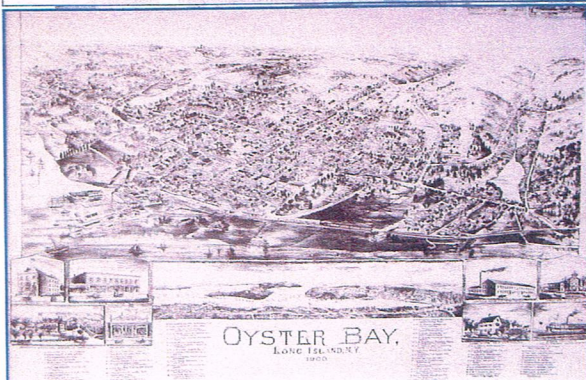


OYSTER BAY HAMLET PLAN 2002



OYSTER BAY TOWN BOARD
TOWN OF OYSTER BAY
NASSAU COUNTY, NEW YORK

OYSTER BAY HAMLET PLAN

Final March 2002

Oyster Bay Hamlet Plan Adopted by the
Oyster Bay Town Board on
May 14, 2002

Prepared for: Oyster Bay Town Board

Prepared by: Frederick P. Clark Associates, Inc.
and the Hamlet Plan Steering Committee

OYSTER BAY HAMLET PLAN

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TABLE OF CONTENTS

	<u>Page Number</u>
<u>Introduction</u>	
Organization of the Hamlet Plan	Intro-1
What is a Hamlet/Comprehensive Plan?	Intro-3
Oyster Bay Hamlet Plan	Intro-4
Role of the Committee and Town Board	Intro-4
Public Participation	Intro-5
Background Material	Intro-6
<u>Existing Conditions</u>	EC-1
<u>Vision Plan</u>	
A. Quality of Life	A-1
B. Community Appearance	B-1
C. Transportation	C-1
D. Business Environment and Downtown	D-1
E. Housing	E-1
F. Open Space and Environmental Resources	F-1
G. Waterfront	G-1
H. Parks and Recreation	H-1
I. Community Services and Facilities	I-1
J. Future Development and Redevelopment	J-1
<u>Appendices</u>	
Appendix A — Transportation Concept Options	
Appendix B — Driving Tour Examples	
Appendix C — Ithaca Hours and Time Dollars Examples	
Appendix D — Adoption Resolution (to be inserted)	

Introduction

INTRODUCTION

Oyster Bay Hamlet is a community of 6,826 residents which is located in the northern part of the Town of Oyster Bay and the North Shore section of Nassau County (refer to Figure 1 and maps in the Existing Conditions chapter which identify the Hamlet boundaries).

The *Oyster Bay Hamlet Plan* is a vision document which is intended to identify the important positive attributes and components which define the Hamlet of Oyster Bay and to be a blueprint for the community's future. The *Hamlet Plan* provides a lot of information about existing conditions, relevant issues and opportunities in the Hamlet, surrounding Villages and other parts of the Town of Oyster Bay. The *Hamlet Plan* also contains the goals and objectives applicable to various subject matters ranging from quality of life to community services, which will guide public and private decisionmakers in the short and long term. In addition, the *Hamlet Plan* identifies hundreds of specific implementation strategies and recommendations which the Town, Hamlet residents, businesses, property owners and/or organizations can initiate to help achieve the future vision for the Oyster Bay Hamlet.

A. Organization of the Hamlet Plan

In order for this *Oyster Bay Hamlet Plan* to be user-friendly and easy to follow, the descriptions of existing conditions, issues, opportunities, goals, objectives, implementation strategies and recommendations are grouped together by subject matter (with cross references to other sections of the *Plan* as appropriate). Part One of the document provides an overview about the Oyster Bay Hamlet, comprehensive planning, and highlights the Hamlet's existing conditions, factors and issues relevant to: demographics, housing, parks and recreation, land use and zoning, natural resources, historic resources, transportation, and the downtown.

The second part of the document contains the "Vision Plan," consisting of chapters on: Quality of Life, Community Appearance, Transportation, Business Environment and Downtown, Housing, Environmental Resources, Waterfront, Parks and Recreation, Community Services and Facilities, and Future Development/Redevelopment. Each of the chapters contains goals, objectives and specific implementation strategies relevant to the subject matter.

Part three of the *Hamlet Plan* contains the appendices.



Aerial Photograph - Downtown and Waterfront Areas
OYSTER BAY HAMLET STUDY
Town of Oyster Bay, New York
September 2000

Prepared by:
FREDERICK P. CLARK ASSOCIATES, INC.
Planning/Development/Environment/Transportation



Figure 1

B. What is a Comprehensive Plan?

A comprehensive plan (also called a master plan or comprehensive development plan) is a document prepared for a community, county or specific region which establishes an overall plan and recommended actions relevant to the current and future needs of the area. Comprehensive plans typically contain: maps, graphics, studies, resolutions, reports and other descriptive material identifying goals, objectives, policies, guidelines, standards, and options for the immediate and long-range protection, enhancement, growth and development of the community.

As indicated in the following overview, State legislation recognizes the importance of Villages, Towns, Cities and Counties to prepare and adopt their own comprehensive plans:

- (a) Significant decisions and actions affecting the immediate and long-range protection, enhancement, growth and development of communities are made by local governments;
- (b) Among the most important powers and duties granted to a local government is the authority and responsibility to undertake comprehensive planning and to regulate land use for the purpose of protecting the public health, safety and general welfare of its citizens;
- (c) The development and enactment by the local government of a comprehensive plan which can be readily identified, and is available for the public, is in the best interest of the people of each community;
- (d) The participation of citizens in an open, responsible and flexible planning process is essential to the designing of the optimum comprehensive plan;
- (e) The comprehensive plan is a means to promote the health, safety and general welfare of the people of the community and to give due consideration to the needs of the people of the region of which the community is a part; and
- (f) The comprehensive plan fosters cooperation among governmental agencies planning and implementing capital projects and municipalities that may be directly affected thereby.

C. Oyster Bay Hamlet Plan

This *Oyster Bay Hamlet Plan* project was undertaken by the Hamlet in 2000. The primary reasons why the Town decided to initiate the planning process were:

- There was no overall planning document in place for the Hamlet which identified the community's vision and identified specific initiatives to help achieve the vision;
- There were organizations acquiring a number of properties in the downtown and other parts of the Hamlet — the community was concerned that redevelopment applications would be submitted without adequate opportunity for community groups, residents, businesses, service providers and elected officials to identify the relevant issues, opportunities and goals for the community;
- Interested groups in the Hamlet and the Town Board wanted to have a vision and plan for the community to refer to when addressing potential uses and impacts from reuse of properties or development of the few remaining undeveloped parcels remaining in Oyster Bay Hamlet; and
- The Town and surrounding Villages wanted to be pro-active in dealing with regional and inter-municipal issues, protecting its resources, and planning for community and/or service needs — rather than in a reactive manner.

The following sections of this chapter describe the role of the Hamlet Plan Steering Committee and Town Board, public participation, the project background material, and formation of the proposed *Oyster Bay Hamlet Plan*.

D. Role of the Committee and Town Board

The Hamlet Plan Steering Committee and other Town representatives have been actively involved with the project consultants in formulating drafts of each component of the *Hamlet Plan*. The Hamlet Plan Steering Committee is comprised of representatives from the Town staff, civic and business groups, community organizations, school district, surrounding Villages, and local, County and State officials (refer to the list of Steering Committee members listed on the title page of this *Plan*). Other service providers, agencies and organizations as well as numerous residents were consulted and input incorporated into the *Hamlet Plan*.

According to Section 272-a of NYS Town Law, the Town Board has the authority to oversee preparation and adoption of a Comprehensive Plan (since Oyster Bay Hamlet is not an incorporated Village but is part of the Town of Oyster Bay, it is covered under provisions of NYS Town Law). State legislation also specifies that the effect of adopting a Comprehensive Plan is that:

- (a) All Town land use regulations must be in accordance with a comprehensive plan adopted pursuant to Section 272-a of Town Law. Land use regulation is defined as "an ordinance or local law enacted by the Town for the regulation of any aspect of land use and community resource protection, and includes any zoning, subdivision, special use permit or site plan regulation or any other regulation which prescribes the appropriate use of property or the scale, location and intensity of development."
- (b) All plans for capital projects of another governmental agency on land in the Town shall take into consideration the adopted Comprehensive Plan (Hamlet Plan).

E. Public Participation

Input from residents, businesses, workers, service providers and property owners has been a very important part of the planning process. Opportunities for the public to identify their opinions and provide a broader perspective on issues and recommendations started with the Public Opinion Survey (which was coordinated with Island Properties). Public input and involvement continued throughout the planning process with public meetings and discussions. The project schedule included several Public Workshops, the Public Opinion Survey, a Public Hearing, and numerous meetings with community groups and elected officials. In addition, the public has had opportunities to review and comment on the background sections and the *proposed Hamlet Plan*.

The November Public Workshop for the *Oyster Bay Hamlet Plan* was held at the High School and was attended by more than 370 people — many of whom actively participated in small group discussions and provided input about a variety of issues and opportunities in the community. The April Public Workshop was also held at the High School and was attended by about 285 members of the community, most participating in the small groups to identify their input on the draft goals and objectives, and to highlight specific actions or recommendations that should be considered for the different subject matters. [Note: the Public Workshop flyers were translated into Spanish and distributed by the Hispanic Cultural Center to the Hispanic

community; and Spanish translators participated in the small group discussions at the Public Workshops.]

Other extensive public outreach efforts occurred with individual groups, organizations and community members.

This planning project was coordinated with adjacent communities (including participation on the Steering Committee by the Mayors of Bayville, Centre Island and Cove Neck) and other organizations on issues of common interest which extended beyond municipal borders.

F. Background Material

Several major tasks were completed during the process of developing the *Oyster Bay Hamlet Plan*. These tasks helped compile the necessary data and information about various subject matters, issues and opportunities, as well as public opinion, which were used to prepare the background materials and establish the framework for the *Oyster Bay Hamlet Plan*.

- *Basic Studies*

The first task that was completed for the planning project was the *Basic Studies* material, which information about current and historic conditions as well as future trends in Oyster Bay Hamlet and other communities. The *Basic Studies* material contained a wide range of data, analysis and information regarding the following topic areas: demographics, environmental resources, transportation, land use, housing, the downtown, community services and facilities, parks and recreation, and historic resources.

The information contained in the *Basic Studies* document was derived from local, regional, State, and Federal sources. The project consultants reviewed previous plans and studies (for the Hamlet, surrounding municipalities and the County); compiled and reviewed a wide array of reports, data and information; contacted various organizations involved in applicable projects and efforts; then prepared analysis for each of the topic areas.

- ***Public Opinion Survey***

A written Public Opinion Survey was prepared as a means to receive input from local residents, merchants and businesses, workers, and property owners in the Oyster Bay Hamlet (the Survey was prepared in conjunction with Island Properties, LLC). The Public Opinion Survey provided an opportunity in the planning process for the community to identify their opinions on various topics and issues, such as: community appearance, traffic and parking, business development, services, housing, quality of life, waterfront and other significant issues.

The *Oyster Bay Hamlet Community Feedback Survey* was mailed to 4,446 residents, merchants and property owners in the Oyster Bay Hamlet, with a solid response rate of 24%. Respondents expressed their opinions on issues of concern and identified subject matters for consideration in the planning process. Issues from the Survey responses, along with opportunities identified by the Steering Committee and other Town representatives, and analysis prepared by the project consultants, were used in preparation of subsequent phases of the planning process.

In addition to responding to options listed for each survey question, most respondents took the opportunity to provide written comments for many of survey questions. The results and analysis for the survey are contained in the *Oyster Bay Hamlet Community Feedback Survey* document.¹

- ***Goals, Objectives and Implementation Strategies***

The Goals and Objectives for the different subject matters evolved out of information and analysis prepared for the *Basic Studies* material, the *Oyster Bay Hamlet Community Feedback Survey* as well as input about issues and opportunities from the Steering Committee and project consultants. Input from the public meetings, held in connection with the project, was also incorporated into the material.

The subsequent project task, preparation of the Implementation Strategies, supported the Goals and Objectives. The Implementation Strategies provided another level of detail by describing specific initiatives and actions for implementing each of the Objectives within each subject — as well as identifying key groups which should be actively involved in each initiatives. The Goals, Objectives and Implementation Strategies formed the basis for this *Oyster Bay Hamlet Plan*.

¹ The Community Feedback Survey document was compiled by and is available from Island Properties, LLC.

The background material, project information, Fact Sheet and draft sections were distributed at the public meetings as well as made available at the Town Hall, Senior Center, Chamber of Commerce, Civic Association and Oyster Bay Hamlet Library; letters were sent to the community from the Supervisor with updates about the project and meeting announcements; press releases were submitted to the media; and involved groups and organizations helped distribute material to their members and interested people. In addition, the *proposed Oyster Bay Hamlet Plan* was put on the Town's website with the capability for viewers to download the *Plan* and submit their comments to the Town.

Comments received from the public were incorporated into preparation of the *proposed Oyster Bay Hamlet Plan*.

EXISTING CONDITIONS

This chapter provides an overview of the existing conditions in the County Park District, including demographics, economic, social and residential, land use, zoning, environmental resources, historic resources, transportation and the workforce. The first part of the study offers a general overview of the study area existing conditions and urban history. Some of the data is provided for the community in the form of County Park for comparison.

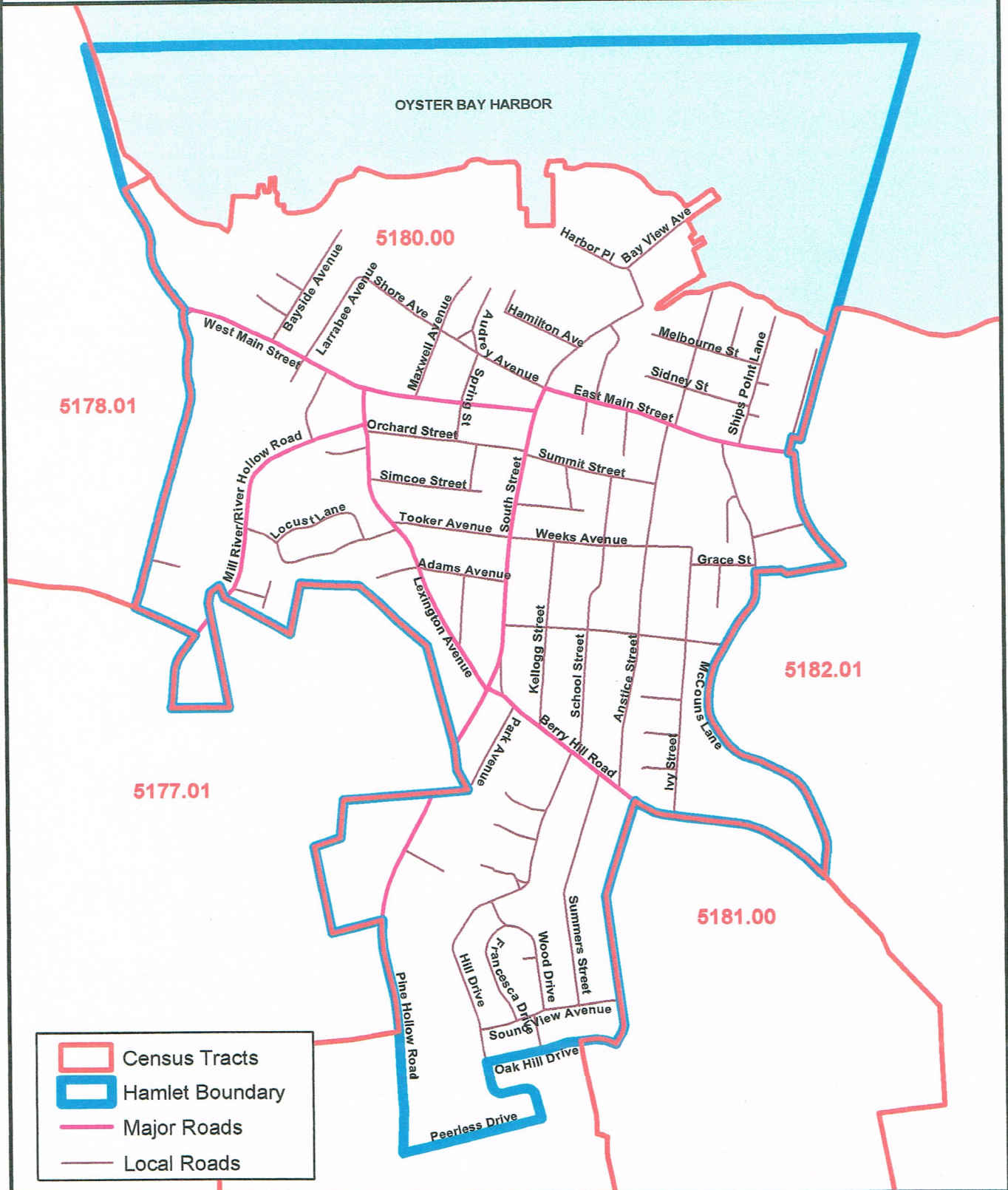
Existing conditions consist of a wide range of data including information about the current land use, zoning, State and Federal resources. The report summarizes and analyzes data and offers the reader an understanding of the County Park District and provides a wide array of current data and statistics, current and historical information on applicable systems and offers two general analysis for each of the study area.

Introduction

This chapter provides information about the study area and the County Park District. The County Park District is a part of the County Park District and is a part of the County Park District. The County Park District is a part of the County Park District and is a part of the County Park District.

Existing Conditions

Census Tracts Base Map



OYSTER BAY HAMLET STUDY Town of Oyster Bay, New York November 2000

Note: This map is for general planning purposes only
 Source: Nassau County Geographic Information System



Prepared by:
 FREDERICK P. CLARK ASSOCIATES, INC.
 Planning/Development/Environment/Transportation



Figure 2

The Census Bureau compiles data on a variety of subject matters, primarily from the census surveys administered throughout the nation every 10 years. [Note: the 2000 Census data is being released in sections this year; some of the demographic and housing information for the hamlet and other Villages has been incorporated into this analysis.] The data is compiled into Census Tracts, Census Blocks and Block Groups, based on defined boundaries. Census Tract is one of the largest geographic areas in a municipality for which data is compiled — depending on the size of a community, it may contain one or several Census Tracts. Census Block is the smallest geographic area for which data is compiled and is defined by the Census Bureau as being: "bounded on all sides by visible features such as streets, roads, streams, and railroad tracks, and by invisible boundaries such as city, town, and county limits, property lines, and short imaginary extensions of streets and roads."² Census Blocks are numbered uniquely within each Census Tract by a three-digit number. There are many Census Blocks covering sections of the Oyster Bay Hamlet. However, a lot of the Census data is not available at the Census Block level, especially the 2000 data which has been released so far.

The following table depicts population figures and changes from 1970 through 2000. The Hamlet experienced an increase of 139 residents, and Oyster Bay Cove an increase of 153 between 1990 and 2000. The other Villages had a slight increase or declines.

Table EC-1: Population Change for Oyster Bay Hamlet and Other Villages, 1970-2000

	1970	1980	Percent Change 1970-80	1990	Percent Change 1980-90	2000	Percent Change 1990-2000
Oyster Bay Hamlet	NA	6,497	NA	6,687	2.9%	6,826	2.1%
Bayville Village	6,147	7,034	14.4%	7,139	1.5%	7,135	-.05%
Centre Island Village	374	378	1.1%	439	16.1%	444	1.1%
Cove Neck Village	344	331	-3.8%	332	0.3%	300	-9.6%
Oyster Bay Cove Village	1,320	1,799	36.3%	2,109	17.2%	2,262	7.3%

NA = Not Available.

Source: U.S. Census Bureau. Prepared by Frederick P. Clark Associates, Inc.

² Definitions of Subject Characteristics, U.S. Census Bureau.

B. Housing

The housing stock in Oyster Bay Hamlet is much more diverse in terms of the types of units and the housing tenure than the other Villages and the Town overall. In 1980 and 1990, 44% of the housing stock in the Hamlet was renter occupied; this percentage declined slightly in 2000, along with a slight increase in owner occupied units.

