually indicated for the location of proposed local recreation facilities); and future developments, which cannot be unforeseen at this time, will undoubtedly necessitate revisions and amendments. The necessity for flexibility in following the proposals of the Plan does not mean, however, that its principles and standards can be ignored. They must be adhered to if the physical development of Smithtown is to be properly directed to ensure maximum benefits for its present and future residents.

Preliminary elements of a comprehensive plan for the development of Smithtown have been prepared over past years by the Town's planning staff and consultants. Material from these studies has been utilized and, where necessary, revised, modified or expanded and is summarized in this plan. There is no attempt made, however, to duplicate material already available in preliminary reports; therefore much of the information on which the findings and proposals contained in this plan are based can be obtained only by referring to these reports. All such preliminary reports are listed in the appendix.
CHAPTER 7
FACTORS, ASSUMPTIONS AND PRINCIPLES ON WHICH THE PLAN IS BASED

Regional Factors and Growth Trends

In order to plan for the future development of Smithtown, it is necessary, of course, to acquire as thorough an understanding as possible of both the various factors that have created or influenced the town's present physical character and the trends taking place in relation to them. These factors have been covered in considerable detail in previous reports, especially Master Plans—1957, Smithtown Today and Smithtown and Industry; therefore they will only be summarized very briefly here.

1. Regional Position
Smithtown's position in relation to the New York metropolitan region is without doubt the primary factor influencing the development of the town. Since approximately 1950, the western half of Suffolk County has experienced exceptional growth of population, business and industry as the full force of development pressure spreading out from New York City began to hit the area. These pressures are expected to continue in the future, especially as vacant land in Nassau County is built up; and Smithtown will inevitably continue to share in the resulting growth.

2. Population
Population growth in Smithtown, as in all of the western half of Suffolk County, has been great during the past ten years; and rapid population increase in the town and the remainder of the western half of the County is expected to continue until almost all available buildable land is developed. The population of Smithtown, excluding patients in the Kings Park State Hospital and residents of the three incorporated villages within the Town, has increased from 12,000 in 1950 to 41,000 in 1960. If the current building rate of between 1,000 and 1,500 new dwelling units a year continues, as is expected, Smithtown's estimated potential population of approximately 115,000 persons (based on the plan for land use) will be reached before 1985.

3. Industry
The considerable increase in population anticipated for Smithtown and the other western Suffolk County towns should mean significant industrial development in the town, if encouragement of such development is continued. As indicated in Smithtown and Industry, such development can be expected to follow an increased labor force to Smithtown. Within the town there are certainly a reasonable number of potential industrial sites which are, or can be, properly graded and drained and served by adequate transportation facilities and utilities.
Commercial Activity

Smithtown and surrounding towns have been experiencing a considerable amount of commercial growth in recent years. This growth should continue as population in the area continues to expand. Smithtown's relative commercial position in the area, however, is expected to remain approximately the same; since the tendency to establish shopping centers in scattered locations seems to preclude the establishment of a single dominant retail area in western Suffolk County.

Planning Principles

While a thorough knowledge of existing factors and trends is a necessary base for planning for future development, it is not enough by itself; it is also essential to establish a set of principles on which planning can be based. These principles, partially formulated in previous reports, are summarized below.

Preservation of Open Space and Attractive Visual Elements
Smithtown presently has a great deal of undeveloped land, much of which has unusual visual assets of recreational potential. Natural topographic features - rolling terrain, topsoil, vegetation - should be preserved to the greatest extent feasible. Most important is the preservation of the Town's two most significant natural features: (1) the wetlands and upland ponds and (2) the Long Island Sound shoreline, beaches and waterways.

Smithtown is also fortunate to have two extremely attractive entrancesways to the center of the Town along Route 25: the undeveloped property of the Hylande Club on the west and the historic buildings, green and Town Library on the east. Both of these features should be preserved; the first by inclusion in the land to be acquired for the preservation of the Nissequogue River area, the second through cooperation between the Town and the Village of the Branch to prevent undesirable change.

Residential Development
In order to encourage attractive and adequate development for future residents and, at the same time, preserve the Town's natural character and amenities, it is necessary to provide reasonable controls over building density and, consequently, potential population. A variety of residential facilities, ranging from garden apartments with maximum densities of 17 dwelling units per acre to one family residences on one acre lots, are proposed to meet various family needs and income levels and provide a broad tax base; but the bulk of presently undeveloped residential land is to be developed for single family residence on lots of 15,000 square feet to one acre in size.
CHAPTER II

THE LAND USE PLAN

The land use plan is intended to establish the general pattern for the private development of land in Smithtown over the next twenty-five years. It has been determined after close examination of existing land development and zoning and analysis of projected population and economic trends.

The boundaries of the various areas of proposed land use are not intended to be exact in all cases, nor are such areas broken down to the degree that they are in the Town's zoning ordinance and map. The land use plan should be translated into zoning terms as part of the proposed revision of the zoning ordinance and map.

In most cases the land use plan conforms to the existing zoning map, which was prepared in 1955 and 1956 after considerable study and has been amended several times since then. There are many instances, however, where the proposals of the land use plan depart from those of the zoning map. In such cases every effort has been made to achieve a more coherent land use pattern or to adapt the land use pattern to other proposals (highways, recreation areas, etc.) of this development plan.

Residential Land Use

The bulk of the developed land in Smithtown is, and will continue to be, residential. Present residential land is zoned and used almost entirely for single family houses on lots ranging from 7,500 square feet to one acre (some land in one acre zones is, of course, developed in larger parcels), with presently undeveloped single family residential land zoned for lots having a minimum area of 10,000 square feet.