Table EC-3: Housing Units, Oyster Bay Hamlet, Villages, Town and County, 1980-1990

	1980			1990		
	Total Units	Percent Owner Occupied	Percent Renter Occupied	Total Units	Percent Owner Occupied	Percent Renter Occupied
Oyster Bay Hamlet	2,343	55.3%	44.7%	2,730	55.7%	44.3%
Bayville Village	2,310	72.3%	27.7%	2,501	74.6%	25.4%
Oyster Bay Cove Village	549	89.1%	10.9%	660	91.8%	8.2%
Oyster Bay Town	92,440	87.6%	12.4%	95,566	86.9%	13.1%
Nassau County	423,401	79.0%	21.0%	431,515	80.4%	19.6%

Source: U.S. Census Bureau. Prepared by Frederick P. Clark Associates, Inc.

Table EC-3: Housing Units, Oyster Bay Hamlet and Other Villages, 2000

	Total Units	Percent Owner Occupied	Percent Renter Occupied
Oyster Bay Hamlet	2,815	56.2%	43.8%
Bayville Village	2,566	77.8%	22.2%
Centre Island	174	78.7%	21.3%
Cove Neck	110	81.8%	18.2%
Oyster Bay Cove Village	725	93.9%	6.1%

Source: U.S. Census Bureau. Prepared by Frederick P. Clark Associates, Inc.

Recreational Areas



OYSTER BAY HAMLET STUDY Town of Oyster Bay, New York November 2000

Note: This map is for general planning purposes only
Source: Nassau County Geographic Information System

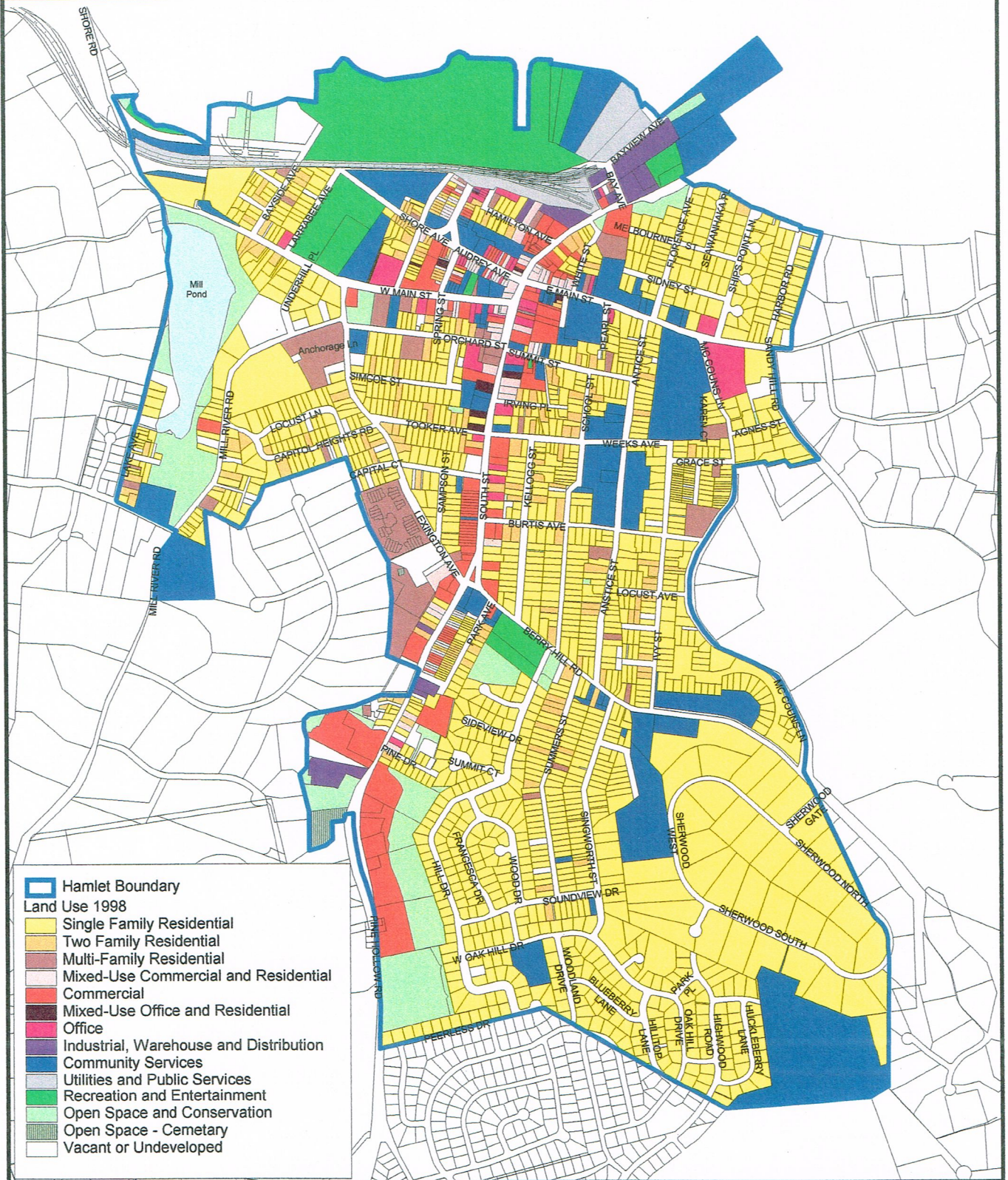
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1,200 600 0 1,200 Feet

Figure 3

Land Use



OYSTER BAY HAMLET STUDY
 Town of Oyster Bay, New York
 November 2000

Note: This map is for general planning purposes only
 Source: Nassau County Geographic Information System

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1200 0 1200 Feet

Figure 4A

The first step in the process of developing the existing land use information was to create a base map for the Village with property lines, roads, and municipal boundaries. Information for the base map, as well as the building footprints and other data, was primarily derived from the Nassau County Geographic Information System (GIS)³, which was supplemented by the project consultants. The County's GIS information was used to create an ARCVIEW GIS database for the Town and Hamlet. Some of the newer land use changes were digitized into the GIS database to create a more updated base map.

The existing land use information was primarily derived from the tax assessor's database of land use classifications for real property and field visits by the project consultants. The tax assessor's data was integrated and layered on top of the property information in the base map to create the existing land use file. However, when the tax assessor's data was incorporated into the GIS data, several types of uses were incorporated into more standard planning categories than the uniform system of property classification. These changes are identified in the text description for the applicable land use categories. Site visits were made to verify certain properties and identify recent land use changes in a number of the commercial, industrial/distribution and individual residential lots.

The land use categories shown in Figure 4A were derived by using the State's tax assessor uniform system of property classification and planning principles. The following overview describes the land use categories:

- **Single-Family Residential:** detached, single family dwelling units constructed to accommodate year-round residences.
- **Two-Family Residential:** two family dwelling units constructed to accommodate year-round residences.
- **Multi-Family Residential:** three-family dwelling units; apartment buildings, coops, condos, and structures converted into more than 2 dwelling units.
- **Mixed Use Commercial and Residential:** row style or detached buildings with retail/services/restaurants/other commercial uses on the ground floor and residential units on the upper floors; as well as private driveways and parking areas.

³ Geographic Information System (GIS) is a type of computer technology which combines geographic data (such as: location of environmental features, buildings, facilities, and districts) with lines, classifications, addresses and other variables for a community or specific area. The information is used to generate graphic images, maps, calculations of acreages and spatial analysis. GIS data is typically sorted into various layers which can be integrated or layered in different combinations.

- **Commercial:** retail; lodging; dining and restaurants; night clubs; gas stations; automobile sales and services; car washes; parking lots and parking garages for commercial uses.
- **Mixed-Use Office and Residential:** row style or detached structures with offices on the ground floor and residential units on the upper floors; private driveways and parking areas.
- **Office:** offices; banks; professional offices; health care services, other than a hospital; driveways and parking areas.
- **Industrial, Warehouse and Distribution:** manufacturing; warehouse and distribution; industrial uses; and parking lots for these uses.
- **Community Services:** public and private schools; library; police and fire stations; ambulance; hospital; public works facilities; publicly owned parking lots; cemeteries; post office; cultural facilities; social organizations; and miscellaneous services.
- **Utilities and Public Service:** LIRR rail lines and train station; communication services (antennas, buildings and appurtenances); land used in the rendition of transportation services; water and sewer facilities; public service utilities; and special franchise properties (electric and gas, water, telephone, television etc.).
- **Recreation and Entertainment:** parks (public and private parks); marinas and other outdoor facilities.
- **Open Space and Conservation:** (renamed from the tax assessor's database of real property classification of "Wild, Forested, Conservation Lands and Public Parks" and some other uses). Dedicated preserves; conservation land; open space; and areas with easements which restrict development. This category includes the dedicated buffer easements along Pine Hollow Road.
- **Open Space and Conservation - Cemetery:** the cemetery properties which are considered passive open space.
- **Vacant, Undeveloped:** vacant and/or undeveloped parcels which are in use, temporarily in use, containing only a residential accessory structure, or without permanent improvements.

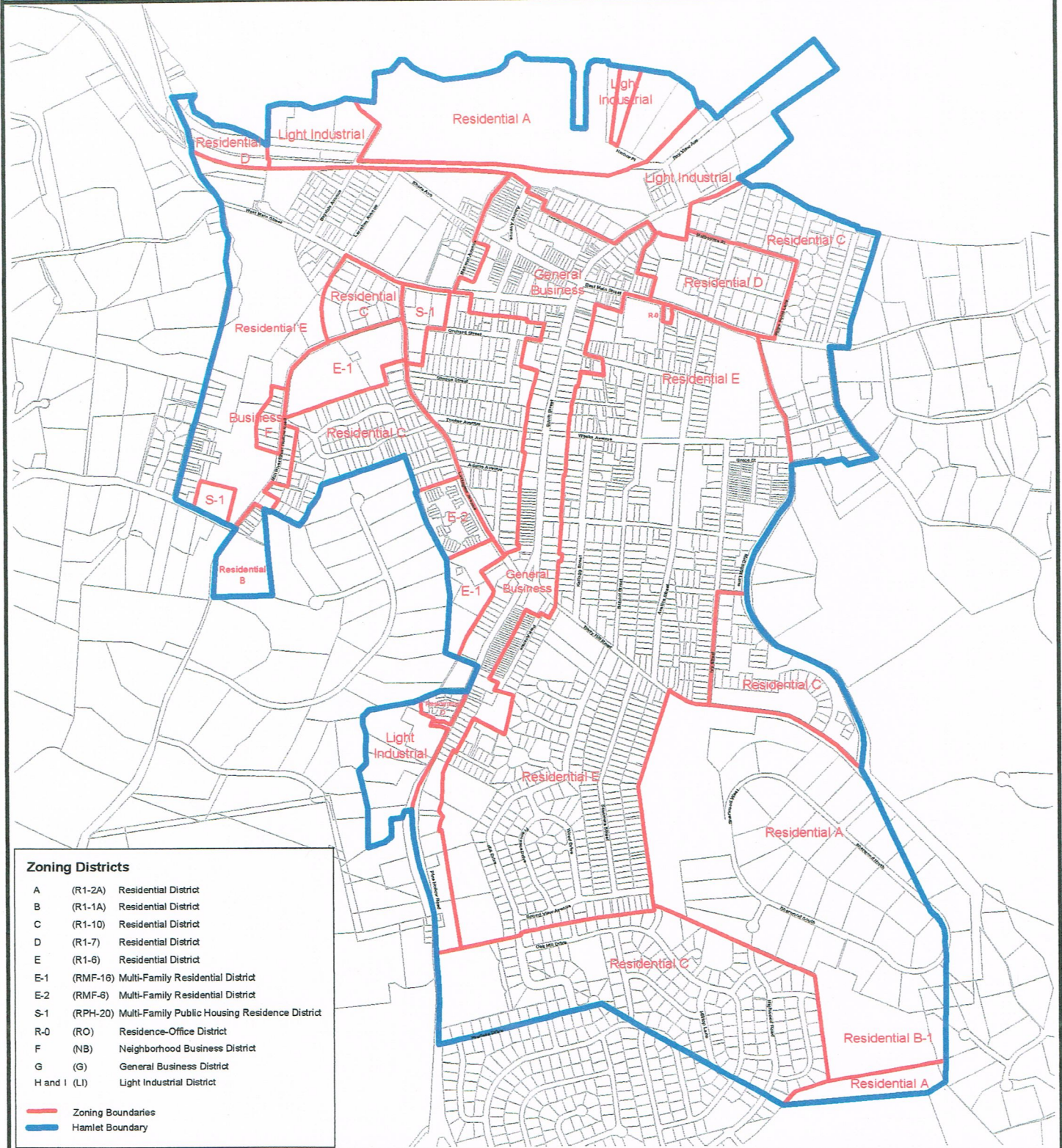
E. Zoning

In order to promote the safety, health, and general welfare of the residents of the Town of Oyster Bay, the Town Board enacted a Zoning Law, which was recently recodified. The zoning regulations divided the Town into distinct zoning districts — as depicted on the zoning map.

The text of the Zoning Law identified various uses were allowed as principally permitted, special use permit, or accessory. There were also a number of uses identified as excluded from certain zoning districts. In preparing the zoning regulations, care was taken to only allow uses that would be compatible with other uses permitted in each zoning district.

Overall, there are thirteen zoning districts in the Hamlet, as depicted in Figure 4B. Currently, nine of the zoning districts apply to residential uses, plus one mixed residential-office district. There are two business districts and one light industrial zoning district.

Zoning Map



Zoning Districts

A	(R1-2A)	Residential District
B	(R1-1A)	Residential District
C	(R1-1D)	Residential District
D	(R1-7)	Residential District
E	(R1-6)	Residential District
E-1	(RMF-16)	Multi-Family Residential District
E-2	(RMF-6)	Multi-Family Residential District
S-1	(RPH-20)	Multi-Family Public Housing Residence District
R-0	(RO)	Residence-Office District
F	(NB)	Neighborhood Business District
G	(G)	General Business District
H and I	(LI)	Light Industrial District

- Zoning Boundaries
- Hamlet Boundary

OYSTER BAY HAMLET STUDY

Town of Oyster Bay, New York

April 2001

Note: This map is for general planning purposes only

Source: Nassau County Geographic Information System



Prepared by:
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1,200 600 0 1,200 Feet

Figure 4B

F. Environmental Resources

- **Parks and Preserves**

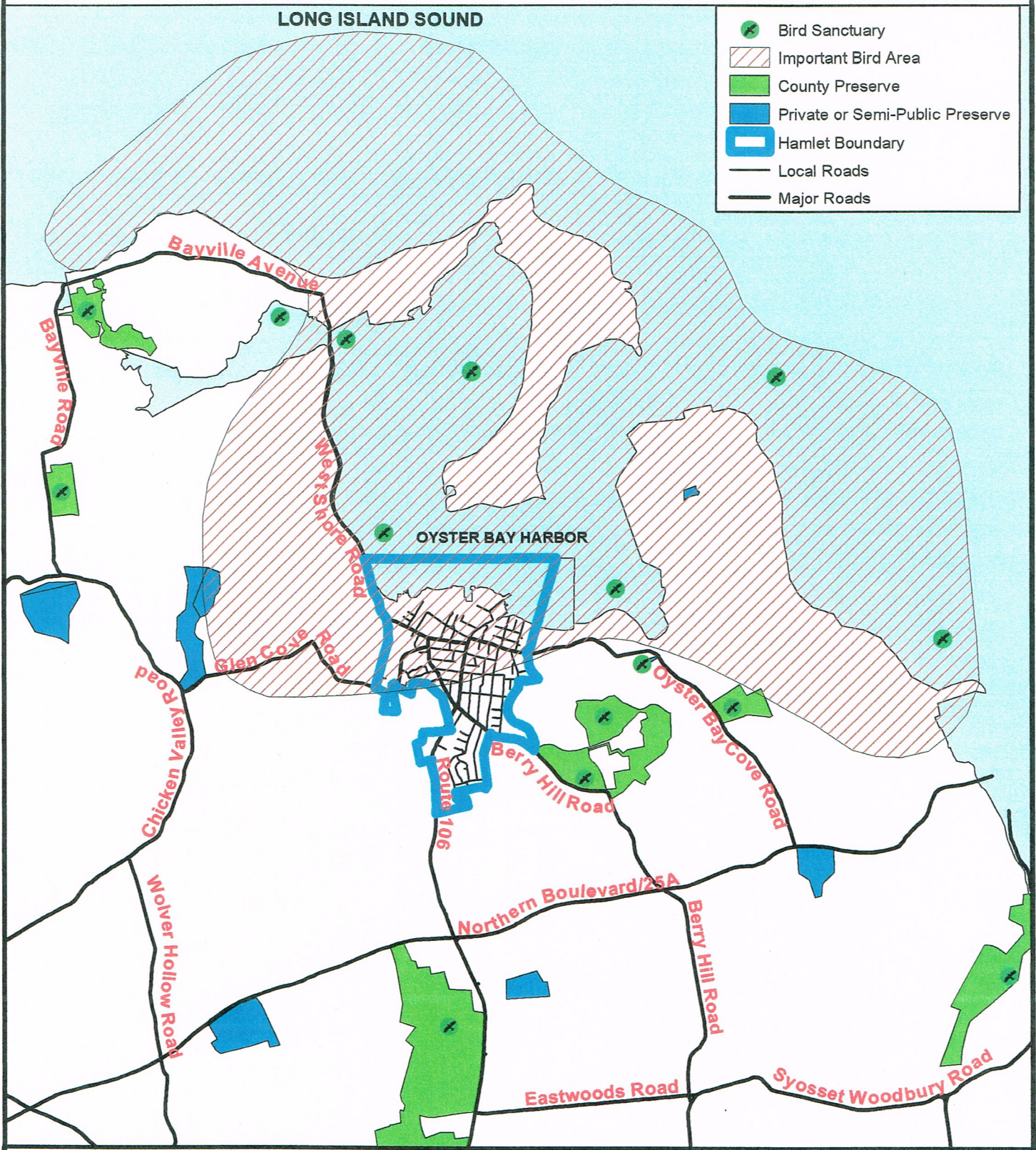
There are a number of preserves in the northern section of Nassau County, including the following ones which are in close proximity to Oyster Bay Hamlet: Tiffany Creek Preserve (Oyster Bay Cove); Mill Neck Creek Park and Preserve (Bayville); Muttontown Preserve (East Norwich/Muttontown); T.R. Sanctuary (Oyster Bay Cove); and The Nature conservancy preserves. In addition, Planting Fields Arboretum State Park is located nearby in Upper Brookville.

The preserves, owned by public, private and non-profit organizations, were created or protected because they contain bird/wildlife sanctuaries, significant habitats and water sources, and other important natural resources. In addition to the preserves, there are a number of other bird sanctuaries located in and around Oyster Bay and Long Island Sound.

The National Audubon Society and the American Bird Conservancy have identified over 500 Important Bird Areas (IBAs) in the nation. IBAs are significant places for the conservation of birds. The purpose of this program is to identify and conserve key sites for birds since habitat loss and degradation are the most serious threats facing populations of wildlife in the United States. One of the IBAs covers most of the Hamlet and surrounding communities. These features are shown in Figure 5, Preserves, Sanctuaries and Important Bird Area. The protection of undeveloped parcels surrounding the preserves can help to enhance and ensure their ecological integrity.

There are a number of Town/Village, County, State and Federal parks within the Hamlet and surrounding communities (refer to Figure 6). A variety of trails, active and passive recreational activities are offered in the parks.

Preserves, Sanctuaries and Important Bird Areas



OYSTER BAY HAMLET STUDY
 Town of Oyster Bay, New York
 November 2000

Note: This map is for general planning purposes only
 Source: Nassau County Geographic Information System



Prepared by:
 FREDERICK P. CLARK ASSOCIATES, INC.
 Planning/Development/Environment/Transportation



Figure 5

Parks, Preserves and Trails



OYSTER BAY HAMLET STUDY Town of Oyster Bay, New York

November 2000

Note: This map is for general planning purposes only
Source: Nassau County Geographic Information System

Prepared by:
FREDERICK P. CLARK ASSOCIATES, INC.
Planning/Development/Environment/Transportation



5,000 2,500 0 5,000 Feet

Figure 6

- **Oyster Bay Outstanding Natural Coastal Area**

The Oyster Bay and Cold Spring Harbor watershed in the north shore has been identified as one of three Outstanding Natural Coastal Areas (ONCA) along the Long Island Shore by the New York State Department of State (NYS DOS). An ONCA is defined by the NYSDOS as a geographic area within the coastal boundary that is composed of a variety of smaller, natural ecological communities that together form a landscape of environmental, social, and economic value to the people of New York. The Oyster Bay-Cold Spring Harbor watershed met the following three criteria to qualify as an ONCA: (1) significant natural resources are present; (2) these resources are at risk and; (3) additional management measures are needed to preserve or improve the resources or to sustain their use.