The plan for residential land use proposes the retention of existing zoning classifications. As shown on the land use plan map, multi-family residence is the same as the "B-1" Garden Apartment District; high density single-family residence (7,500 - 10,000 square feet) includes "C", "CS" and "D" Residence Districts; medium density single family residence (15,000 square feet - ½ acre) includes "B" and "B-1" Residence Districts; and low density single family residence (1 acre) is the same as "A" Residential District. The proposed boundaries of the various kinds of residential land use do not always conform to the existing zoning pattern, however. In some cases, of course, these changes result from other proposals of the plan: new parks or industrial areas; changes in business districts, etc. In other cases, proposed changes in residential areas result from the desire to establish an orderly pattern of residential land developed at reasonable densities. A more orderly residential land use pattern has been established by consolidating areas of the same density wherever possible so that small scattered areas of one density do not get mixed into larger areas of a different density,
except where a valid reason for such existence exists. Several undeveloped areas presently zoned for high density residential use have been designated as medium density areas in the plan. In terms of the overall plan that areas are better suited for medium density than for high density development; in addition, as previously indicated, a deliberate attempt is being made to keep the amount of land available for new high density single family development to a minimum. It is felt that, wherever feasible, new simple family residential construction should take place on lots with an area of at least 55,000 square feet and a frontage of at least 100 feet in order to assure attractive open development. Smithtown's location on the outer edge of development of the New York metropolitan area, the amount of open land left in the Town, and the character, price and development cost of such land make it possible to achieve such desirable lot size standards without raising the cost of building lots to a prohibitive level or reducing open space below desirable standards.

**Business Land Use**

A great deal has already been done to establish proper standards for commercial development in Smithtown. The abandonment of relatively unrestricted Neighborhood Business Zoning along the Jericho Turnpike and Middle Country Road and its replacement by the new "G-1" Commercial District and the establishment of Business Zoning in the vicinity of the intersection of Route 111 and the Nesconset-Fort Jefferson Highway to provide a shopping center for Hauppauge, should result in considerable improvement in the Town's commercial development.

In general, existing zoning classifications and standards for commercial land uses are adequate to assure proper commercial development if such development is appropriately located. The purposes and proposed locations of the three kinds of commercial land uses which have been established are described below.

The plan provides about 400 acres for retail stores, offices and personal service shops (neighborhood business and central business), which is well in excess of the minimum 275 acres needed to serve 164,000 population.

**Neighborhood Business**

Neighborhood business areas are intended to serve surrounding residential areas by providing retail sales and service establishments to supply household needs. Such neighborhood business areas should be reasonably close to the areas of residential development which they are intended to serve. Seven existing areas of this type are shown on the plan at the following locations:

1. Two areas along Smithtown Boulevard to serve the Nesconset section. The remainder of the Smithtown Boulevard frontage which is now zoned for neighborhood business is proposed for residential or light
industrial use. There is not enough potential demand in the area for this entire frontage to become commercial; consequently permitting commercial development along the entire frontage would result in an ungoverned mixture of residential and business uses which would be both unsightly and uneconomic.

b. On Route 111 at its intersection with Maple Avenue.

c. At the intersection of Route 25A and St. Johnland Road to serve Great Neck and the surrounding residential area.

d. Along Fort Salonga at the Smithtown-Huntington town line to serve the Fort Salonga section.

e. Along Veteran's Memorial Highway just west of its intersection with the proposed extension of the Northern State Parkway.

f. On the north side of the Jericho Turnpike at its intersection with Jericho Turnpike.

g. On the west side of the Nesconset-Fort Jefferson Highway south of Middle Country Road.

As residential development continues in the Town, other neighborhood shopping areas will probably be needed; but since it is impossible to tell where such development will first take place, it would be futile to select locations for future neighborhood shopping centers at this time. The development of such centers should be carefully planned so as not to interfere with the development of Smithtown's five central business areas, described below, which are of primary importance to the economic well-being of the Town. Since residential densities in Smithtown do not permit the location of shopping areas within walking distance of more than a small percentage of the residences they would serve, any plan for the development of shopping facilities must be based on extensive use of automobiles; therefore there is no significant objection, on the basis of distance, to these five central business areas serving local as well as community-wide shopping needs where appropriate.

Central Business
Of Smithtown's five central business districts, four (Smithtown, Commack, Kings Park and St. James) are already highly developed, and the fifth (Hauppauge) has recently been zoned for such development. If developed within the proposed boundaries these five centers will total about 350 acres of commercial land, which is adequate to take care of the potential major shopping needs of the Town.
The most important of the five centers is Central Smithtown which has expanded in area, number of buildings and volume of sales in recent years. This expansion has brought with it, however, problems of traffic hazard and congestion, inadequate parking and unattractive building. The Parking Plan for Central Smithtown presented in 1958 and partially achieved in regard to parking, is still generally valid and should be carried out in its entirety, with some minor modifications. In summary, this plan proposes the following: (further details are discussed later in the plan for enlargement and improvement of the Town Hall site).

a. provision of additional commuter parking spaces along the railroad;

b. provision of Town parking fields, both to the north and south of Main Street;

c. provision of a new street north of Main Street to connect New York Avenue with Landing Avenue in order to alleviate Main Street congestion by providing an alternate route which would permit cross-town traffic to skirt the business area;

d. provision, with the cooperation of the Village of the Branch, of a new road south of and approximately parallel to Main Street, running from New York Avenue to Route 111, in order to further alleviate traffic congestion on Main Street;

e. planting of street trees and removal of overhead wires along Main Street to improve its appearance;

f. encouragement of group effort on the part of Main Street property owners to achieve coordinated architectural design.

Since additional area will be needed for central commercial activities and supporting parking, it is also proposed to extend the central business district to the south along Maple Avenue. The Telephone Company and several other commercial facilities have already gone into this area, and it is well suited for further central business district expansion.

The central business districts of Kings Park and Saint James, both of which are old areas without enough parking, require detailed analysis and planning, to be undertaken by the Planning Board in the near future, to provide adequate off-street parking facilities. Such facilities are necessary to relieve traffic congestion in these areas and provide reasonably free circulation which should bolster commercial activity in them. A small extension
of business use is proposed for Kings Park in the area presently zoned for residential use between the present central business district and the railroad. The location of this land between existing business and the railroad tracks makes it much more suitable for commercial development than for residential use. Similarly, deepening of the business district along Lake Avenue in Saint James is considered desirable.