This area of the Oyster Bay and Long Island Sound has been identified as a significant coastal habitat area by the NYSDOS due to the important existing natural habitats.

- **FEMA 100-Year Floodplains**

Floodplains are lowland areas adjacent to rivers, streams, oceans, or other water bodies which have been, or could be, inundated with water. A 100-year flood is the flood that has a one percent or greater chance of being equaled or exceeded in any given year. The Federal Emergency Management Agency (FEMA) identifies areas which are within the 100-year flood boundary, also referred to as the Special Flood Hazard Areas. The 100-year floodplain boundaries in the Hamlet and surrounding areas were mapped using data obtained from the County (refer to Figure 7).

Floodplains serve as natural flood and erosion control systems. Ensuring appropriate protection of the floodplain will help prevent flooding within communities. Open space, parks and recreation are all uses which are typically considered to be compatible with floodplains during non-flood periods.

- **Special Groundwater Protection Areas**

Special Groundwater Protection Areas (SGPAs), are defined in Article 55 of the New York State Environmental Conservation Law, pertaining to Sole Source Aquifer Protection. Over the years, it has been studied and recognized that land use development within the SGPAs can have a significant impact on the water quality which recharges the County's groundwater. The result has been adoption of groundwater protection regulations and targeted land use planning efforts.

The Oyster Bay SGPA is depicted on Figure 7.

- **Wetlands**

Wetlands are known to provide the following ecosystem services: water quality protection; flood protection; shoreline stabilization; groundwater recharge; and streamflow maintenance. Tidal wetlands are subject to the influence of ocean driven tides, while freshwater wetlands have no measurable trace of salinity.

Wetlands and waterbodies were mapped using the following sources: the NWI mapping; NYSDEC freshwater wetland maps; and limited data in the County GIS. It is noted that certain layers in the County's GIS database were incomplete and are in need of being further developed; especially the wetlands.

- **Surface Water Features**

The surface water features (also referred to as "hydrography") consist of streams, rivers, creeks, ponds, lakes, recharge basins and reservoirs (refer to Figure 8, Wetlands and Waterbodies). The major surface water feature in the Hamlet is Mill Pond.

The surface water features have been mapped by the United States Geological Survey (USGS) by digitizing the surface water feature edges from the 7.5 minute series USGS Topographic Quad maps. The accuracy of this data set is limited to the source data.

- **Recharge Basins**

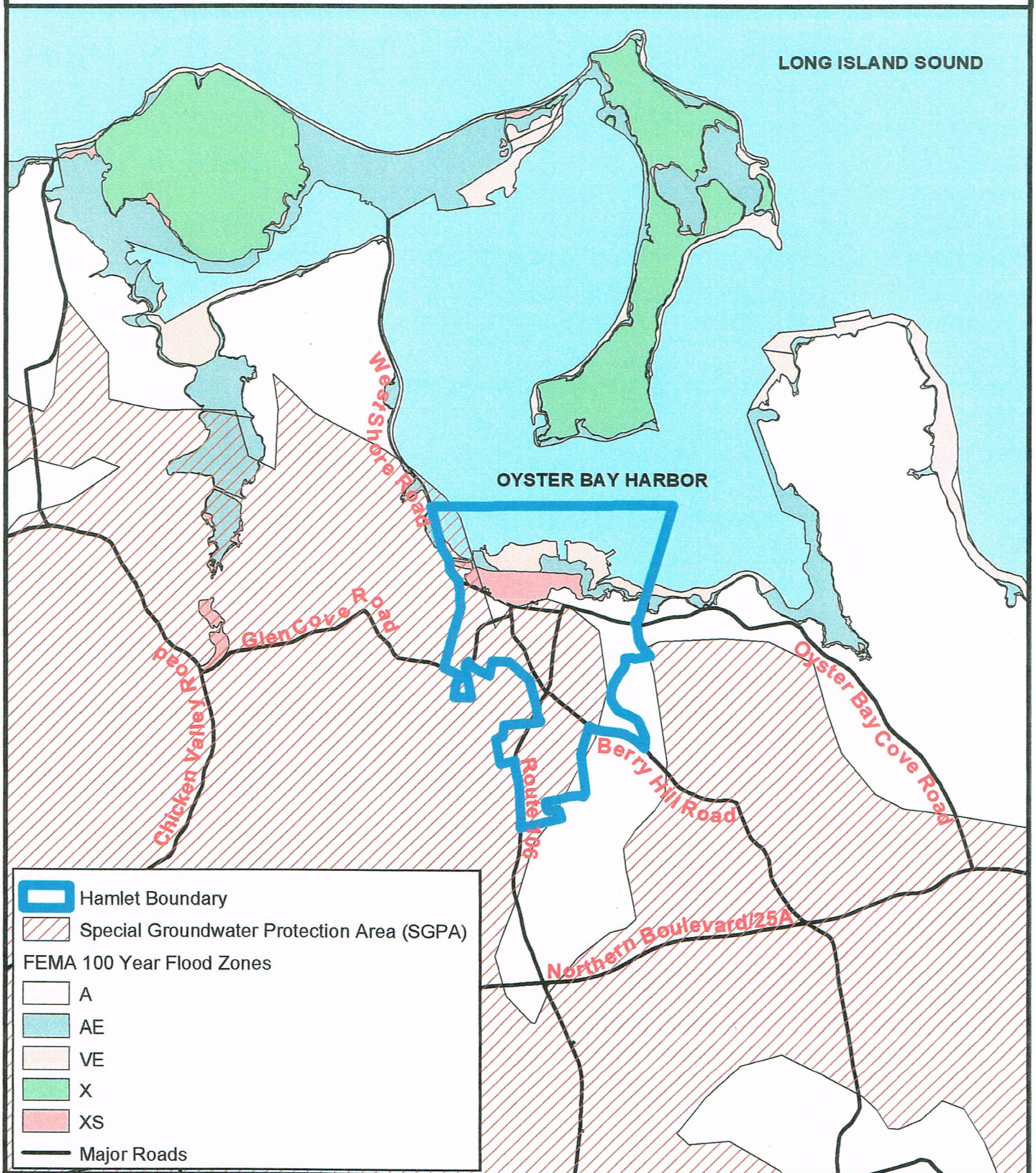
The stormwater recharge basins located in the Hamlet and other parts of the County provide a valuable function by directing stormwater runoff from impervious surface areas to the aquifer and groundwater system; allowing the gradual recharge of groundwater supplies. Groundwater recharge areas provide the source of all the County's water supply.

The recharge basin in the Hamlet and the groundwater monitoring wells (administered by the County Department of Public Works) are shown in Figure 9.









- **Major Tree Cover**

A map of the major tree cover was prepared by Nassau County as part of its Geographic Information System (GIS). The major tree cover is depicted in Figure 10. This map is useful for identifying undeveloped or partially developed parcels of land that may have retained their native forested vegetation. Protection of these lands can preserve native vegetation and wildlife habitat. Connections between these lands can also provide a wildlife corridor to facilitate the movement of wildlife.

FEMA 100 Year Flood Zones and Special Groundwater Protection Area



Legend

-  Hamlet Boundary
-  Special Groundwater Protection Area (SGPA)
- FEMA 100 Year Flood Zones**
-  A
-  AE
-  VE
-  X
-  XS
-  Major Roads

OYSTER BAY HAMLET STUDY
 Town of Oyster Bay, New York
 November 2000

Note: This map is for general planning purposes only
 Source: Nassau County Geographic Information System



Prepared by:
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4,000 2,000 0 4,000 Feet


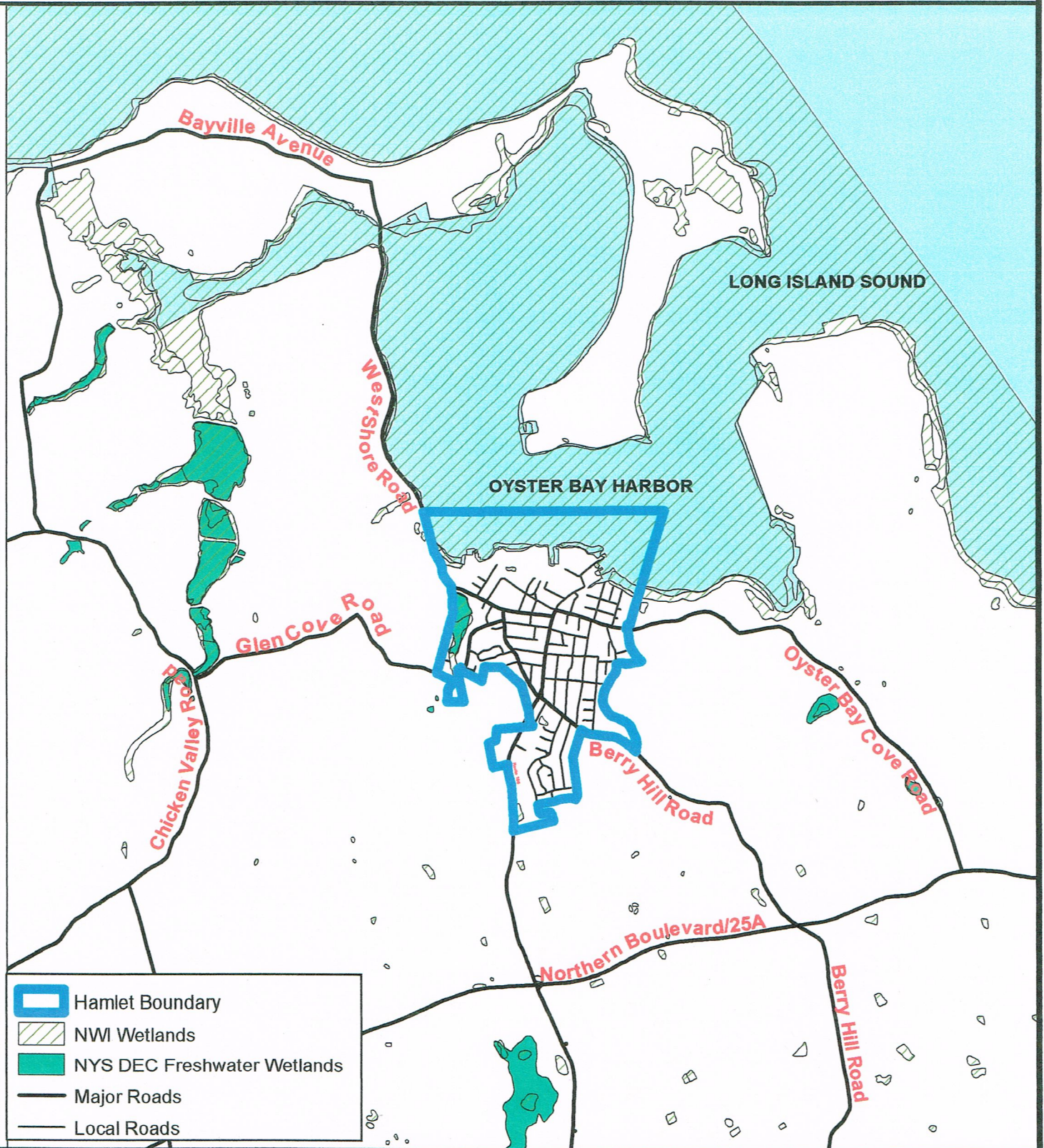


Figure 7

Wetlands and Waterbodies



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November 2000

Note: This map is for general planning purposes only
Source: Nassau County Geographic Information System

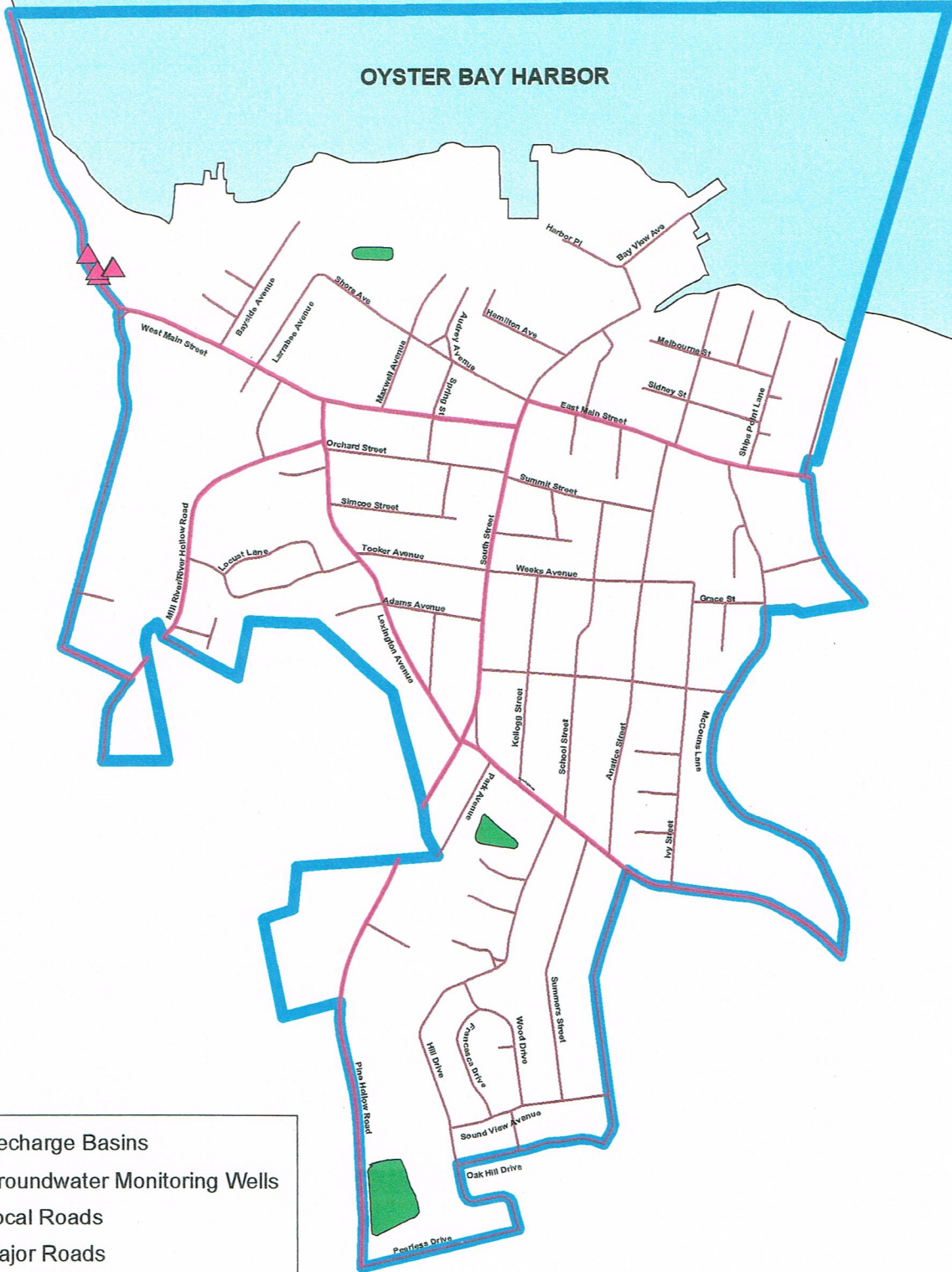


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Figure 8

Recharge Basins and Groundwater Monitoring Wells



	Recharge Basins
	Groundwater Monitoring Wells
	Local Roads
	Major Roads
	Hamlet Boundary

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 Town of Oyster Bay, New York
 November 2000
 Note: This map is for general planning purposes only
 Source: Nassau County Geographic Information System

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1,200 600 0 1,200 Feet


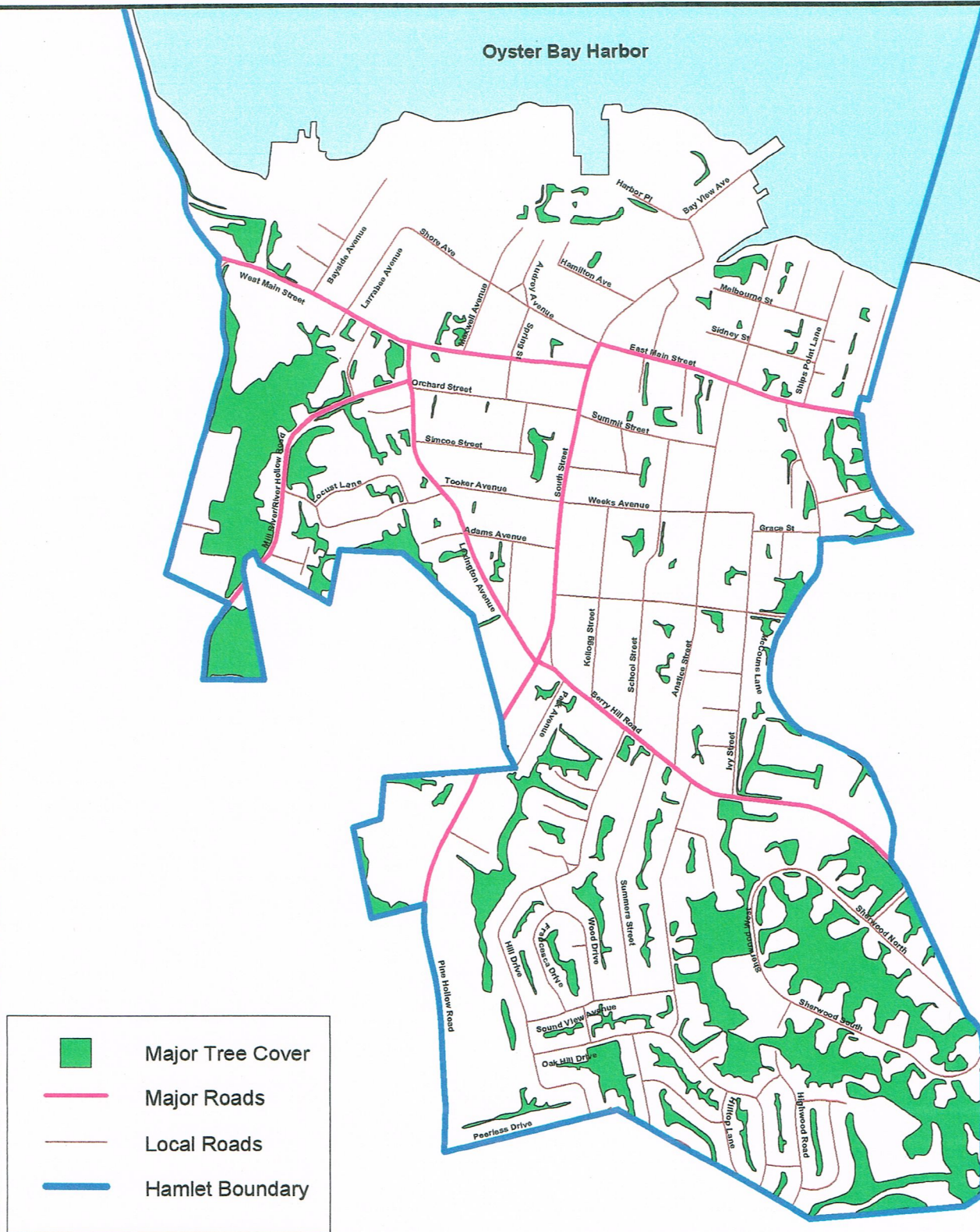






Figure 9

Major Tree Cover

Oyster Bay Harbor



	Major Tree Cover
	Major Roads
	Local Roads
	Hamlet Boundary

OYSTER BAY HAMLET STUDY Town of Oyster Bay, New York April 2001

Note: This map is for general planning purposes only
Source: Nassau County Geographic Information System



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1,200 600 0 1,200 Feet

Figure 10

G. Historic Resources

Historic resources in the Hamlet consist of locally designated landmarks, buildings, and archeological sites, as well as properties which have successfully gone through the process of being designated on the State and National Registers of Historic Places (refer to Figure 11 and the following table).

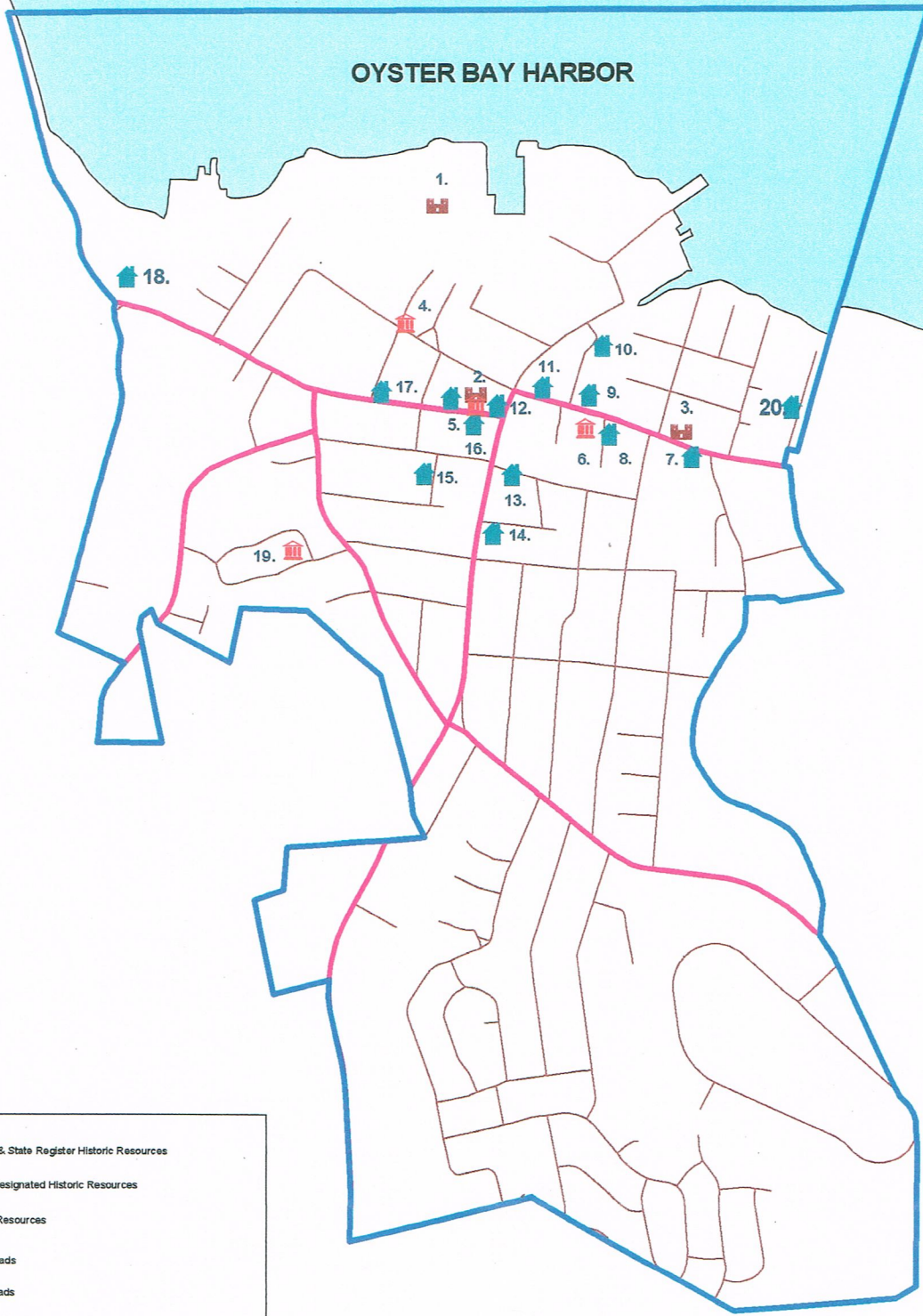
Table EC-4: Locally Designated Landmarks

Location	Number on Map	Site	Address	Year
Oyster Bay Hamlet	7	Albertson-Meyer House	153 East Main Street	1976
Oyster Bay Hamlet	8	Horton House	70 East Main Street	1983
Oyster Bay Hamlet	5	Matinecock Lodge	West Main Street	1987
Oyster Bay Hamlet	18	Mill Pond House	West Shore Drive	1976
Oyster Bay Hamlet	20	Minor House	78 Harbor Road	1979
Oyster Bay Hamlet	11	Moore's Building	East Main & South Sts.	1985
Oyster Bay Hamlet	15	Powell, Maria, House	12 Prospect Street	1993
Oyster Bay Hamlet	16	Printery, The	43 West Main Street	1987
Oyster Bay Hamlet	10	Sammis, John M., House	30 White Street	1994
Oyster Bay Hamlet	12	Snouders Drug Store	108 South Street	1987
Oyster Bay Hamlet	14	Visiting Nurse Assoc.	193 South Street	1987
Oyster Bay Hamlet	9	Weeks-Wilson House	53 East Main Street	1976
Oyster Bay Hamlet	13	Wightman, Earle-House	20 Summit Street	1976
Oyster Bay Hamlet	17	Wright, William House	West Main and Maxwell	1976

Properties on the State and National Registers of Historic Places					
Number On Map	Location	Name/Address	SBHP Review	SR Listed Date	NR Listed Date
19	Oyster Bay Hamlet	Adam-Derby House (Lexington Ave., Landmark Col.)	1/11/78	6/23/80	5/17/79
4	Oyster Bay Hamlet	United States Post Office (One Shore Ave., across Town Hall)	N/A	5/11/89	5/11/89
2	Oyster Bay Hamlet	Raynham Hall Museum (20 W. Main)	N/A	6/23/80	6/5/74
6	Oyster Bay Hamlet	First Presbyterian Church of Oyster Bay (East Main St.)	N/A	6/23/80	12/12/76

Historic and Cultural Resources

OYSTER BAY HARBOR



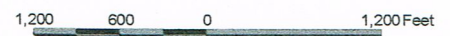
	National & State Register Historic Resources
	Locally Designated Historic Resources
	Cultural Resources
	Major Roads
	Local Roads
	Hamlet Boundary

OYSTER BAY HAMLET STUDY
 Town of Oyster Bay, New York
 April 2001

Note: This map is for general planning purposes only
 Source: Nassau County Geographic Information System



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The Town of Oyster Bay has a landmarks preservation laws which focuses on the designation and preservation of buildings, structures and sites with special historic and architectural significance. The Oyster Bay Historical Society has been very active in the process of designating local landmarks in the Hamlet and other parts of the Town.

The Long Island North Shore Heritage Area is part of the State's "Heritage Area Program System", administered by the State Office of Parks, Recreation and Historic Preservation. The Long Island North Shore Heritage Area (the first one designated for Long Island) includes the communities from Great Neck to Port Jefferson within the area from NYS Route 25 north to the Long Island Sound.

The mission of the Heritage Areas Program is:

The Heritage Areas Program manages and promotes the cultural and natural resources of identified areas, in partnership with local governments and the private sector, as a cumulative expression of New York State's heritage.

A Heritage Area includes “the historic, natural and cultural resources and activities that tell the story of a region’s past and provide an identity for the present and the future. The resources of a heritage area — main streets, neighborhoods, public buildings, parks, factories — tell the story of how an area developed and why it is unique. The activities of a heritage area — festivals, special events, community life — reflect what was and is important in citizens’ everyday lives. Together, these resources and activities create a ‘sense of place’ and make a heritage area a special place to live and visit.”⁴

The Long Island North Shore Heritage Area joins a system of 16 other Heritage Areas within the State of New York and is the first designated Heritage Area on Long Island. The North Shore Heritage Area includes the communities from Great Neck to Port Jefferson from Route 25 north to the Long Island Sound.

The legislation (established by law on July 14, 1998) which designated the North Shore Heritage Area establishes a 17-member planning commission to work with local leaders and citizens to draft a management plan. The management plan is intended to develop, preserve and promote the area’s unique historic, cultural and natural resources.

⁴ The New York State Heritage Areas System Fact Sheet, New York State Office of Parks, Recreation and Historic Preservation, October 1999.

H. Transportation

Frederick P. Clark Associates (Town consultants) with assistance from RMS Engineering (Island Properties consultants), conducted a detailed traffic and parking inventory of area roads within the Hamlet Study Area. The following sections describe existing traffic and parking conditions, including traffic volume surveys, vehicle classification surveys, parking inventory of on-street and off-street facilities to determine the number of parking spaces available and current utilization of these parking spaces.

1. Existing Traffic Conditions

Major roads in the Hamlet include South Street/NYS Route 106, Lexington Avenue, East Main Street, West Main Street and Audrey Avenue. A majority of the streets in the Hamlet are two-lane roadways maintained by the New York State Department of Transportation, Nassau County Department of Public Works or the Town of Oyster Bay.

Roadways included in the Study Area and part of the traffic analysis include the following (refer to Figure 12, Transportation Network):

- South Street (NYS road)
- West Main Street (County road)
- East Main Street (County road)
- Audrey Avenue (Town road)
- West Shore Road (County road)
- Lexington Avenue (County road)
- Bayside Avenue (Town road)
- Larabee Avenue (Town road)
- Berry Hill Road (County road)
- McCoun's Lane (Town road)
- Spring Street (Town road)

The following intersections were identified and included in the detailed evaluation of existing traffic conditions within the Study Area:

- South Street at Audrey Avenue/East Main Street (controlled by traffic signal)
- South Street at West Main Street (controlled by traffic signal)
- South Street at Orchard Street/Summit Street
- South Street/Pine Hollow Road at Berry Hill Road and Lexington Avenue (controlled by traffic signal)
- Audrey Avenue at Spring Street (3 intersections; controlled by traffic signal)
- West Shore Road at access to Theodore Roosevelt Memorial Park
- West Shore Road/West Main Street at Lexington Avenue (controlled by traffic signal)
- West Main Street/West Main at Lexington Avenue
- West Main Street at Spring Street
- East Main Street at McCoun's Lane
- East Main Street at Ship Point Lane

Transportation Network



OYSTER BAY HAMLET STUDY Town of Oyster Bay, New York

November 2000

Note: This map is for general planning purposes only

Source: Nassau County Geographic Information System



Prepared by:
FREDERICK P. CLARK ASSOCIATES, INC.
Planning/Development/Environment/Transportation

1,200 600 0 1,200 Feet

Figure 12

Manual vehicular traffic volume surveys were conducted, as well as counts of pedestrian at over 14 intersections. These field surveys were conducted in June, October and November of 2000. As part of these field surveys, the physical characteristics of intersections and immediate land use in the vicinity of each intersection were identified. Data obtained included a physical inventory of traffic conditions and operational parameters of each location. This information was compiled to evaluate operational characteristics of each intersection included in the analysis, including the following factors: Number of travel lanes; Posted speed limit; Bus stop locations; One-way streets; Pavement width; Lane width; Turning lanes; and Storage capacity.

As part of these field surveys, pedestrian activity was recorded at key intersections in the downtown commercial area. These field surveys were conducted on the following dates: October 21st (Saturday), October 24th (Tuesday), November 16th (Thursday) and November 22nd (Saturday). Times the field surveys were conducted were from: 7:00 to 10:00 AM and 2:00 to 6:00 PM on typical weekdays. The Saturday surveys were conducted from 11:00 AM to 2:30 PM.

As part of the traffic-counting initiative, percentages of trucks, pedestrian movements and other important factors were included in order to conduct a capacity analysis to determine how each intersection is currently operating.

The field data was summarized and analyzed and it was determined that typically the morning peak hour occurred from 8:00 to 9:00 AM; the mid-afternoon peak hour occurred from 3:00 to 4:00 PM; and the afternoon commuter peak hour took place from 4:00 to 5:00 PM. Further evaluation of field data identified the Saturday mid-day peak hour from 1:00 to 2:00 PM.

Results of the field surveys show that the highest two-way volume recorded in the Study Area was generally found along Route NYS 106 with 1,730 vehicles at weekday morning peak hour; 1,805 vehicles at mid-afternoon peak hour; 1,925 vehicles during the afternoon peak hour; and 1,465 vehicles during the Saturday afternoon peak hour. The two-way volume recorded on Lexington Avenue was 1,005 vehicles, 1,055 vehicles, 1,055 vehicles and 855 vehicles during the same peak hour noted above. For comparison purposes, the two-way volume recorded on East Main Street, east of South Street, was 600 vehicles at weekday morning peak hour; 705 vehicles at mid-afternoon peak hour; 775 vehicles at mid-afternoon peak hour and 625 vehicles at the Saturday afternoon peak hour. Table EC-5 shows a summary of two-way volumes recorded on several roadways within the Study Area. Figure 12 depicts the roadway network in the Study Area.

Figures 14 through 17 show peak hour volumes by turning movements for each of the 14 intersections previously noted.

Table EC-4: Summary Of Two-Way Volumes - Peak Hours, Existing Conditions

Roadway Segment	VEHICLES			
	Morning	Mid-Afternoon	Afternoon	Saturday
South Street, south of Audrey Avenue	652	804	816	706
Audrey Avenue, west of South Street	398	491	460	455
Main Street, west of South Street	389	460	514	482
Lexington Avenue, west of South Street	1,006	1,055	1,055	853
East Main Street, east of South Street	601	706	751	626
Berry Hill Road, east of South Street	675	679	731	418

Source: Frederick P. Clark Associates, Inc.

2. Capacity Analysis Procedures

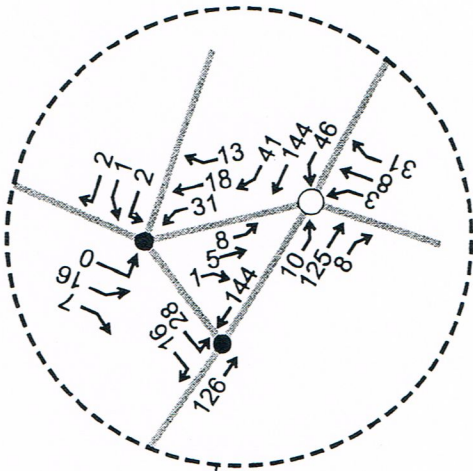
Procedures have been established by the Transportation Research Board⁵ through which roadway segments and intersections can be tested to determine their ability to accommodate traffic volumes. These procedures are described in this section.

Two methods of analysis are needed to evaluate intersections. These methods are based on procedures found in the Highway Capacity Manual and are described below.

Signalized Intersections - Capacity at signalized intersections is defined for each approach. Intersection approach capacity is the maximum rate of flow which may pass through the intersection under prevailing traffic, roadway, and signalization conditions. The rate of flow is generally measured or projected for a 15-minute peak period, and capacity is stated in vehicles per hour.

Traffic conditions include volumes on each approach, the distribution of vehicles by movement (left, through, right), the vehicle type distribution within each movement, the location and use of bus stops within the intersection area, pedestrian crossing flows, and parking movements within the intersection area. Roadway conditions include the basic geometry of the intersection, including the number and width of lanes, grades, and lane-use allocations (parking lanes). Signalization conditions include a full definition of the signal phasing, timing, type of control, and signal progression on each approach.

⁵ The Transportation Research Board is a research group which serves the National Academy of Sciences and National Academy of Engineering.

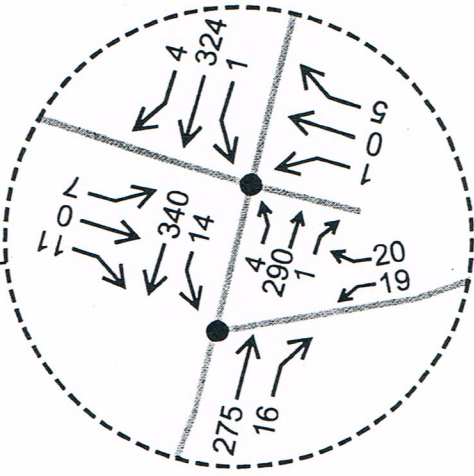
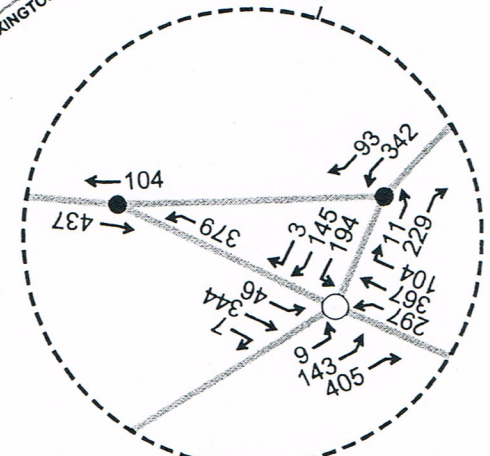
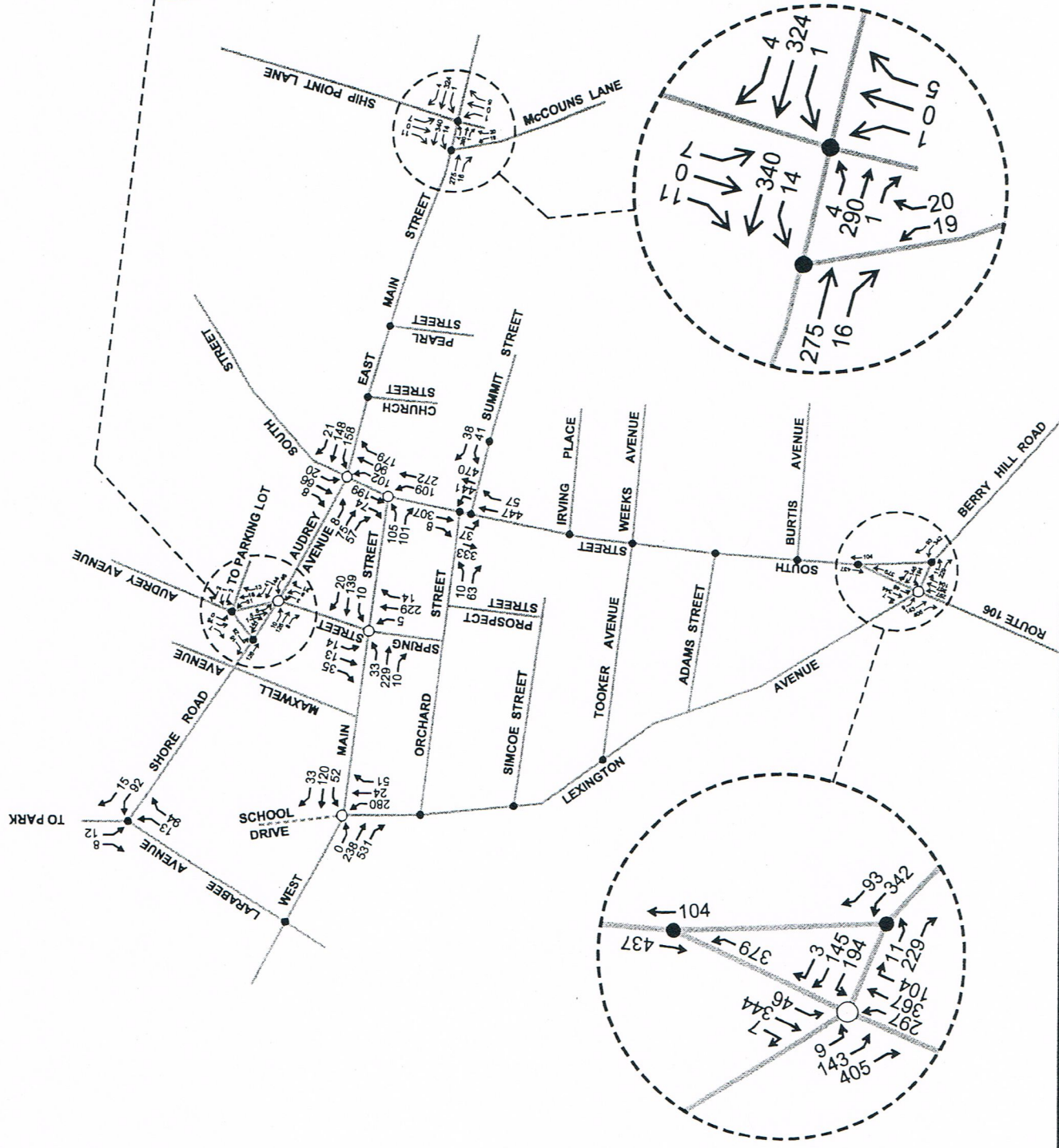


Existing Traffic Volumes Morning Peak Hour (8:00 A.M. - 9:00 A.M.)