3. Wholesale, Supply and Service
Most of the land along the Jericho Turnpike and Middle Country Road is in the "G-1" Commercial District, which was adopted in 1959. This zone, designed to provide wholesale, supply and service facilities to the Town's businessmen and residents and to the traveling public, is appropriate for this area; therefore the plan proposes that this use be continued along most of the Jericho Turnpike and Middle Country Road. In addition, it is proposed that land along both sides of Meadow Road west of Indian Head Road in Kings Park be utilized for this purpose. Most of the developed land along this road is already so utilized and its location alongside the railroad lends itself to this kind of use. This use is also proposed for an area along Route 25A immediately north of the point where it crosses the railroad. This area is now partially developed in service uses, and the further development of such uses is appropriate for the area.

Industrial Land Use

As previously indicated, Smithtown can expect a considerable increase in industrial development over the next 25 years if it makes adequate plans for such development. Most of this development should be well controlled light industry; since most of the prime industrial sites in the town are adjacent to good residential land, much of which is partially developed. The Planning Department study entitled Smithtown and Industry, presented in October 1959, which analyzed the industrial pattern and industrial zoning in Smithtown has been used as one of the bases for the development of the plan for industrial land use.

1. Light Industry
Proposed sites for light industry, to be developed in accordance with the requirements of the "G" Industrial District are as follows:

a. Town Line Road Industrial Area
This area of approximately 110 acres lies on the Huntington town line and is bounded, in addition, by East Northport Road and the proposed alignment of relocated Route 25A. The proposed construction of relocated Route 25A, together with existing East Northport Road, a concrete highway, and the railroad will provide excellent transportation facilities for this site. The site is now
predominantly vacant. Adequate public water supply can be obtained. The land is generally irregular and wooded, except for several level strips along East Northport Road; but it can be easily cleared and graded.

b. Indian Head Road Industrial Area
This area of approximately 210 acres is bounded on the west and south by Old Northport Road and on the east by Old Indian Head Road. It is bisected by the new Indian Head Road. This road, together with the proposed realignment of Route 25A, will provide excellent access. The area is largely vacant, and public water supply is good. The land is irregular and wooded, except for a cleared plateau at the north edge; but it can be easily cleared and graded.

c. Lawrence Road Industrial Area
This area, containing approximately 150 acres, is bounded by Kings Park State Hospital on the northwest, existing Route 25A on the north and the railroad on the southwest. It is bisected by the proposed alignment of relocated Route 25A which, together with existing Route 25A and the railroad, will provide excellent access. The area is almost entirely vacant and public water is easily available. The land is flat and cleared.

d. Wheeler Laboratory Industrial Area
This area of approximately 50 acres is bounded by the railroad on the southwest and the Smithtown-St. Johnland Road on the east. Approximately 20% of the area is used by Wheeler Laboratory; the remainder is vacant. Access is available from the railroad and the Smithtown-St. Johnland Road, and public water is available. The land is hilly and wooded.

e. Brentwood Industrial Area
This area of approximately 1330 acres is bounded on the northwest by the proposed Northern State Parkway Extension, and on the south and east by the Islip Town line. It presently has access from the Long Island Motor Parkway, Wicks Road and Old Willetts Path; and will have additional access from the Long Island Expressway. About 1100 acres are owned and used by the Mackay Radio and Telegraph Company but the remainder is largely vacant and available for industrial development. The land is generally level and wooded.
Southern Boulevard Industrial Area
This area of 392 acres is bounded by the
Nesconset-Port Jefferson Highway on the south,
Lake Avenue on the east and Smithtown Boulevard
on the west. It has excellent access from the
Nesconset-Port Jefferson Highway and from Middle
Country Road and Southern Boulevard which run
through it. Although there are approximately 40
homes and a scattering of industrial and com-
mercial uses in the area, most of it is vacant
and available for industrial development. The
land is fairly level in the eastern half but
more rugged in the western half.

Flowerfield Industrial Area
This area of approximately 150 acres is bounded
by the Brookhaven town line on the east, the pro-
posed alignment of relocated Route 25A on the
south, and existing Route 25A on the northwest.
It will have excellent access from relocated
Route 25A, North Country Road and the railroad.
The land is generally level and partially
cleared; public water is available. The entire
area is owned by the Gyrodyne Company of
America, which has indicated its intention to
utilize all of it.

Crooked Hill Road Industrial Area
This area of approximately 250 acres is bounded
on the west by the Huntington town line, by the
Islip town line on the south, by the Sagtikos
State Parkway on the east and by the Northern
State Parkway on the north. Excellent access
will be available from the proposed Long Island
Expressway as well as from the Sagtikos and
Northern State Parkways and the Long Island
Motor Parkway. The land is generally fairly
level and can be supplied by public water. The
area is almost entirely vacant; and, although
ownership is divided among many small lot owners
due to premature subdivision, assembly into
usable industrial sites is presently being
undertaken by private developers.

Mount Pleasant Road Industrial Area
This area of approximately 60 acres is at the
southeast corner of the Nesconset-Port Jefferson
Highway and Mount Pleasant Road. It has excellent
access from the Nesconset-Port Jefferson Highway
and water is readily available. The land is level
farmland and is presently divided into three tracts
under separate ownership.

Other Sites
A few other sites for light industry are shown on
the plan. They are relatively small sites already
developed with industrial plants.
2. Heavy Industry

The only proposed heavy industrial area in the town is a site of approximately 15 acres on the west side of Old Portaport Road, which is presently being utilized for the manufacture of asphalt. It is proposed that zoning requirements for heavy industrial districts be amended to provide protection for surrounding areas similar to that required in light industrial districts.

**Semi-Public Land Use**

There are several existing large semi-public land uses in Smithtown: the Wyandanch hunting and fishing club, the Society of St. Johnland property, the Boy Scout reservation and two golf courses. The plan does not envision any changes in these facilities, except that it is proposed to acquire the Wyandanch Club property as part of a county park, as discussed in the next chapter - Public Facilities Plan. The Town should make every effort to assure the continued open use of these properties. If extensive development of any one of them appears imminent at any time, Town acquisition of the property or of the right to develop it should be considered.

**Public Land Use**

Public land use is discussed in the next chapter, Public Facilities Plan.
THE PUBLIC FACILITIES PLAN

The major lien to be considered in the public facilities plan is the provision of adequate park and recreation space for the anticipated future needs of the town. Other town facilities will also be considered; as will school sites, although ultimate responsibility for the selection of school sites belongs to the school districts rather than the town.