- Signalized Intersection
- Unsignalized Intersection

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Town of Oyster Bay, New York
March 2001

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FREDERICK P. CLARK ASSOCIATES, INC.
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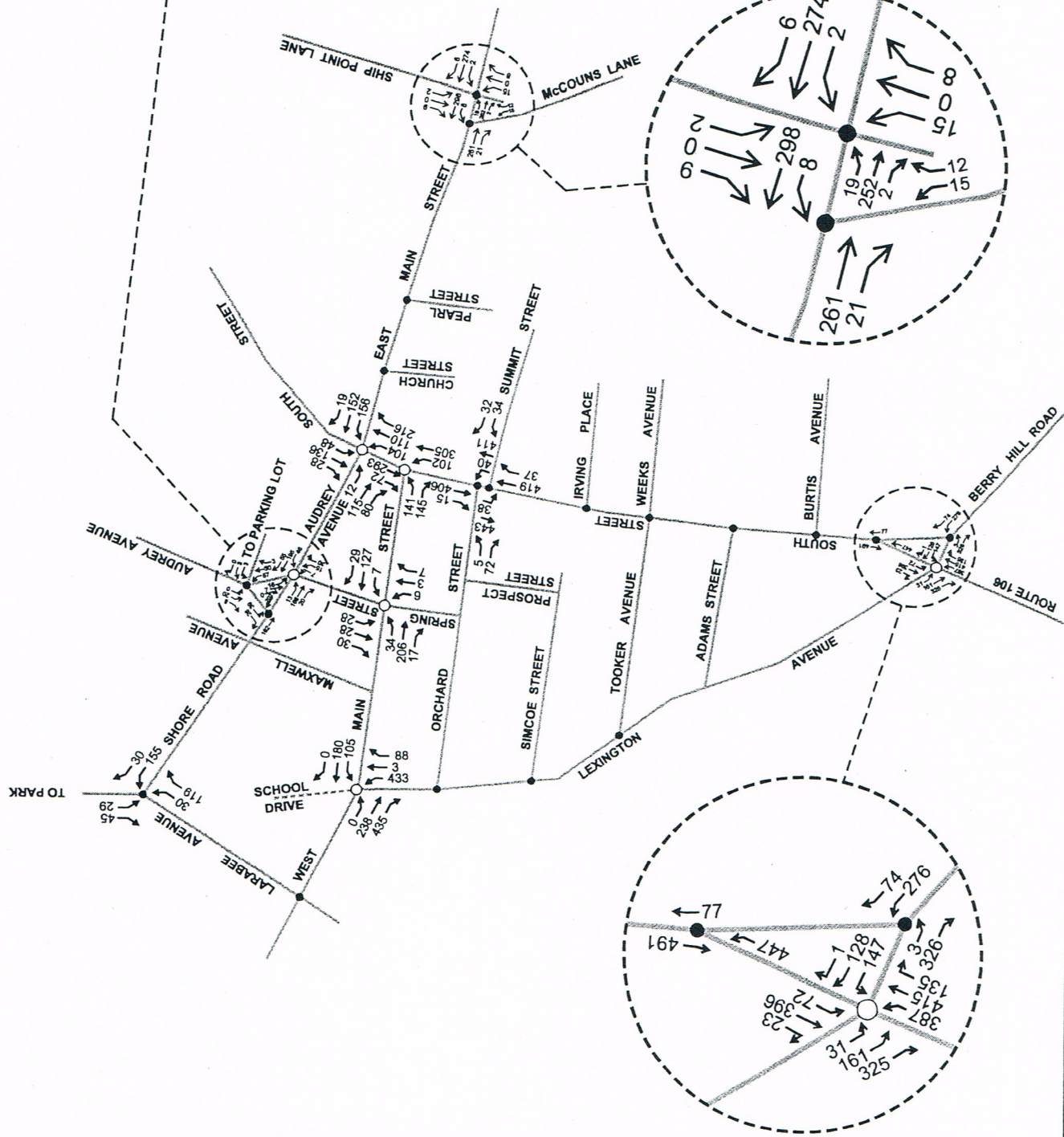
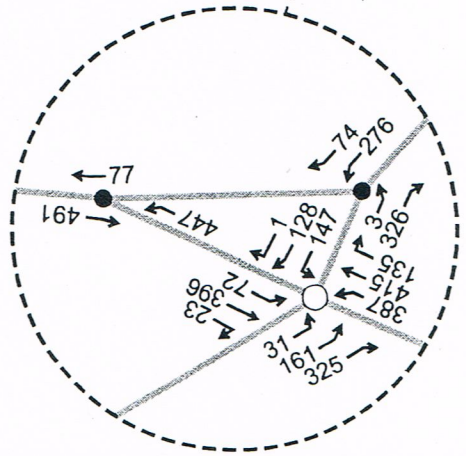
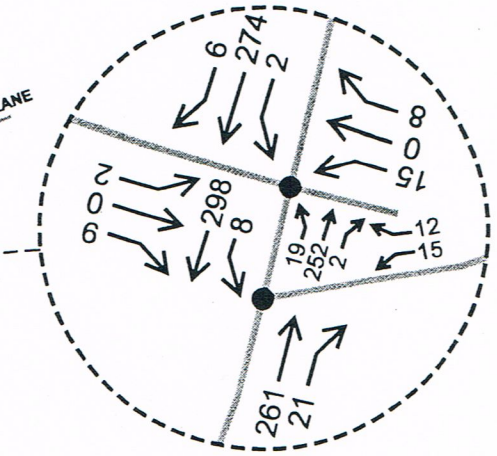
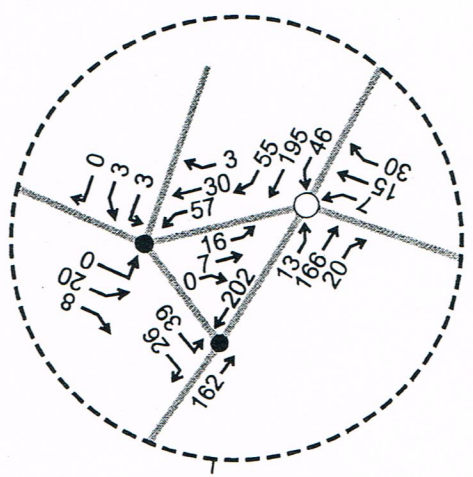
Existing Traffic Volumes Afternoon Peak Hour (3:00 P.M. - 4:00 P.M.)

- Signalized Intersection
- Unsignalized Intersection

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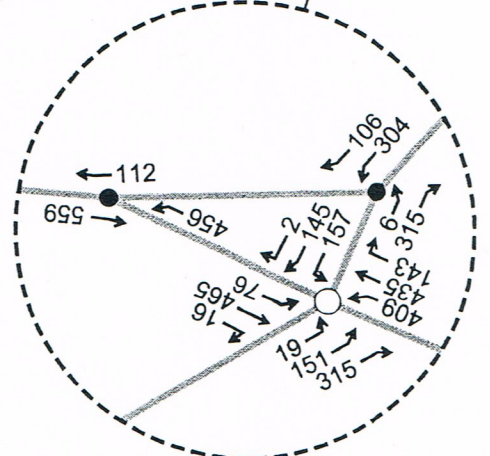
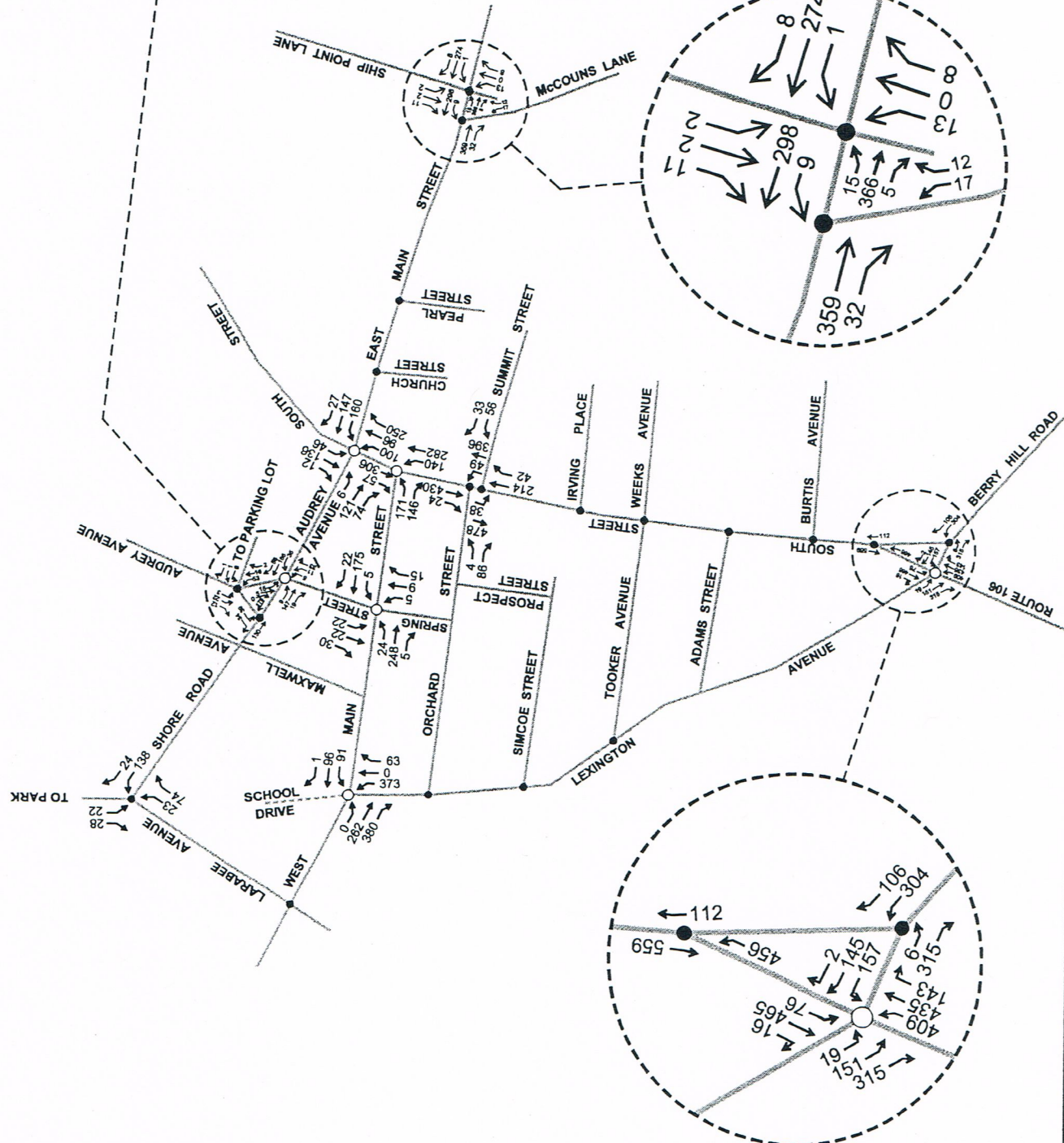
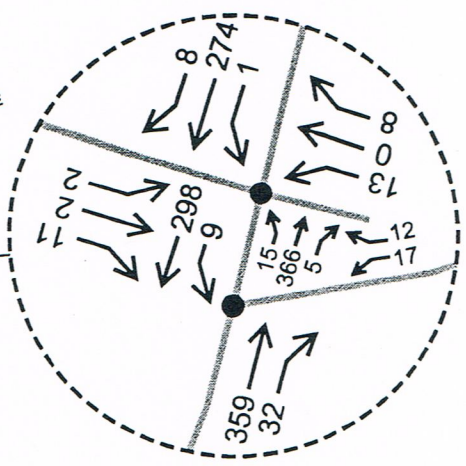
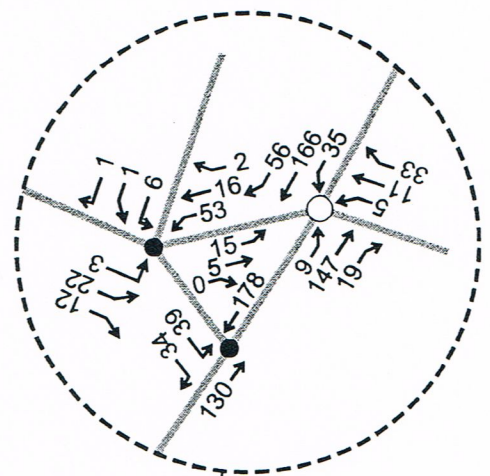


Existing Traffic Volumes Mid-Afternoon Peak Hour (4:00 P.M. - 5:00 P.M.)

- Signalized Intersection
- Unsignalized Intersection

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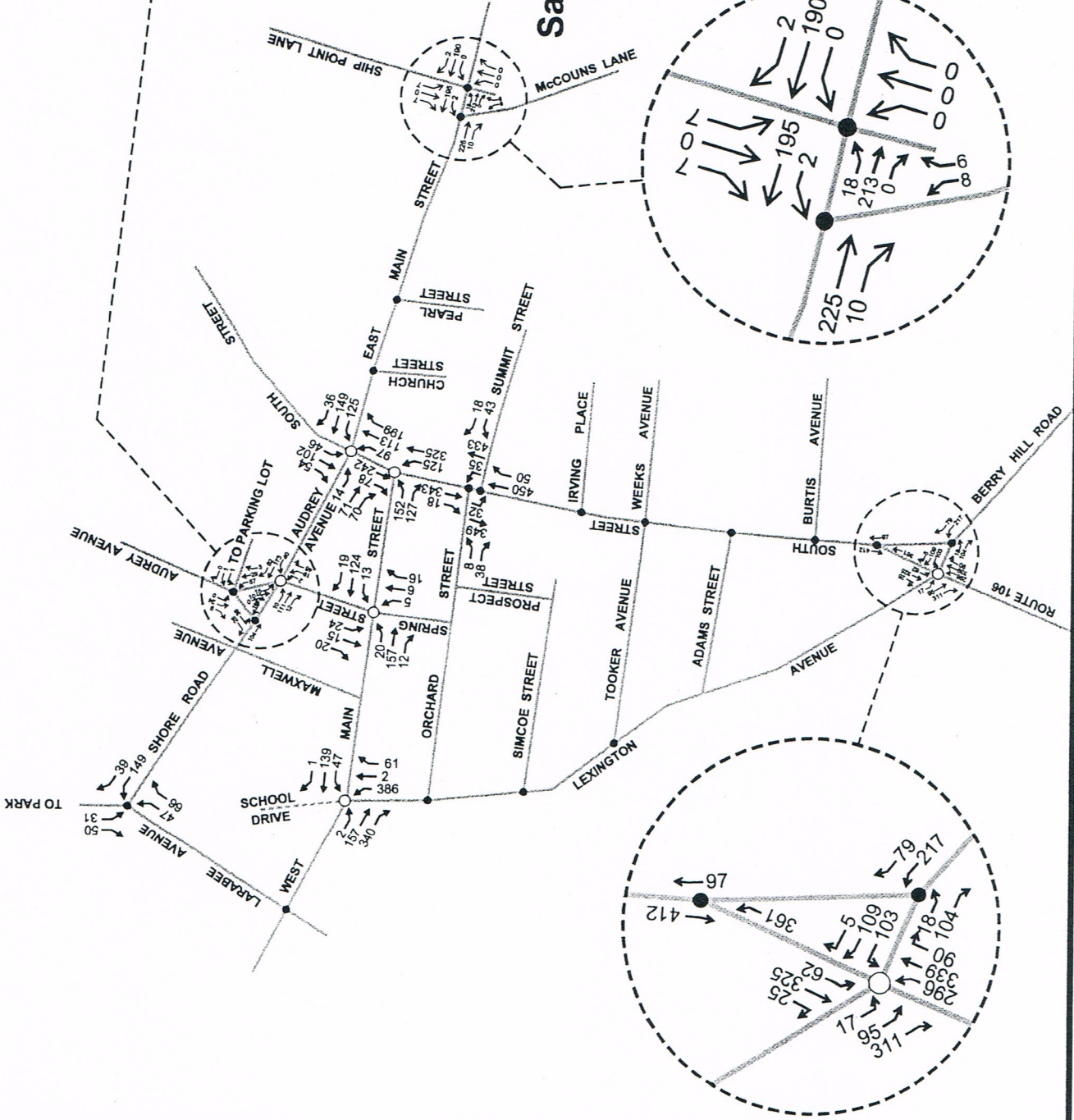
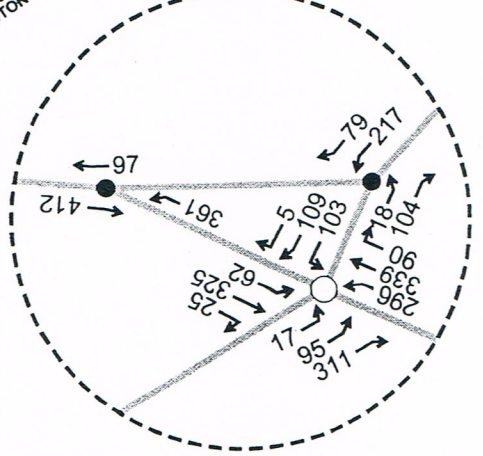
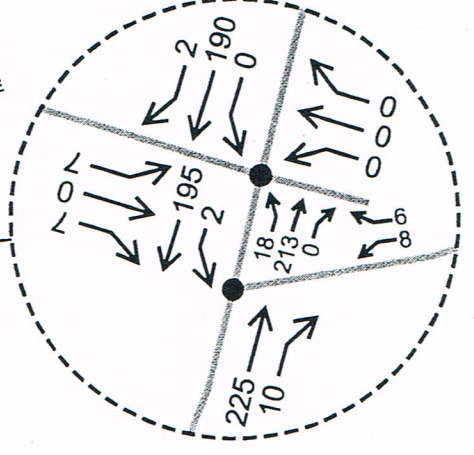
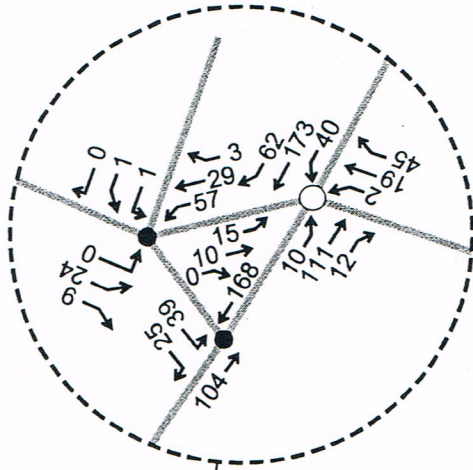


Existing Traffic Volumes Saturday Afternoon Peak Hour (12:00 NOON - 1:00 P.M.)

- Signalized Intersection
- Unsignalized Intersection

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Level of Service for a signalized intersection is defined in terms of the average stopped delay per vehicle during a peak 15-minute period during a peak 1-hour period. Six Levels of Service from A to F have been established as measures of vehicle delay. These levels and their related delay terms are as follows:

Table EC-5: Levels of Service and Delay Terms, Signalized Intersections

Level Of Service	Control Delay Per Vehicle (Seconds)
A	less than or equal to 10.0
B	10.1 to 20.0
C	20.1 to 35.0
D	35.1 to 55.0
E	55.1 to 80.0
F	more than 80.0

The following more specific definitions of the six levels are provided by the Highway Capacity Manual:

- **Level of Service A** — describes operations with very low delay, such as: less than 10.0 seconds per vehicle. This occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delays.
- **Level of Service B** — describes operations with delays in the range of 10.1 to 20.0 seconds per vehicle. This generally occurs with good progression and/or cycle lengths. More vehicles stop than for Level of Service A, causing higher levels of average delay.
- **Level of Service C** — describes operations with delay in the range of 20.1 to 35.0 seconds per vehicle. These higher delays may result from fair progression and/or short cycle lengths. Individual cycle failures may begin to appear in this level. The number of vehicles stopping is significant, although many still pass through the intersection without stopping.
- **Level of Service D** — describes operations with delay in the range of 35.1 to 55.0 seconds per vehicle. At Level D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths or high volume to capacity (V/C) ratios. Many vehicles stop and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
- **Level of Service E** — describes operations with delay in the range of 55.1 to 80.0 seconds per vehicle. This is considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.

- **Level of Service F** — describes operations with delay in excess of 80.0 seconds per vehicle; considered to be unacceptable to most drivers. This condition often occurs with oversaturation (when arrival flow rates exceed the capacity of the intersection). It may also occur at high V/C ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

Unsignalized Intersections — Levels of Service for STOP-controlled intersections are defined in terms of delay calculated by determining driver decision times and saturation headways for each approach of an intersection. This calculation takes into account the volume distribution of the opposing and conflicting approaches, and the approach capacity which is affected by the volume of left and right turning vehicles. Total delay is defined as the total elapsed time from when a vehicle stops at the end of the queue until the vehicle departs from the stop line including the time elapsed during its time in the queue.⁶

Levels of services and their associated delay times are as follows:

Table EC-6: Levels of Service and Delay Terms, Unsignalized Intersections

Level Of Service	Average Total Delay (Seconds)
A	less than or equal to 10.0
B	10.1 to 15.0
C	15.1 to 25.0
D	25.1 to 35.0
E	35.1 to 50.0
F	more than 50.0

3. Capacity Results

Results of the analysis for existing conditions show that the signalized intersection of Lexington Avenue at West Main Street/Shore Road operates at an overall Level of Service "A", "E", "C" and "B" during each of the peak hours previously described above. The intersection is currently experiencing capacity deficiencies and especially during afternoon peak hours.

The signalized intersection of South Street and Lexington Avenue/Berry Hill Road operates at an overall Level of Service "F", "D", "E" and "D" during each of the peak

⁶ A digital Auto Cad format for the Study Area is "GIS ready" with street centerlines and names used as a map background for the integration model. Synchro is used for phasing splits, cycle lengths and offset optimization, progression opportunities in optimizing for minimal fuel consumption. Synchro 4 and the standard Highway Capacity Manual Program were used to assimilate traffic patterns and performance on area roadways. This program provides sufficient information to determine average and maximum queue lengths, average travel speeds, spill-back, fuel consumption and pollution emissions which may be useful in the future when analyzing future traffic conditions with possible development and/or redevelopment within the Hamlet.

hours described above. This intersection is currently experiencing capacity deficiencies, especially during the morning and afternoon peak hours.

The signalized intersections of South Street and West Main Street/Audrey Avenue and South Street at West Main Street and Audrey Avenue at Spring Street and West Main Street operate at an overall Level of Service "A" to "B" during each of the peak hours included in this analysis. Table EC-7 shows the results of the analysis for signalized intersections in the Study Area.

An analysis of unsignalized intersections in the Study Area show that a majority of these intersections operate at a Level of Service "A" to "C" for lane groups during each of the peak hours. Table EC-8 shows the results of the analysis. Figures 18 through 25 show Level of Service by approach and the overall vehicle delay for each of the intersections in the Study Area for each peak hour analyzed.

4. Existing Parking Conditions

An important part of the evaluation of existing conditions in the Hamlet was an inventory and analysis of on- and off-street parking conditions. The detailed parking analysis included the following streets:

- South Street (from northerly terminus to Summit Street)
- Hamilton Avenue
- Audrey Avenue
- East Main Street
- West Main Street
- Shore Road
- Maxwell Avenue
- White Street

On-street parking regulations were obtained for every block face in the Study Area and are summarized in Figure 26. This figure shows parking regulations in a color-coded format, identifies no parking areas and street faces with 30-minute and 60-minute parking restrictions.

In addition to the on-street parking inventory, a detailed off-street parking inventory was conducted of all of the Town-maintained parking facilities, as well as three privately-owned parking lots were included in the inventory (refer to Figure 27).

Results of the field inventory of on-street parking spaces within the Study Area identified over 500 parking spaces available to the general public. By comparison, there are approximately 700 spaces available in Town-maintained, off-street parking facilities in the Study Area. It is important to note that the off-street facilities include the Town Hall Municipal Lot which most Town employees park in.

Table EC-7: LEVEL OF SERVICE SUMMARY

INTERSECTION	APPROACH	LANE GROUP	EXISTING CONDITIONS			
			AM Peak Hour	Afternoon Peak Hour	Mid-Afternoon Peak Hour	Saturday Peak Hour
South Street and East Main Street/Audrey Avenue (Signalized)	EB	L	B/13.3	B/12.5	B/12.5	B/14.2
		TR	B/15.7	B/17.6	B/17.6	B/12.7
	WB	L	C/23.3	C/31.6	C/28.1	C/20.9
		TR	B/16.3	B/15.1	B/15.4	C/20.1
	NB	LTR	A/7.2	B/14.7	B/17.7	A/6.9
	SB	LTR	A/4.9	A/8.7	A/8.4	A/4.4
	Overall		B/12.6	B/16.4	B/17.2	B/11.9
South Street and West Main Street (Signalized)	EB	L	B/14.9	B/14.5	B/15.5	B/16.8
		R	B/15.0	B/14.9	B/15.2	B/16.5
	NB	LR	A/7.7	B/13.0	B/17.9	A/5.4
	SB	TR	B/10.8	B/12.7	B/12.4	A/4.4
	Overall		B/10.4	B/13.4	B/15.2	A/8.1
Audrey Avenue and Spring Street (Signalized)	EB	LTR	B/12.0	B/10.0	B/10.6	B/10.1
	WB	LTR	B/17.2	B/14.6	B/14.3	B/13.5
	NB	LTR	A/4.0	A/5.3	A/4.7	A/4.8
	SB	LTR	A/3.8	A/5.0	A/4.4	A/4.3
	Overall		B/13.7	B/11.8	B/11.7	B/11.0
West Main Street and Spring Street (Signalized)	EB	LTR	B/10.3	B/10.1	B/10.3	A/8.8
	WB	LTR	A/8.5	A/8.4	A/8.9	A/8.3
	NB	LTR	A/6.9	A/6.8	A/6.9	A/6.9
	SB	LTR	A/7.3	A/7.6	A/7.4	A/7.3
	Overall		A/9.2	A/9.0	A/9.3	A/8.3
Lexington Avenue and West Main Street/Shore Road (Signalized)	EB	LT	B/16.1	B/16.9	B/15.6	B/12.0
		R	A/1.3	F/161.1	E/64.6	D/42.0
	WB	LTR	B/19.3	F/127.1	D/41.9	B/12.7
	NB	LTR	B/11.6	B/13.5	A/8.6	A/8.0
	Overall		A/9.5	E/79.2	C/31.8	B/19.5
South Street and Lexington Avenue/Berry Hill (Signalized)	EB	LT	D/44.4	D/48.0	D/54.3	C/32.9
		R	F/320.8	F/102.3	F/111.2	F/219.6
	WB	L	E/58.7	D/43.5	E/55.6	C/32.9
		TR	C/34.4	C/34.5	D/42.3	C/32.3
	NB	L	C/33.7	D/43.4	D/54.2	B/16.7
		TR	B/17.6	C/20.1	B/17.9	B/10.9
	SB	L	C/26.9	D/40.0	D/36.2	B/19.1
	TR	D/39.5	F/90.8	E/71.7	C/22.0	
	Overall		F/90.4	D/55.0	E/55.3	D/54.9
East Main Street and Ship Point Lane (Unsignalized)	EB	LTR				
	WB	LTR				
	NB	LTR	B/14.7	B/13.4	B/14.9	B/11.1
	SB	LTR	B/12.5	B/10.9	B/11.8	A/7.7

Table EC-7 (Cont'd.)

INTERSECTION	APPROACH	LANE GROUP	EXISTING CONDITIONS			
			AM Peak Hour	Afternoon Peak Hour	Mid-Afternoon Peak Hour	Saturday Peak Hour
East Main Street and McCouns Lane (Unsignalized)	EB	TR	B/10.3	B/10.3	B/11.9	A/9.0
	WB	TR	B/11.4	A/9.9	B/10.7	A/8.7
	NB	LR	B/10.7	B/10.0	B/11.3	A/8.8
South Street and Orchard Street (Unsignalized)	EB	LR	D/28.1	B/12.6	B/13.0	B/12.4
	NB	LT	A/10.0	A/8.8	A/8.8	A/8.4
	SB	TR				
South Street and Summit Street (Unsignalized)	WB	LR	C/18.6	C/19.6	C/17.4	C/19.6
	NB	TR				
	SB	LT	A/8.7	A/8.5	A/7.9	A/8.6
Audrey Avenue and to parking Lot (Unsignalized)	WB	LTR	A/6.9	A/7.3	A/7.3	A/7.3
	NB	LTR	A/7.1	A/7.6	A/7.4	A/7.4
	SB	LTR	A/6.9	A/7.2	A/7.0	A/7.0
Audrey Avenue and Shore Avenue (Unsignalized)	EB	T				
	WB	T				
	SB	LR	A/9.5	B/10.1	A/9.8	A/9.0
Shore Avenue and Larabee Avenue/To Park (Unsignalized)	WB	LR	A/8.0	A/9.1	A/8.5	A/8.9
	NB	TR	A/7.6	A/8.6	A/8.1	A/8.4
	SB	LT	A/7.6	A/8.3	A/7.9	A/8.2
South Street and Berry Hill (Unsignalized)	EB	LT	A/8.8	A/8.1	A/8.8	A/8.0
	WB	TR				

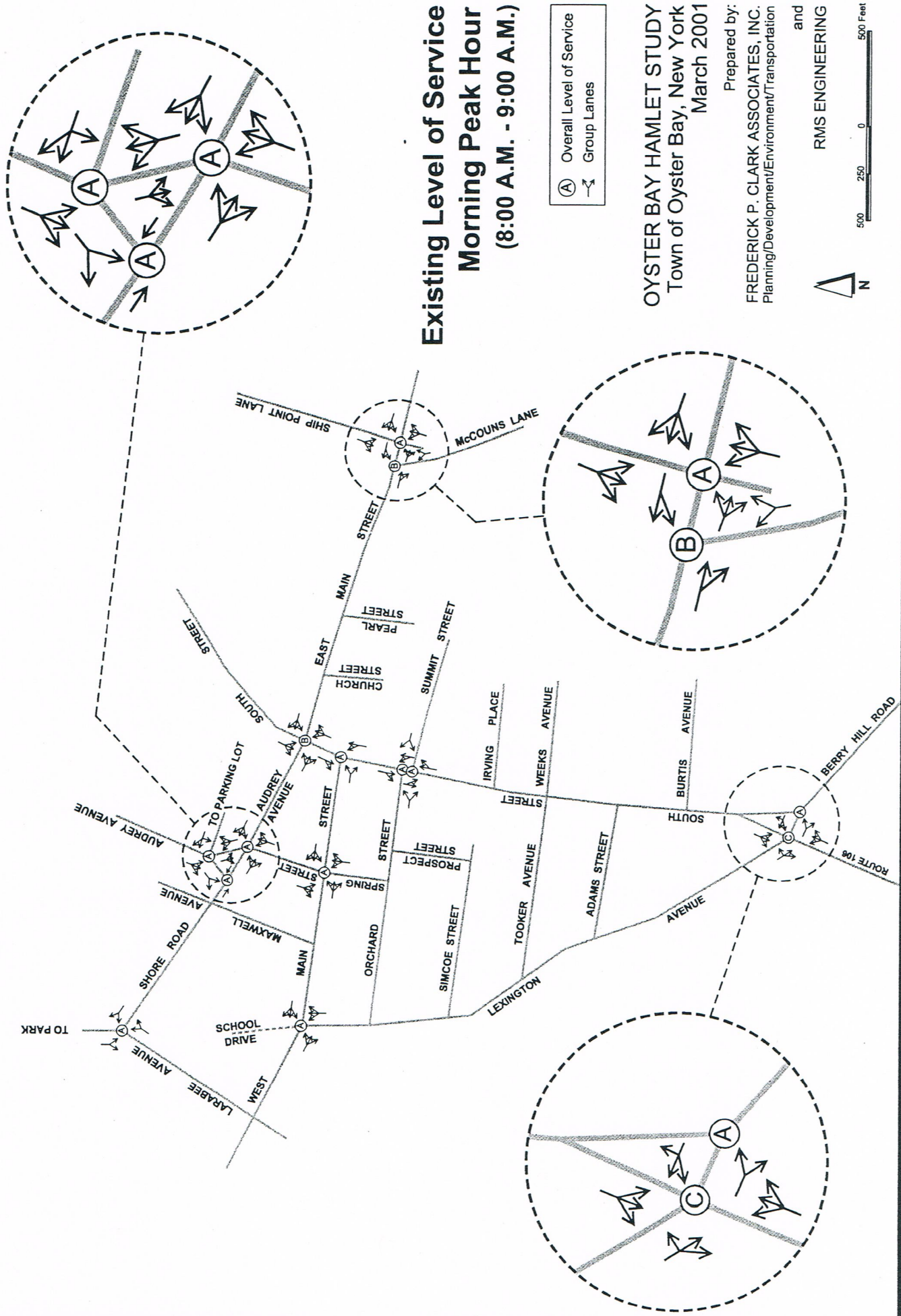
NB = Northbound EB = Eastbound L = Left turn R = Right turn
 SB = Southbound WB = Westbound T = Through movement Def L = Defacto left turn lane
 Source: Frederick P. Clark Associates, Inc.

Table EC-8: Level Of Service Summary - Peak Hours For Unsignalized Intersections

INTERSECTION	Approach/ Lane Group		Am Peak Hour Los/ Delay	Midday Peak Hour Los/Delay	Pm Peak Hour Los/ Delay	Saturday Peak Hour Los/Delay
South St. @ Summit St.	WB	LR	C/18.8	E/48.9	C/24.4	C/19.5
	SB	LT	A/8.7	B/10.8	A/8.6	A/8.7
South St. @ Orchard St.	EB	LR	B/12.3	B/12.6	B/13.0	B/12.3
	NB	LT	A/8.7	A/8.4	A/8.6	A/8.2
Berry Hill Rd.	EB	LT	A/8.8	A/8.4	A/8.8	A/8.0
Audrey Ave. @ Parking Lot	WB	LR	A/6.95	A/7.3	A/7.27	A/7.29
	NB	LTR	A/7.22	A/7.56	A/7.56	A/7.55
	SB	LTR	A/6.9	A/6.97	A/7.04	A/6.98
Audrey Ave. @ Audrey	SB	LR	B/10.5	B/11.4	B/10.7	B/10.3
Shore Rd. @ Larabee Ave.	WB	LR	A/8.04	A/9.18	A/8.56	A/8.93
	NB	TR	A/7.22	A/7.99	A/7.47	A/7.88
	SB	LT	A/7.62	A/8.37	A/7.94	A/8.21
E. Main St. @ McCouns	EB	LT	B/10.32	A/9.88	A/9.8	A/9.29
	WB	TR	B/11.39	B/10.30	A/10.30	A/8.73
	NB	LR	A/8.64	A/8.41	A/8.43	A/7.98
E. Main St. @ Ships Point	EB	LTR	A/8.0	A/7.9	A/7.92	A/7.7
	WB	LTR	A/7.9	A/7.8	A/7.81	A/7.7
	NB	LTR	B/11.0	B/13.4	A/13.42	
	SB	LTR	B/12.4	B/10.8	B/10.7	B.11.0

Source: Frederick P. Clark Associates, Inc.

Existing Level of Service Morning Peak Hour (8:00 A.M. - 9:00 A.M.)



Overall Level of Service
Group Lanes

OYSTER BAY HAMLET STUDY
Town of Oyster Bay, New York
March 2001

Prepared by:
FREDERICK P. CLARK ASSOCIATES, INC.
Planning/Development/Environment/Transportation
and
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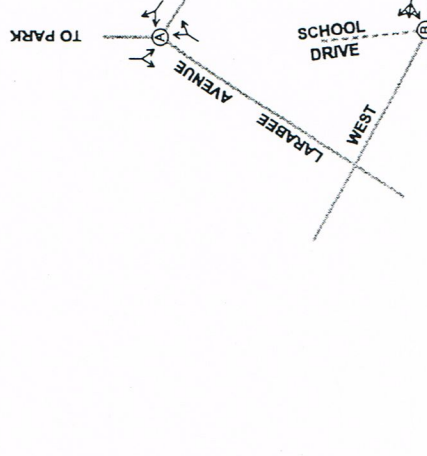
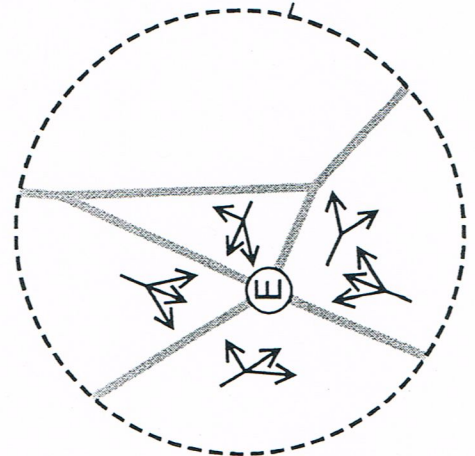
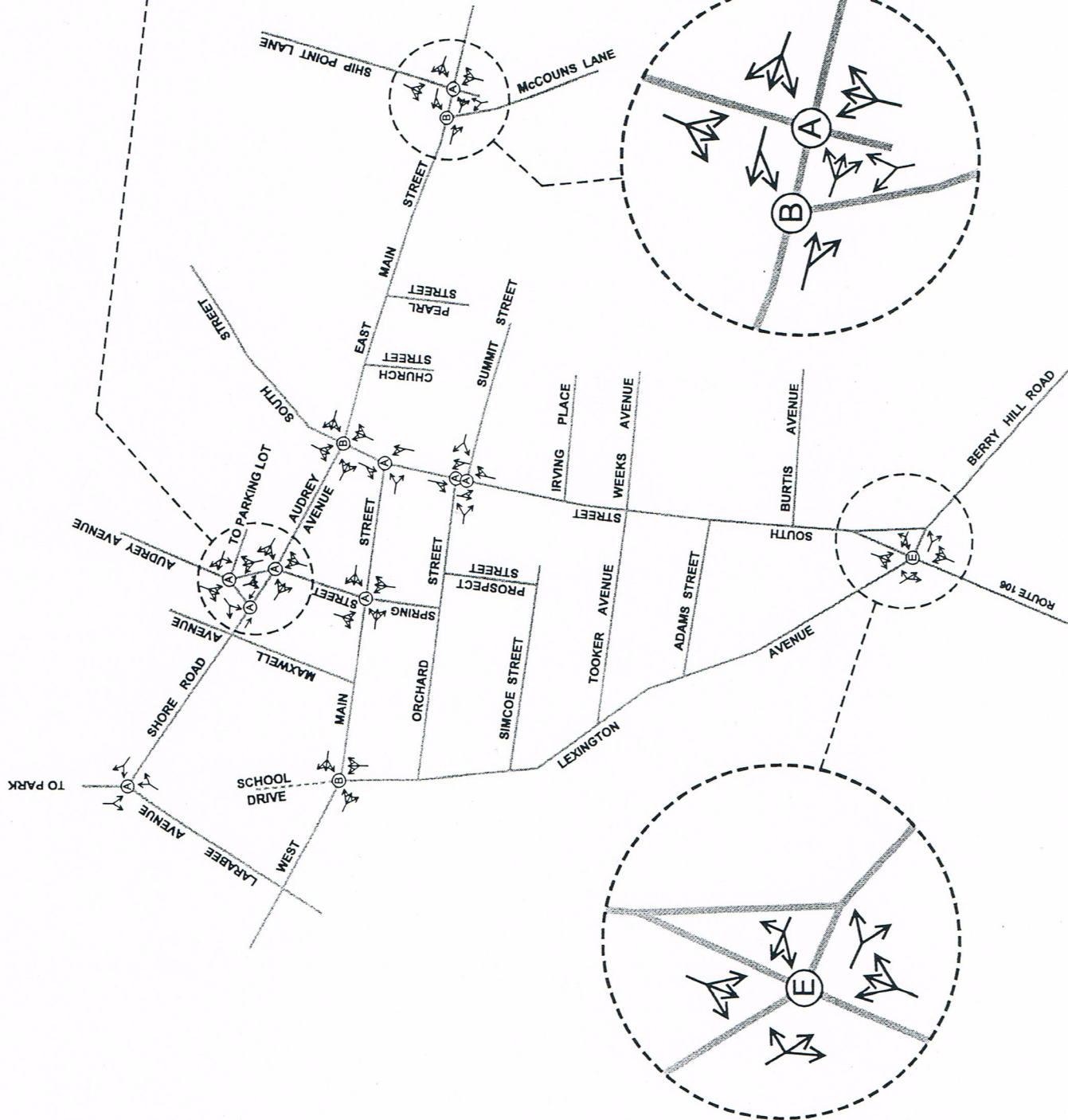
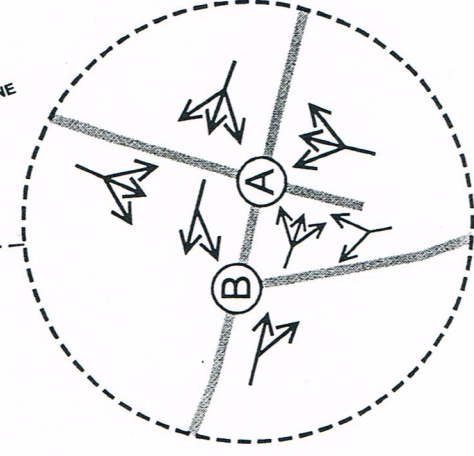
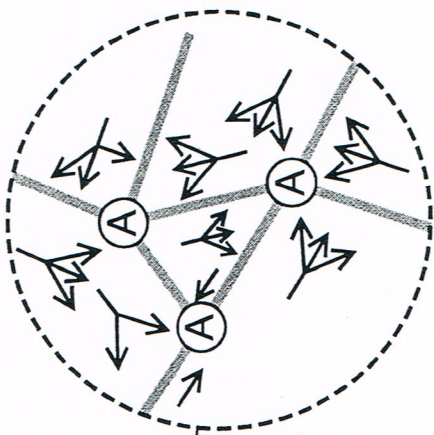
Existing Level of Service Afternoon Peak Hour (3:00 P.M. - 4:00 P.M.)