Parks and Recreation Areas

The considerable population increase in Smithtown over the past ten years, and the likelihood that a high rate of population growth will continue, makes the acquisition of park and recreation sites imperative. The plan for parks and recreation areas is based on an estimated town population of approximately 33,000 families, the maximum which will be permitted if the land use plan is carried out. In addition to supplying needed recreation space for the town's potential population, the establishment of an adequate system of parks and recreation areas will also conserve some of the natural character and beauty of the area, which might otherwise be destroyed by development for other purposes.

Existing and proposed park and recreation facilities for Smithtown can be divided into five categories: state parks, county parks and conservation areas, town parks, local playgrounds, and school recreation facilities. Each of these has its own specialized major function although these functions often overlap (for instance, school recreation facilities can generally serve other local recreation needs outside of school hours). In order to develop a well balanced recreation and conservation program for Smithtown and its vicinity, adequate facilities of all five types are needed.

1. State Parks
   There is one state park, Sunken Meadow, existing within the corporate limits of Smithtown. This facility serves residents of a large part of the New York metropolitan area and, while it is a valuable recreational asset for residents of Smithtown, its extensive use by persons from other parts of the metropolitan area limits its local utility and makes it difficult to evaluate in the local recreation picture. There has been some discussion of establishing another state park along the Missequogue River but, as will be shown below, the town's interest would be better served by the establishment of a county park in this area. Therefore, no changes are being proposed in the state park system within Smithtown other than an extension of Sunken Meadow State Park already proposed by the State.

2. County Parks and Conservation Areas
   The Missequogue River is one of Smithtown's most valuable natural assets. It serves as a natural drainage area and also provides an extremely attractive physical feature
turning through the town. Preserving this area and increasing its potential is, therefore, an extremely important part of the town plan. It is proposed that an area of 1,200 acres along or near the river, including the Wyandanch Club and Weld properties, be purchased by Suffolk County for the establishment of a county park and conservation area. County rather than state purchase and development of this property is proposed primarily to ensure both the preservation of its natural character and maximum utilization, within the limitations imposed by such preservation, by residents of Smithtown and the surrounding area. It is feared that the use of this land as a state park will result in its over-development for active recreation purposes, and, because of the metropolitan area-wide attraction of state recreational facilities, in limiting its usefulness by local residents. Furthermore, the development of this area as a state park together with the proposed development of a new access road to it would result in a considerable increase of traffic within the town boundaries. Since Smithtown already has one state park, it is felt that the unmet need for additional state facilities on Long Island can be met elsewhere. As previously indicated, it is proposed that county development of this area should not be so extensive as to destroy its natural characteristics. The low-lying areas directly along the River should be left largely undeveloped but there is no reason why a reasonable amount of development for active recreation, picnicking etc., could not take place in several of the higher sections of this proposed facility.

3. Town Parks
The proposed Nissequogue River County Park will provide some recreation space for Smithtown residents; but, since most of its area should remain undeveloped, only a relatively small amount of active recreation space can be provided by this facility. Additional town-wide active recreation facilities must, therefore, be provided in large town parks which might also provide passive recreation space. The only present town owned active recreation facilities serving the entire community are the town beaches and marinas; other existing town parks are too small to serve more than local needs. (The town also owns the 37 acre Gram Gate conservation area in Hauppauge, which is not to be developed.) The 6,000 feet of town beach frontage on Long Island Sound constitutes Smithtown's most important recreation facility and should obviously be retained and developed in the best possible way. As Smithtown approaches its potential population, however, these beaches will become overcrowded if the beach is not expanded. It is proposed, therefore, that the town acquire all the undeveloped land, plus such developed land as is necessary to provide reasonably continuous development, on Long Beach Peninsula for expansion of beach facilities. This land should be acquired as soon as possible to prevent prior private acquisition and
development. In conjunction with the proposed expansion of town beach facilities, the Highway Plan includes a proposal for improving highway access to these beaches; and, as part of the beach development program, the marina at Long Beach is proposed to be improved and enlarged and a new marina is proposed at Short Beach. The plans of the Long Island State Park Commission for the extension of Sunken Meadow State Park provides for inclusion of Callahan's Beach in the State Park and consequent donation by the State to Smithtown of a developed beach site at the western edge of the State Park. This proposed trade is beneficial since it will provide somewhat more town beach frontage; consequently it is included in this plan.

Four additional town-wide parks are proposed to serve the needs of Smithtown's present and potential population.

a. The first of these is an area of approximately forty acres, surrounding the pond between Mt. Pleasant Road and Terry Road. Acquisition of this site for a Town park would preserve an attractive natural feature and provide a good sized recreation area in the southeastern portion of the Town.

b. The second proposed Town park is a site of approximately 40 acres in the Forestwood development. This site is now owned by the Town but it should be adequately developed for active recreation.

c. The third new town park is proposed to be located north of Lake Ronkonkoma. It is likely that a proposal for extensive town park and beach facilities, including this one, would result from the special study of the Ronkonkoma area proposed in Chapter V, below; but the development of this land as a park is desirable whether or not more extensive facilities are studied and proposed.

d. The fourth site proposed for a new Town park is a tract of land around and including Miller's Pond in the Village of the Branch. This centrally located parcel would provide nearby park facilities for residents of the Village of the Branch as well as for other townspeople.

4. Local Playgrounds
In order to develop an adequate plan for local playgrounds, the Town has been divided into 22 planning areas. These areas are subdivisions of the traditional communities within the town - Saultown, Commack, Kings Park, Pooscomb, Hauppauge, and St. James; and their boundaries are based, in general, on the following:

a. boundaries of the above-mentioned traditional communities:
b. Major natural and land use features which lead to separate areas (existing and proposed state and county parks, the Kings Park State Hospital, the Nissequogue River) and;

c. Major transportation facilities (railroad and highways) which create barriers between areas and are hazardous or inconvenient to cross.

It is not proposed that these planning areas become complete neighborhoods in the usual sense; no attempt is being made to utilize them for purposes other than recreation and school site location. Within each of these areas it is proposed that a minimum of one acre of local playground area be provided for every 100 dwelling units and that the recreation areas so formed have, where possible, a minimum area of ten acres. In addition, it is expected, as indicated below, that approximately one additional acre of recreation area per 100 dwelling units will be provided on school sites. These standards are in general accordance with those prescribed by the National Recreation Association and have already been accepted by the Town. Proposals for each of the planning areas are described below; area boundaries are shown on the Public Facilities Plan.

a. Kings Park I - This area, with an estimated potential population of 1,500 families, should have at least 15 acres of local recreation facilities, in addition to those provided on school sites, in order to conform to town standards; therefore it is proposed that one 15 acre playground facility be provided approximately in the center of the area.

b. Kings Park II - This area, with an estimated potential population of 1,300 families, contains an existing park of approximately 7 acres in its southern section. Since the existing park does not meet the minimum town standards of 13 acres for its potential population, it is proposed to establish a new playground of approximately 10 acres in the northern portion of the area. Two playgrounds are especially desirable in this planning area since it is divided by existing Route 25A and the Kings Park central business district.

c. Kings Park III - The estimated potential of this area is 1,700 families. Since there are no existing parks or playgrounds in the area, it is proposed that a playground of approximately 15 acres be provided in the northeast portion of the area. The site proposed for this facility is a large vacant tract of land lying between the heavy commercial uses along the railroad and a residential
development to the south. In addition to meeting recreation needs this playground will provide a substantial and desirable buffer between these two incompatible uses.

d. **Glen Park IV** - This area, with a potential population of 1,700 families, has no public recreation facilities other than those attached to the Lawrence Road School; therefore two playgrounds of approximately 10 acres each are proposed, one in the eastern and one in the western section of the area.

e. **Smittown I** - This area, with an estimated potential population of 1,100 families, has no existing public recreation facilities; therefore a playground of approximately 10 acres is proposed in the central part of the area.

f. **Smittown II** - This area, with a potential population of 2,500 families, has no existing public recreation facilities. Two playgrounds of approximately 10 acres apiece are, therefore, proposed - one to the east and one to the west of Route 25A, which bisects the area.

g. **Smittown III** - This area, with an estimated potential population of 900 families, contains an existing park, Elydenburgh Landing, of approximately 5 acres. It is proposed that this park be enlarged to approximately 10 acres to provide an adequate recreation facility for the area's estimated potential population.

h. **Smittown IV** - This area has an estimated potential population of 700 families. Since it contains no existing public recreation facilities a playground of approximately 10 acres is proposed as part of the Forestwood Town Park.

i. **Commack I** - This area, with an estimated potential population of 1,100 families, has an existing playground of 10 acres, as well as an elementary school site of 10 acres and a high school site of 37 acres. These facilities are adequate for the potential recreational needs of the area, consequently no further facilities are proposed.

j. **Commack II** - This area has an estimated potential population of 800 families. There are no existing recreation facilities in the area; therefore one playground of approximately 10 acres is proposed slightly northwest of the center of the area.

k. **Commack III** - This area, with a potential population of 2,500 families, contains no existing
recreation facilities except those attached to the Winnetcong school. Two local playgrounds of approximately 10 acres each are proposed, one in the northwestern portion and one in the southeastern portion of the area.

Commack IV - This area has an estimated potential population of 1,000 families. There are no existing recreation facilities in the area; therefore, a playground of approximately 10 acres is proposed. The site selected for this recreational facility is a sand pit in the area's northwestern corner which is presently an eyesore and detrimental to surrounding residential uses. If this sand pit is filled, however, it can provide an adequate site for recreation facilities.

Commack V - This area, with a potential population of 2,300 families, contains an existing park, Whitman Hollow, of approximately 10 acres, in the western section of the area. In order to serve adequately the potential population of the area, an additional playground of approximately 15 acres is proposed in the eastern portion of the area.

Commack VI - This area, with an estimated potential population of 1,600 families, contains an existing park of approximately 9 acres in its southwest portion. In order to serve adequately the potential population of the area, an additional park of approximately 10 acres is proposed in the area's eastern portion.

Commack VII - This area, with a potential population of 1,300 families, contains an existing park of approximately 13 acres in its northeastern corner, which is adequate to serve the area's potential recreational needs.

Hauppauge I - This area has an estimated potential population of 2,100 families. It is presently served by one park of approximately 18 acres. Another park of approximately 10 acres is proposed east of Route III to serve the potential population of the eastern portion of the area.

Hauppauge II - This area has a potential population of 1,400 families. As previously stated, the acquisition of a park site of 40 acres surrounding the pond between Mt. Pleasant Road and Terry Road is proposed. This site will serve primarily town-wide recreational needs. Accordingly, a playground site of 10 acres is proposed on the west side of Mount Pleasant Road.
r. Mecunset I - This area, with an estimated potential population of 1,500 families, contains no existing park. Therefore, a 10 acre site is proposed in the area south of Smithtown Boulevard; in addition, a portion of the Town property south of Middle Country Road near the Highway Building can be converted to playground use.

s. Mecunset II - This area, with a potential population of 1,800 families, contains an existing park of approximately 7 acres south of Browns Road. An additional 10 acre site is proposed on the west side of Gibbs Pond Road.

t. Mecunset III - This area has an estimated potential population of 1,400 families. Since there are no existing public recreation facilities, a playground of approximately 14 acres is proposed. This facility should be located in the Town park proposed around the pond north of Lake Ronkonkoma.

u. St. James I - This area has an estimated potential population of 1,500 families. There is an existing park of approximately 7 acres in the northern portion of the area and it is proposed to provide an additional playground of approximately 10 acres on the site of a Town owned sand pit in the southern portion of the area after it has been filled.

v. St. James II - This area has an estimated potential population of 2,100 families. Since there are no existing public recreation facilities in the area, two playground sites of approximately 10 or 11 acres each are needed to serve the area's potential population. A site on the east side of Moriches Road is about to be purchased by the Town; it is proposed that another site in the southwestern section of the area also be acquired.

Sites for all these proposed playgrounds obviously cannot all be obtained immediately. It is imperative, therefore, that a close watch be kept on development in each of the 22 planning areas in order to relate properly the acquisition of playground sites to the rate of development in each area. Relating priority of playground site acquisition to rate of land development will assure that these facilities are provided when they are needed.