Ⓐ Overall Level of Service
 ↳ Group Lanes

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 Town of Oyster Bay, New York
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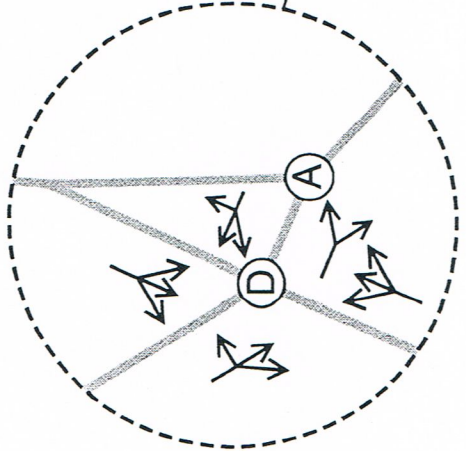
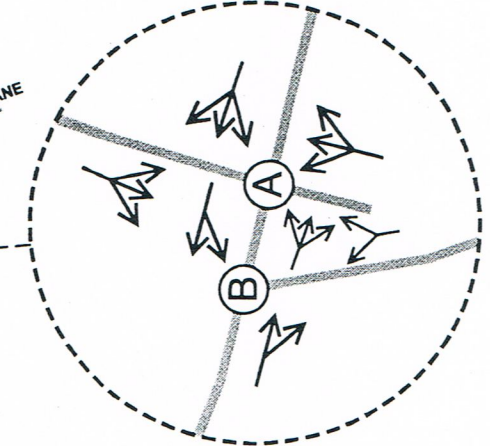
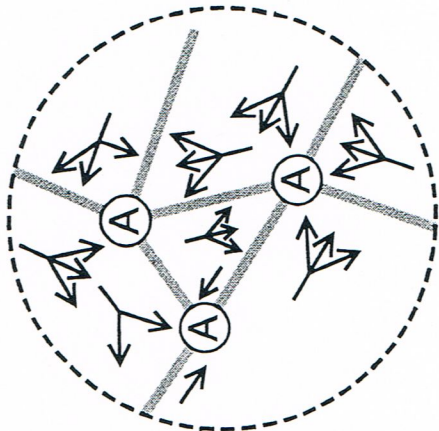
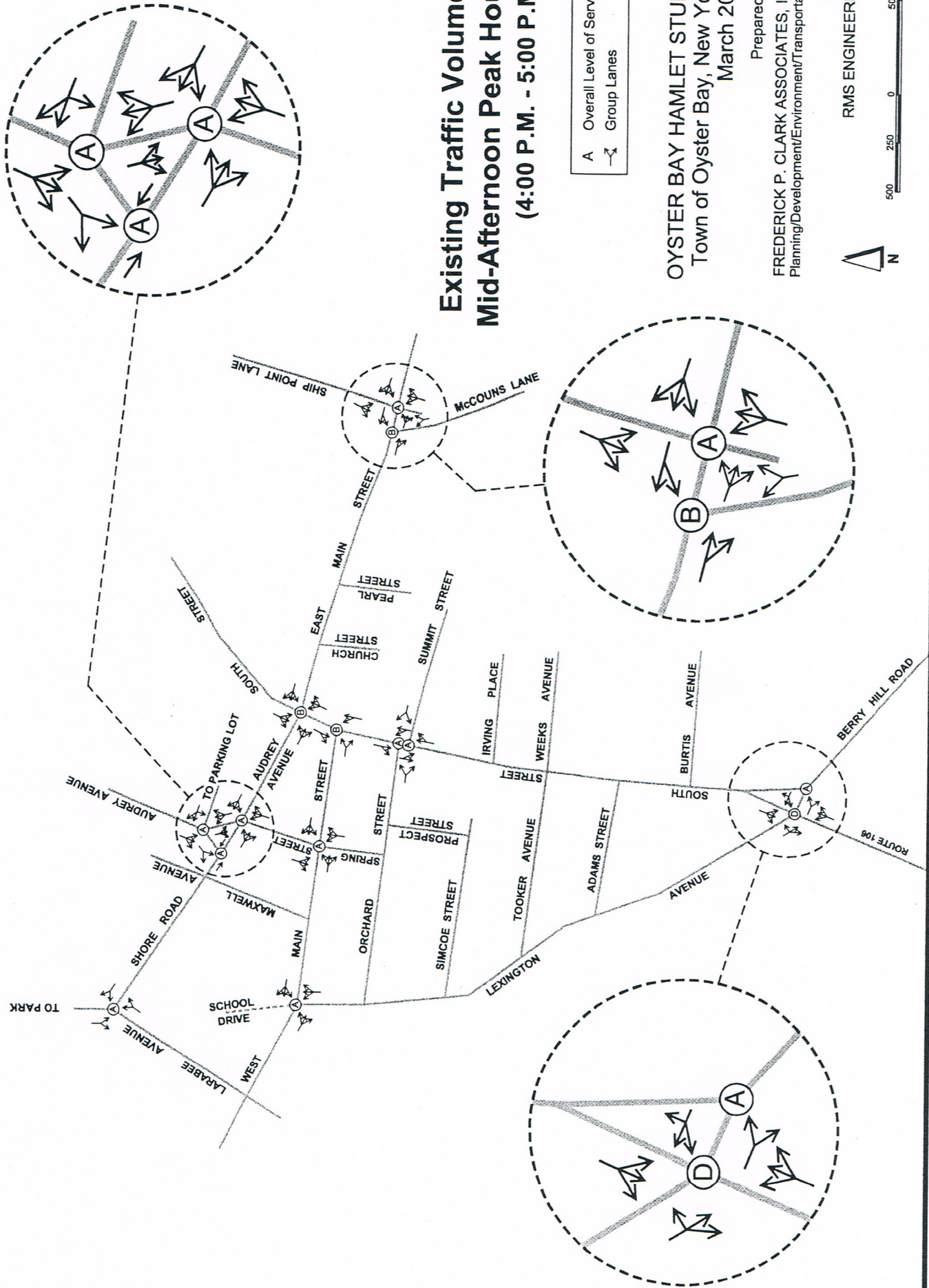
Existing Traffic Volumes Mid-Afternoon Peak Hour (4:00 P.M. - 5:00 P.M.)

- A Overall Level of Service
- Group Lanes

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Town of Oyster Bay, New York
March 2001

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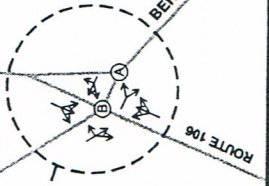
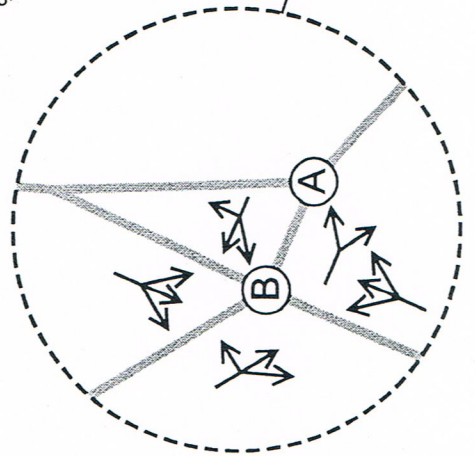
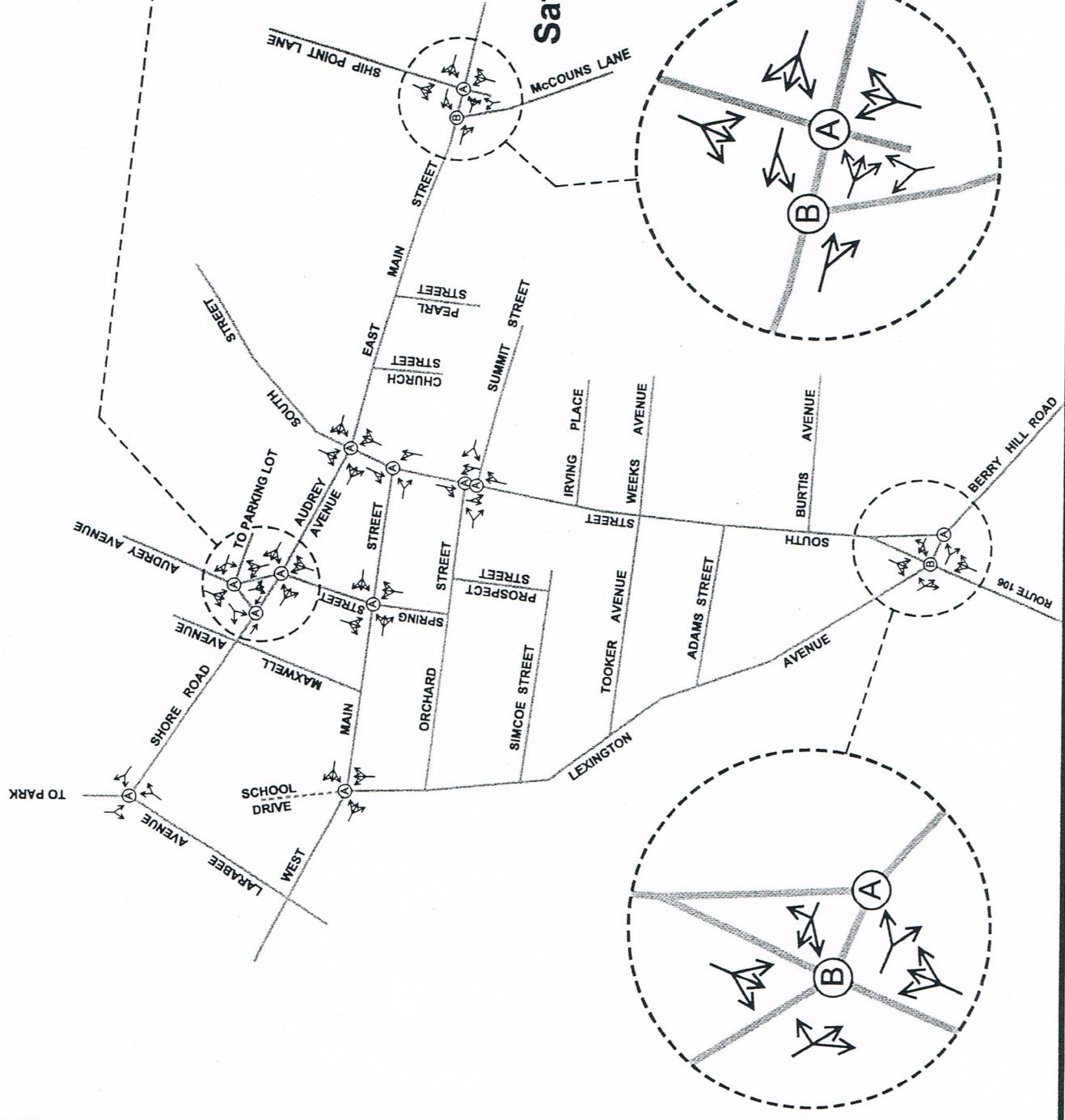
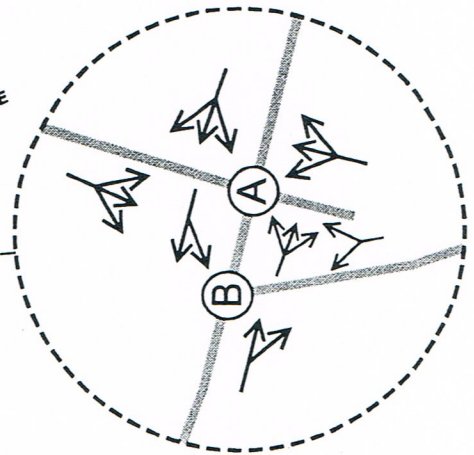
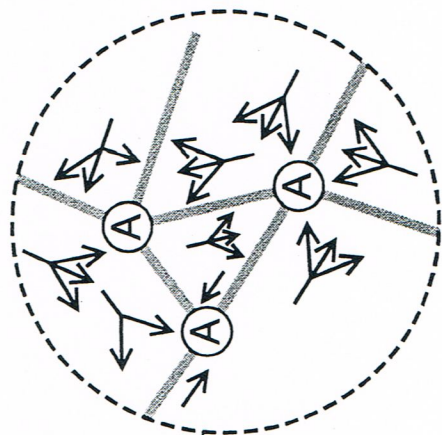


Existing Level of Service Saturday Afternoon Peak Hour (12:00 NOON - 1:00 P.M.)

Overall Level of Service
Group Lanes

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March 2001

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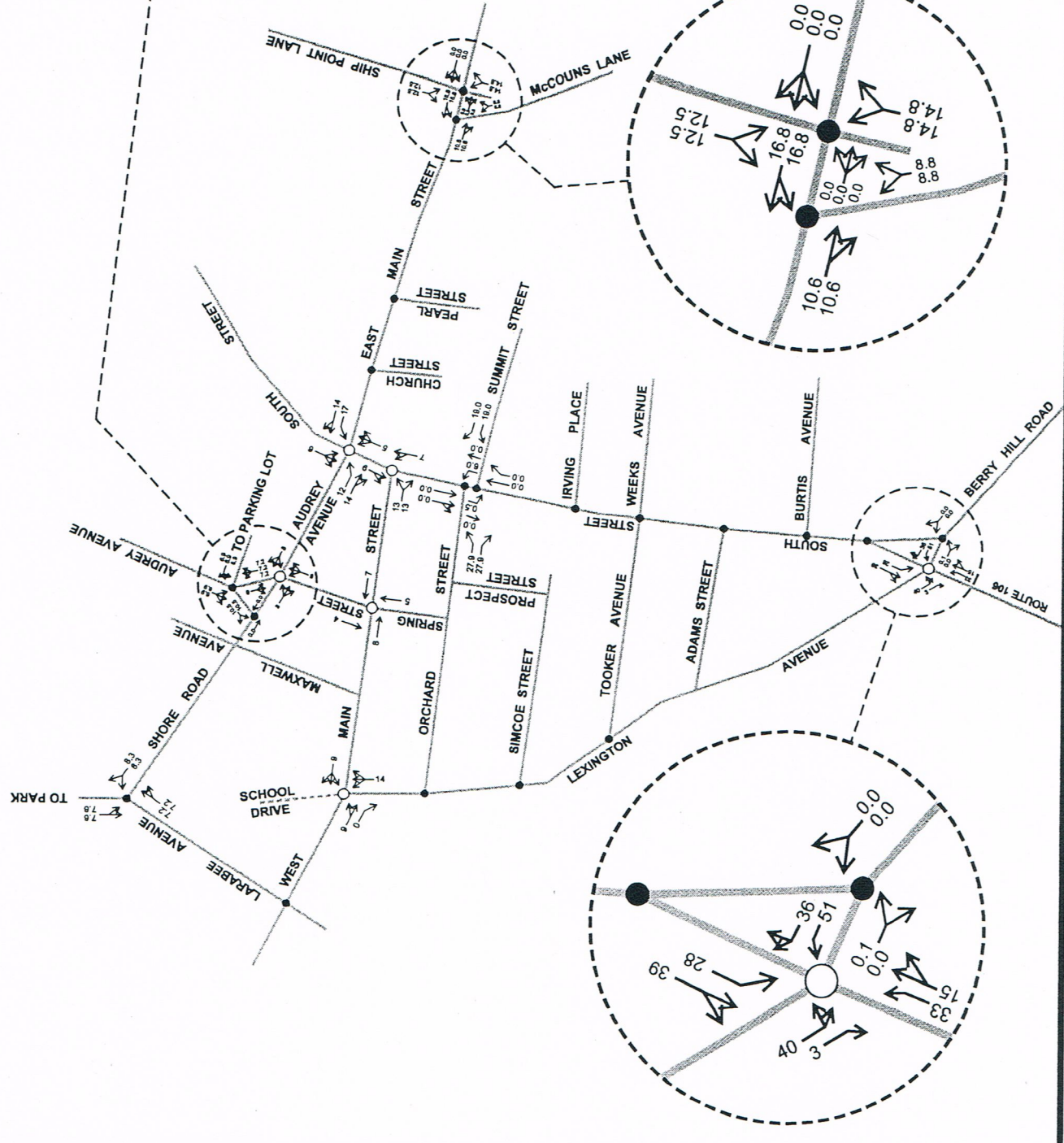
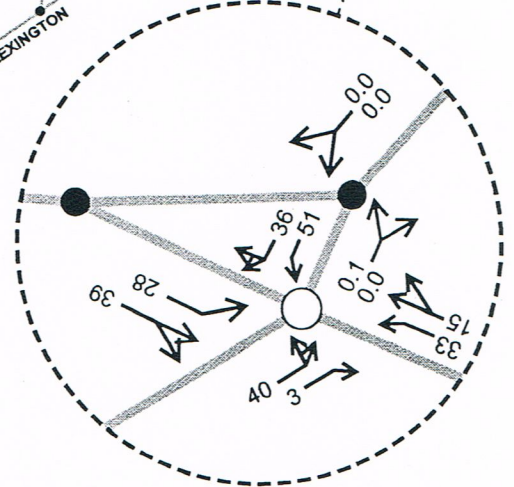
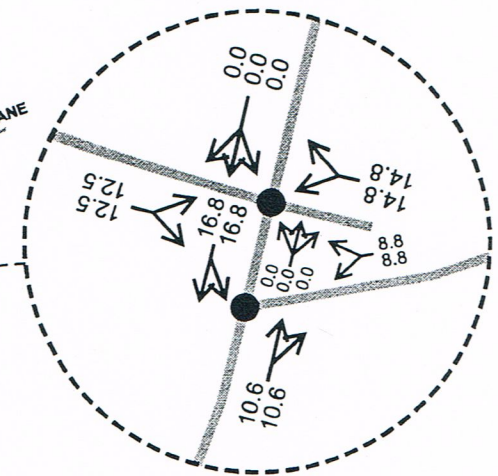
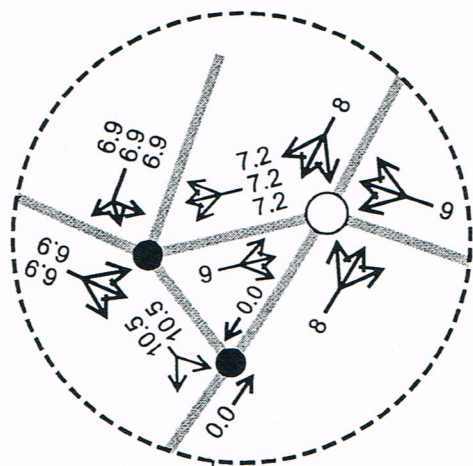
Delays in Seconds Morning Peak Hour