5. School Recreation Areas

As indicated above, it is proposed that school recreation sites be utilized to supplement the proposed local playground facilities; therefore, new school sites should have a minimum of ten acres (this is current practice in the Town)
in order to provide an additional acre of recreation area for every 100 dwelling units. It is realized, of course, that the establishment of school site standards and the selection of such sites is the responsibility of the school districts rather than the town, but it is felt that incorporating suggested standards and suggested school sites in this plan will enable the school districts to relate their own plans to those of the Town. Consequently, suggested general locations for new school sites are included in the public facilities plan as indicated below.

**School Sites**

Although the final responsibility for the selection and acquisition of school sites within the Town of Smithtown rests with the individual school districts (Smithtown, Commack, Hauppauge, Kings Park) which lie wholly or partly within the Town, tentative elementary school locations are being proposed in this plan to serve as a guide to the school districts in their selection of new school sites. These proposals are based on the Town's potential population. Where possible, the planning areas established for the selection of Town playgrounds have been used; but account has been taken of school district boundaries, which do not generally conform to these planning areas, as well. The proposed elementary school site plan is detailed below by planning areas. All planning area boundaries and potential populations conform to those shown on the Public Facilities Plan. The method used for determining need was as follows: for each 1000 families there will be 500 public school pupils in grades K through 6, for each 500 pupils one elementary school is required. This plan does not include proposals for junior or senior high schools.

a. **Kings Park I** - The existing Fort Salonga School site in this area appears adequate to meet the area's potential needs; therefore no additional school facilities are proposed.

b. **Kings Park II** - The presently undeveloped school site in the area appears adequate to serve the potential population of the area; therefore no new school sites are proposed.

c. **Kings Park III** - The existing Fifth Avenue School appears adequate to serve the potential population of the area; therefore no new school sites are proposed.

d. **Kings Park IV** - The existing Lawrence Road School appears adequate to serve the potential population of the area; therefore no new school sites are proposed.

e. **Smithtown I** - This area does not have an existing public school; therefore a school site is proposed approximately in the center of the area to serve its potential population.
f. **Smithtown II** — This area has no existing public schools. It is proposed that two school sites, one in the north-west section of the area and the other in the eastern section, be acquired to serve the potential population.

g. **Smithtown III** — This area does not have an existing school; therefore it is proposed that a site be acquired approximately in the center of the area to serve its potential population.

h. **Smithtown IV** — The existing Swiftbriar School appears adequate to serve the potential population of the area; therefore no additional schools are proposed.

i. **Commack I** — The existing school site in this area appears adequate to serve its potential population; therefore no additional school sites are proposed.

j. **Commack II** — There are no existing schools in this area. Since one will be needed to serve the area's potential population, it is proposed that a site in the northern portion of the area be acquired.

k. **Commack III** — The two existing school sites in this area will adequately serve its potential population; therefore no additional sites are proposed.

l. **Commack IV** — There is no existing school within this area and one will be needed to serve the area's potential population. Since land for an adequate school site does not seem to be available in Smithtown, it will have to be acquired in that portion of the Commack school district lying within the Town of Huntington.

m. **Commack V** — The existing Smith's Lane School appears adequate to serve the potential population of that portion of the area lying within the Commack school district, and a school site already acquired in the portion of the area lying within the Hauppauge school district will adequately provide for the potential population of this section.

n. **Commack VI** — There is an existing school site in this area which will adequately serve its potential population.

o. **Commack VII** — The existing Honey Hills School site appears adequate to serve the potential population of the area; therefore no additional school sites are proposed.

p. **Hauppauge I** — The two school sites in this area (Brooksie and Plaisted Avenue) appear adequate to serve the potential population of the area; therefore no additional school sites are proposed.
q. **Eastwood II** - There are no existing schools in this area; therefore the population of a centrally located school site is proposed to serve the area's potential population.

r. **Nesconset I** - There are no existing schools in the area, and it appears that one school will be needed to serve the area's potential population. A site is proposed north of Smithtown Boulevard.

s. **Nesconset II** - The existing Nesconset School appears adequate to serve the potential population of this area; therefore, no new school sites are proposed.

t. **Nesconset III** - There are no existing schools in this area; therefore the acquisition of a centrally located school site is proposed to serve the area's potential population.

u. **St. James I** - The existing St. James School and a proposed school in the Village of the Branch, for which a site has been acquired, appear adequate to serve the potential population of the area; therefore no new school sites are proposed.

v. **St. James II** - There are no existing schools in this area and two schools appear to be necessary to serve the area's potential population; therefore the acquisition of two sites is proposed, one in the northern and one in the southern half of the area.

**Other Public Facilities**

In addition to parks, playgrounds and school sites, other public facilities need sites for future expansion. However, these other needs cannot be determined so readily in advance, and the following list of proposals is not intended to be complete in every respect.

1. **Commack Civic Center** - Commack, which is the fastest growing and potentially one of the most heavily populated sections of the Town, does not presently have any real core. The Commack Shopping Center, it is true, does provide a small degree of focus for the community but the exclusively retail use of this facility precludes it having any general community-wide function. It is proposed, therefore, that a small civic center of approximately 6 acres be developed directly across the Jericho Turnpike from the shopping center. This area, which could contain a branch library, fire house, post office and community building should, together with the shopping center, provide an effective central area of focus for the Commack community. A location immediately adjacent to the shopping center is necessary if the civic center is to have any meaningful central character and function, civic center is to have any meaningful central character and function, since an exclusively
2. **Fire Houses** - Except for the suggested location of a new Commack fire house mentioned above, the plan does not propose locations for any new fire houses. It is felt that the individual fire district, cooperating with the National Board of Underwriters, are better able to plan their own fire house locations. However, the Town stands ready to assist in this planning.

3. **Public Library** - As stated above, a Commack branch of the public library should be included in the proposed Commack Civic Center. No other changes in the public library system are proposed; since it is felt that any other expansion of library facilities which may be needed in the future can best be accommodated on the present library site.

4. **Town Hall** - As part of the development of Smithtown Center, discussed in Chapter II, it is proposed to enlarge and improve the Town Hall site. The plan for this site, which is already being effectuated, calls for a two stage operation which includes the following proposals:

   **Stage 1**
   (1) acquisition and demolition of the ice plant adjacent to the railroad tracks;
   (2) extension of the Town Hall parking areas; and
   (3) provision of access to Landing Avenue from the Railroad Station.

   **Stage 2**
   (1) acquisition and demolition of two structures on the Scott property;
   (2) closing of both Redwood Lane and the present access from Main Street into the parking area, and provision of a new road from Main Street, directly opposite New York Avenue, to Landing Avenue and a connection from this road to the railroad station; and
   (3) enlargement of the Town Hall.

The execution of this plan, together with the other improvements proposed for Smithtown Center, will give the Town a combined commercial and civic center which will be both efficient and attractive and can serve as a real center of Town activity.

5. **County & State Buildings** - The New York State Mental Hospital at Kings Park and the Suffolk County Government Center at Hauppauge are shown on the Plan to the extent of their present land holdings. No State or County plans for change in land area are known at this time, although construction of new buildings within the present property lines is anticipated.
CHAPTER IV

THE HIGHWAY PLAN

The plan for highways in Smithtown is designed to provide adequate traffic circulation through the town and between areas within it. The existing highway system has become inadequate in terms of the Town's present development and will need considerable expansion and improvement to meet the potential development of the Town and the surrounding area. In addition, since Smithtown lies astride several of the major east-west Long Island arteries, the development of the remainder of Long Island and, to a certain extent, the entire metropolitan area must be taken into consideration in planning for traffic circulation within the Town. The proposals of the highway plan are based, in general, on the findings of the highways and major streets section of Master Plan 1957. The specific proposals as shown on the master plan of highways are as follows:

State Highways

1. Relocation of Route 25A

Route 25A presently joins Route 25 just west of the Nissequogue River, and the two routes are combined between that point and the Village of the Branch boundary where they again separate. This results in an excessive amount of traffic congestion on the combined roadway. Such congestion can best be relieved by relocating this section of Route 25A to the north, thereby achieving a more direct, as well as separate, alignment for the road. This relocation has been proposed by the County and the State at various times in the past. The alignment shown in the plan, in addition to being fairly direct, would serve to open some potential industrial areas within the Town for development. It is not, of course, intended to be a final alignment, since detailed planning and engineering studies have not been made.

2. Northern State Parkway Extension

The Long Island State Park Commission proposes to extend Northern State Parkway to Veterans Memorial Highway, approximately along the alignment shown; therefore this extension, which is an integral part of the State's arterial highway plan in the area, is included in this plan.

3. Long Island Expreeway

A small portion of the proposed Long Island expressway, which will eventually run from the Queens Midtown Tunnel to Southampton, lies in the southwest corner of Smithtown and is, therefore, included in this plan.

4. Widening of Route 25

The State is now preparing plans for widening of Jericho Turnpike - Middle Country Road from the New York City line.
east. These plans call for a six lane highway. However, between the interchanges of the Smithtown Bay-Express with Route 25 (which is most of the Town of Smithtown) only a four lane highway is planned.

**County Highways**

1. **Improvement and Extension of Nichols Road and Moriches Road**

   In order to provide an adequate north-south connection from Saint James and Stony Brook to the south shore, the County at one time proposed the establishment of a through route running through the eastern portion of Smithtown, but the tentative location shown by the County is somewhat different from that proposed in this plan. The advantages of the route proposed here are its utilization of existing rights-of-way (Nichols Road and Moriches Road) which can be widened and improved without great difficulty and its location, for most of its length, on the Smithtown-Brookhaven town line, thereby forming a clear boundary between the two towns.

2. **Nesconset-Port Jefferson Highway**

   The extension of the Nesconset-Port Jefferson Highway from its present terminus at Town Line Road to Long Island Expressway is proposed by the County. Although this extension lies immediately south of the town it is shown on the highway plan because of its close relation to the Smithtown Highway system.

3. **Other County Roads**

   Several other County Roads (such as Indian Road Road, Veterans Highway, Commock Road and Old Willettte Path) are shown on the plan. However, they are either presently improved or planned for relatively modest widening along an existing right-of-way, and therefore are not described individually here.

**Town Highways**

1. **Improvement and Realignment of Moriches Road and Fifty Acre Road**

   In order to provide improved access to Long Beach, which is proposed to be expanded, it is planned to widen and improve Moriches Road and Fifty Acre Road. Since the houses along both these roads are set well back from the roadway, the taking of land for a widened right-of-way would cause little damage. A limited amount of realignment and regrading would also be necessary in order to provide an adequate roadway to carry the amount of traffic which will be generated by Long Beach. Since this portion of Moriches Road lies entirely within the villages of Nescoquaque and Head of the Harbor and Fifty Acre Road lies partially within Head of the Harbor, these improvements will have to be undertaken with the cooperation of two villages.
2. New York avenue extension and Percy Avenue expansion
As stated in the section dealing with the improvement of Smithtown Center, these two roads are necessary to provide bypasses of Main Street in the Smithtown central business district in order to relieve excessive traffic congestion and make possible improved development of the Town's business center.

3. Other Town roads
In addition to these proposals for extension of the major street and highway system proposed, there is much improvement needed in the Town's secondary and local road system. Such improvements are not included in this plan, however, since they may best be accomplished by detailed cooperative planning by the Town's engineering, highway, and planning departments and by continuing to enforce properly the Town's subdivision regulations.
CHAPTER V
IMPLEMENTATION OF THE PLAN
AREAS FOR SPECIAL STUDY

There are four areas within Smithtown which need further detailed study before they can be properly planned. Those areas and the kinds of studies needed are described below.

1. San Remo
   The San Remo area, especially in its northern section bordering the Nissequogue River, includes some of the most attractive land in Smithtown. Premature and badly planned plottings of this area has, however, resulted in development which is generally unattractive and, because of underdevelopment, uneconomic. Without proper detailed planning and, where possible, replattng, adequate development of this area may never occur; therefore a study of its development possibilities is proposed. This study should include an evaluation of such existing factors as land ownership, land use, structure conditions, topography, other natural features, streets and utilities; the development of a preliminary plan based on evaluation of those factors, and an examination of the methods available for effectuating the plan. An analysis of the feasibility and desirability of providing docking facilities off St. Johnland Road, where dredging of the Nissequogue River is expected to be undertaken, should be included in this study.

Smithtown Pines
   The Smithtown Pines area has also suffered from premature plottings. The effects have not been as severe as in San Remo; but inadequate streets, drainage and utilities have resulted. In order to establish the methods necessary to correct this situation, a study of these deficiencies should be undertaken by the Town Engineering Department, Highway Department and Planning Department.

Agricultural City
   The premature subdivision of the Agricultural City area east of Indian Head Road fails to conform to modern requirements; consequently, development has not taken place and a considerable amount of tax delinquency exists. The entire area needs replattng; therefore a study should be undertaken to establish the best method of achieving such replattng.

Lake Ronkonkoma
   Lake Ronkonkoma, in the southeastern corner of the Town, offers the possibility of developing an attractive public recreation area to serve the whole town. The lake could provide an excellent public fresh water swimming and boating facility and additional recreation facilities could
properly be provided on or near the lakefront. The development and redevelopment of this area in accordance with a plan would undoubtedly affect more attractively, efficiently and usefully the land than is presently provided by the unplanned, generally rundown condition of private housing and commercial zoning and recreation facilities presently existing.

This area can probably best be planned and developed by a joint effort of the three towns, Bellport, Brookhaven, as well as Smithtown, in which it lies. It is, therefore, proposed that these three towns cooperate in the analysis and planning of the Rokeby area. If such a joint planning operation is not feasible, Smithtown should prepare a detailed plan of the portion of the area lying within the Town.

Control of Private Development

Proper control of private development is essential to achieve the goals set forth in this plan. Smithtown already has acceptable regulations for this purpose but some changes and additions are desirable. The status of and proposals for these regulatory measures are indicated below.

1. Subdivision Regulations
Smithtown's present subdivision regulations, adopted in 1958, are entirely adequate to secure proper residential development design and in compliance of such development with the objectives of this plan. Furthermore, the requirement in these regulations that subdividers either dedicate recreation sites or provide cash for the acquisition of such sites can make a significant contribution to the achievement of the plan for parks and playground areas.

2. Building Zone Ordinance
Smithtown's zoning ordinance which was adopted in 1950 and amended several times since, and Smithtown's zoning map which was remapped in 1955 and 1956, have served effectively in controlling development throughout the town. In order to provide even more adequate zoning control, however, money has been requested from the federal and state governments to update both the zoning ordinance and the zoning map. This revision should take account of the changes in land use and residential density proposed for various areas in this plan.

3. Official Map
The preparation and adoption of an official map, which Smithtown does not yet have, will be of considerable benefit in carrying out the objectives of this plan. Such a map would show proposed streets and parks, as well as those already existing, and thereby assure that private development could not take place in the proposed rights-of-way of these streets or on the proposed sites of those
parks, without the town having had a prior opportunity to acquire the land for the proposed public uses.

**State, County and Village Action**

Several of the major proposals of this plan, including the acquisition and development of Massaqueague River Park, the relocation of Route 25A, the improvement and extension of Nichols Road and Moriches Road, the extension of Southern State Parkway to Veterans Memorial Highway and the provision of a southerly bypass for Main Street require action by the State, County or one or more of the incorporated villages within the Town. The Town should do all it can to see that the appropriate action is taken as expeditiously as possible. Where such action involves the incorporated villages it should be emphasized that no attempt is being made to undermine village planning or development powers.

**Town Program for Public Improvements**

As indicated above, some of the proposals of the Public Facilities Plan and the Highway Plan should be carried out by the State or County. In addition, the proposals made in the School Plan can only be carried out by the school districts. Some local recreation sites, and perhaps sections of some proposed roads, can be obtained from private developers through exercise of the subdivision regulations. Most of these proposals can only be achieved, however, through land purchase and development by the Town. Since such acquisition and development will involve considerable cost, it will have to be scheduled over a long period of time and coordinated with other Town expenses and with Town revenues. In order to accomplish this in an orderly way a three-part program is proposed, as described below:

1. **Establishment of tentative priorities and estimated costs**
   All the proposals of this plan which are to be Town financed and all proposals for major capital expenditures made by other Town departments should be classified by tentative priority, and rough cost estimates should be made for them. This will provide a rough idea of the relative need for these projects and of the estimated total cost of the program.

**Establishment of a five or six year capital improvement program**

In order to assure the undertaking of public improvements needed or desirable in the relatively near future, a five or six year capital improvement program should be established. This program should schedule the proposed improvements year by year, relating the estimated costs of these improvements to the anticipated means of paying for them. This program should be worked out by the Planning Board or by a Town agency including representation from the Planning Board or its staff, created for this purpose.
All town officials and agencies concerned with proposing or approving capital improvements or with fiscal management should, of course, be consulted during the preparation of this program. The capital improvement program should be revised and added to annually, so that capital improvement planning is always five or six years ahead of the current fiscal year.

3. Establishment of an annual Capital Budget
   Prior to the beginning of each fiscal year the portion of the capital improvement program established for that year should be examined, revised where necessary, and then put into the Town budget for the year. In this way the five or six year capital improvement program forms the basis for the Town's annual capital budget.
APPENDIX

The following planning reports prepared in the past five years provide background data for the proposals contained in this DEVELOPMENT PLAN. A list of chapter headings is provided to indicate the scope of each study.

MASTER PLANS - 1957  March 1957
Population
Community and Neighborhood Plan
Parks and Recreation Facilities
Highways and Major Streets
Parking and Streets in Central Areas

PARKING PLAN FOR CENTRAL SMITHTOWN - February 1958
The Problem
The Plan
From Plan to Reality

SMITHTOWN TODAY - June 1959
Regional Position
Natural Land Characteristics
Use of the Land
Zoning of the Land
Land Use by Zoning Districts
Potential Development of Vacant Land
Land Use and Tax Revenue

SMITHTOWN & INDUSTRY - October 1959
Regional Picture of Industrial Development
Industrial Conditions in Smithtown
Industrial Zoning and Land Use
Sites Now Zoned for Industry
Erratum: Land Use Plan Map

Through a printing error, the business area on the south side of Jericho Turnpike around Maple Avenue was shown as "wholesale & supply business". It should be shown as "central business".