- Signalized Intersection
- Unsignalized Intersection

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March 2001

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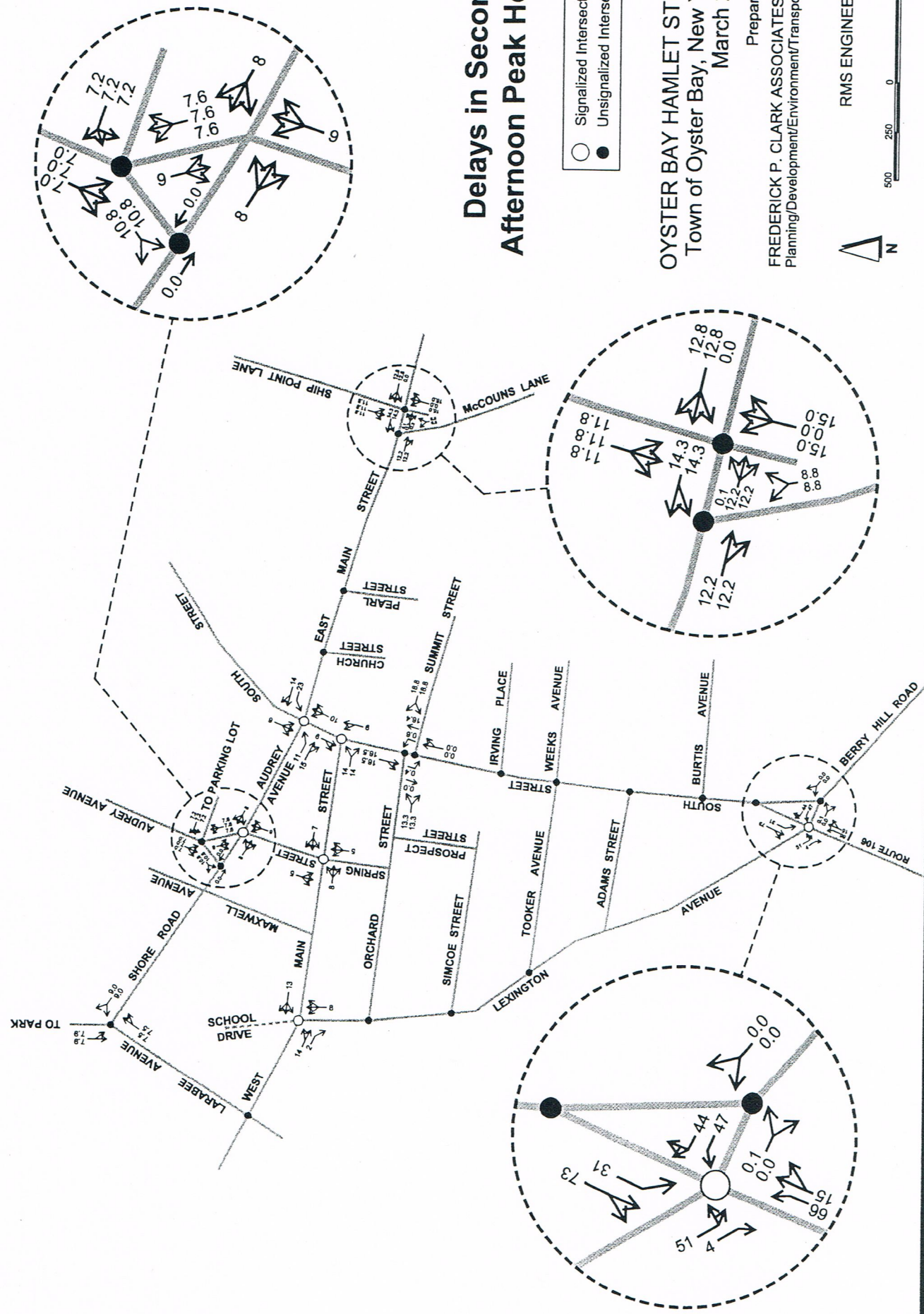


Delays in Seconds Afternoon Peak Hour

- Signalized Intersection
- Unsignalized Intersection

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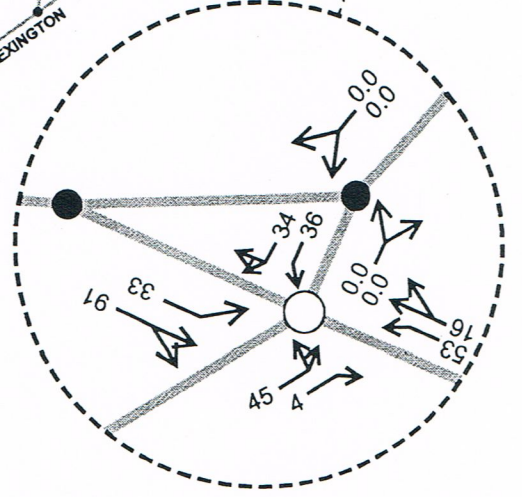
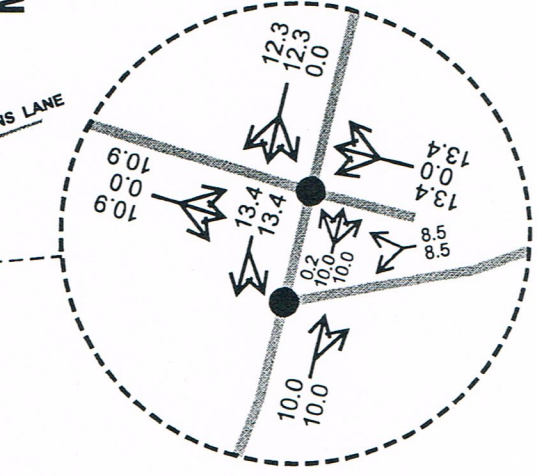
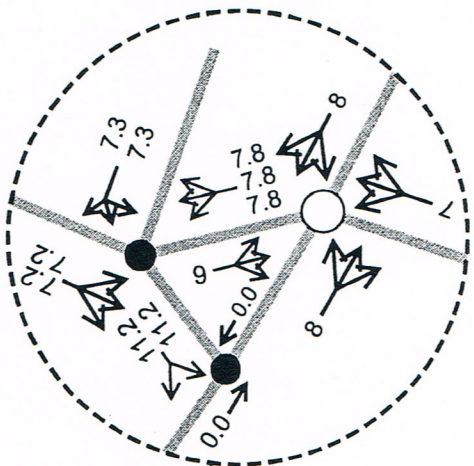
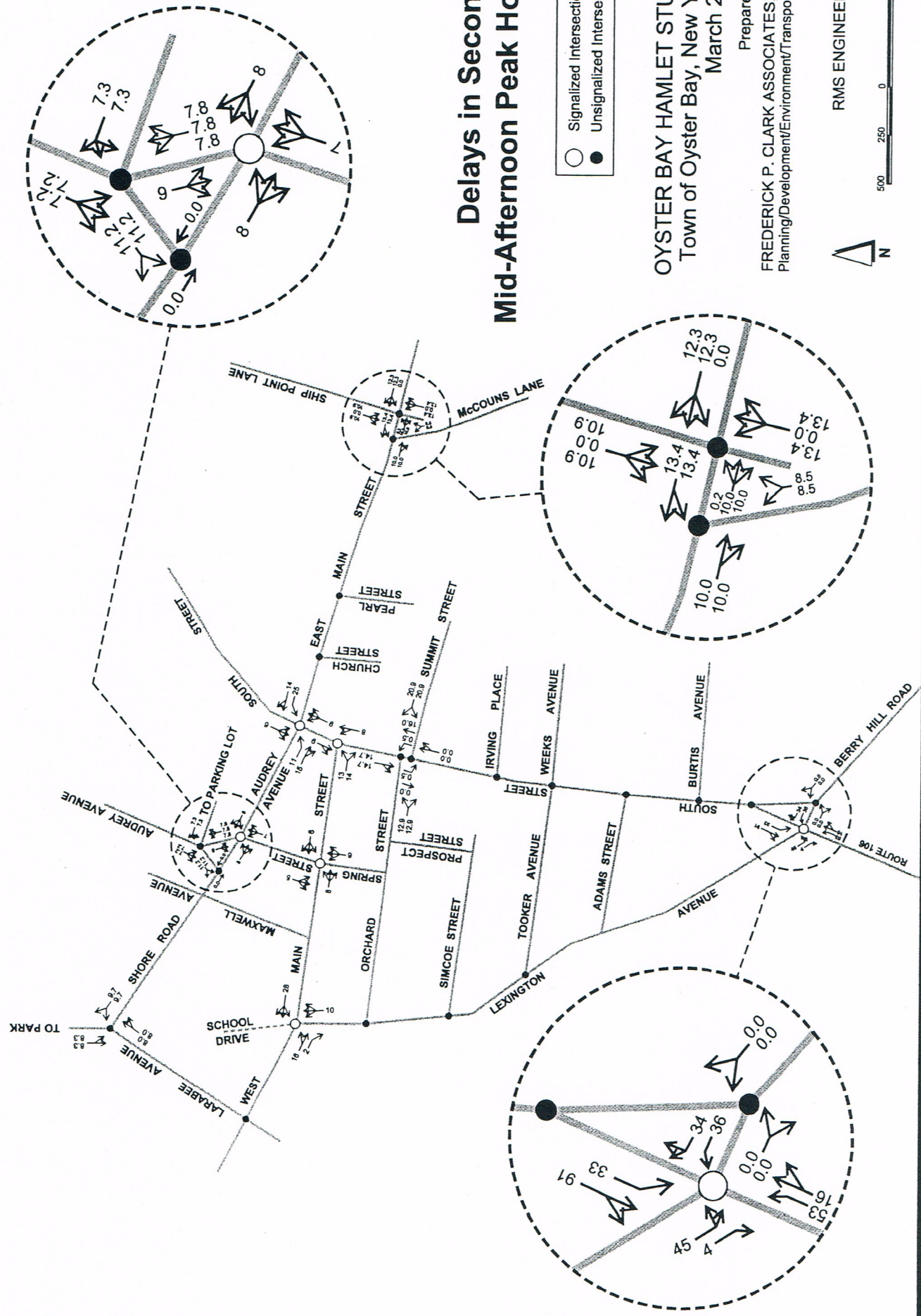


Delays in Seconds Mid-Afternoon Peak Hour

- Signalized Intersection
- Unsignalized Intersection

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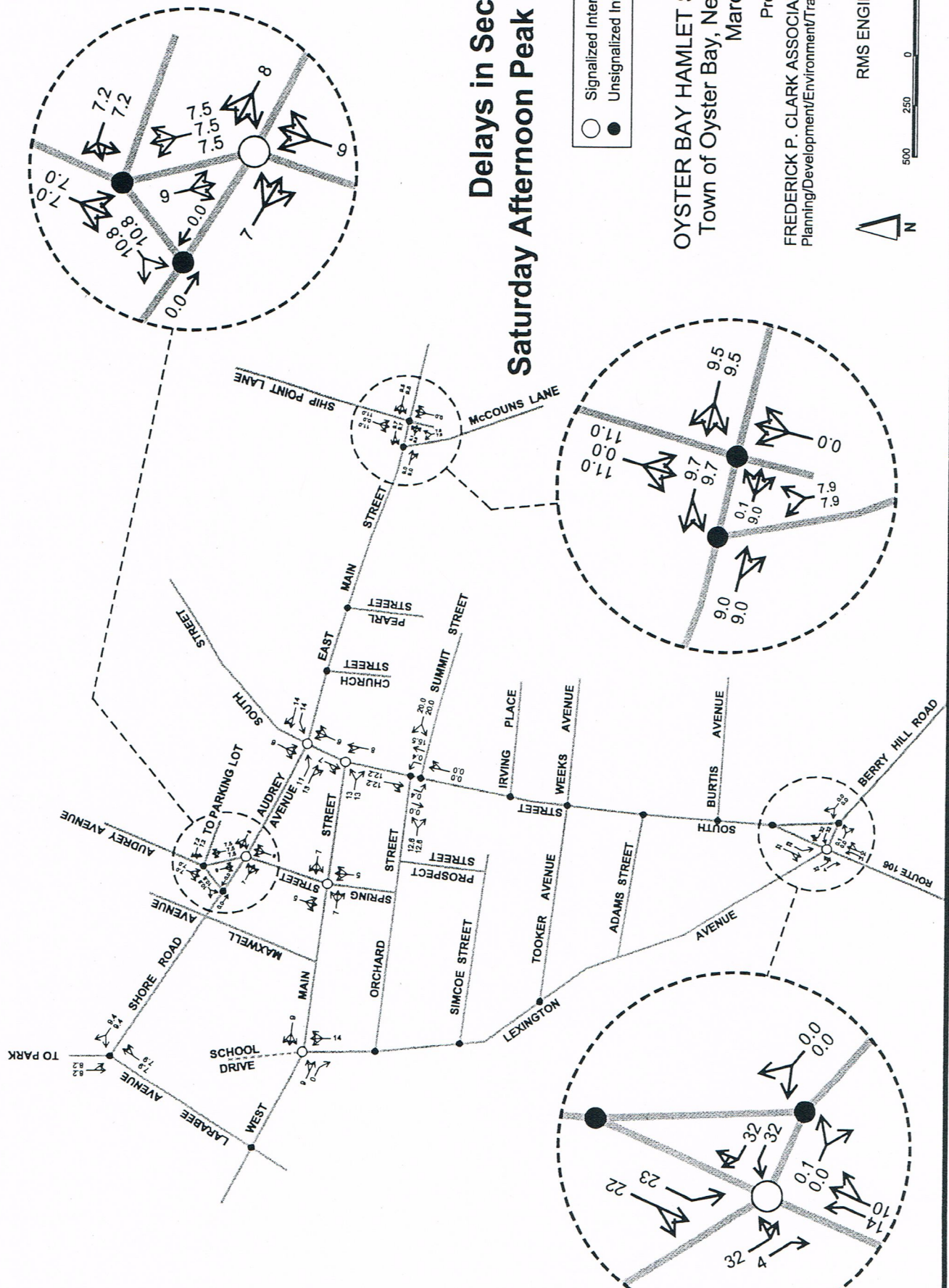


Delays in Seconds Saturday Afternoon Peak Hour

- Signalized Intersection
- Unsignalized Intersection

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March 2001

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5. Parking Demand Surveys

To evaluate current use of on- and off-street parking facilities in the downtown area, field surveys were conducted on the following days:

- Thursday, June 15, 2000
- Saturday, June 17, 2000
- Wednesday, October 25, 2000
- Saturday, October 28, 2000

The surveys conducted in June for on-street parking conditions between 8:00 A.M. and 9:00 P.M. These surveys were conducted in a fashion whereby every 30 minutes the number of vehicles parked legally and illegally along each block face in the Study Area were recorded. Results of the weekday survey conducted in June shows that the highest demand for parking occurred at "lunchtime" with 76 percent of the on-street parking spaces occupied. Although the overall results of the analysis of the field surveys show that there are parking spaces available, a further evaluation of utilization of on-street parking spaces by block face shows that parking spaces in the immediate downtown commercial area, such as West Main Street, Audrey Avenue, Hamilton Avenue and Spring Street are typically at or over capacity throughout the day. Table EC-8 shows a detailed breakdown of the field survey results for the weekday condition in June 2000.

Similar studies were conducted at the same locations on Saturday, June 17, 2000. Results of these surveys show that typically 51 to 58 percent of the on-street spaces were occupied during the Saturday morning and Saturday evening time periods. Results of this survey show that activity in the downtown area is high on Saturday morning and again on Saturday evening. However, typically approximately half the spaces are unoccupied when an evaluation of the entire Study Area is tabulated. A further evaluation of the parking conditions in the downtown area again show that certain streets in the immediate downtown area of the Hamlet are operating at near or full capacity throughout the day. Table EC-9 shows the results of the Saturday survey.

In the Fall of 2000, additional parking surveys were conducted in the same locations as previously conducted in June 2000. However, the Study Area was expanded to include sections of East Main Street. This survey included 528 on-street parking spaces and was conducted from 8:00 A.M. to 9:00 P.M. on Wednesday, October 25, 2000. Results of the surveys showed similar results with typically 69 percent of the spaces occupied at lunchtime. Similar conditions were found in the early afternoon in the Study Area. Furthermore, a detailed evaluation of specific block faces in the immediate downtown area show that Audrey Avenue, West Main Street, Spring Street and East Main Street were actually operating at or over capacity.

A weekday survey was conducted of the off-street parking areas maintained by the Town on Thursday, June 15, 2000. Survey results show the maximum use of the parking areas occurs from 11:00 AM to 4:00 PM, with the higher recorded usage at 1:30 PM with 78 percent of the parking spaces occupied.

It is important to note, however, that for the off-street parking evaluation, the Fireman's Field Municipal Lot is included in this analysis — this parking lot is generally underutilized while parking lots closer to the center of the Downtown, such as the parking lot behind Town Hall, are usually at capacity throughout the day.

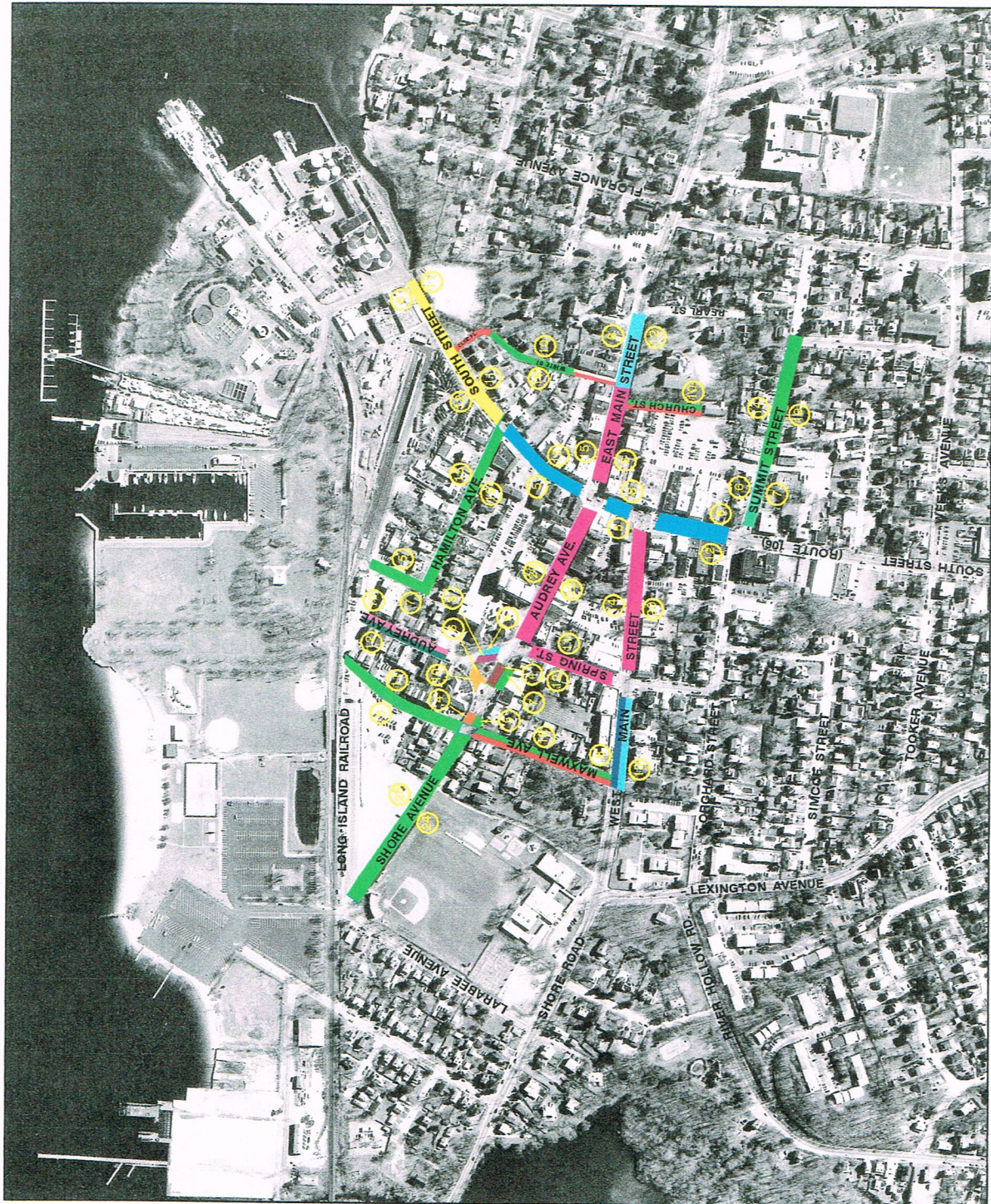
OYSTER BAY HAMLET PLAN ON-STREET PARKING LOCATIONS, RESTRICTIONS AND AVAILABILITY - EXISTING CONDITIONS



Photo Date: March 4, 2000

FREDERICK P. CLARK ASSOCIATES, INC.
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RMS ENGINEERING
Robinson, Muller & Schiavone Engineers, PC



On-Street Parking Regulation Legend

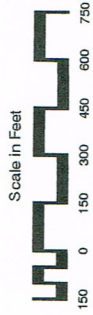
	No Parking Restrictions
	No Parking Anytime
	1 Hour Parking 8am-5pm, exc. Sun., and Hol.
	No Parking Friday 3am-7am
	1 Hour Parking 8am-5pm, exc. Sat., Sun., and Hol.
	No Parking Friday 4am-7am
	1 Hour Parking 8am-8pm, exc. Sun., and Hol.
	No Parking Friday 9am-7am
	30 Min. Parking 9am-5pm, exc. Sat., Sun., and Hol.
	15 Minute Parking
	1 Hour Parking 9am-5pm, exc. Sat., Sun., and Hol.
	No Parking Friday 4am-7am
	15 Min. Parking 9am-5pm, exc. Sat., Sun., and Hol.
	No Parking Friday 4am-7am
	1 Hour Parking 8am-8pm, exc. Sat., Sun., and Hol.
	No Parking Friday 4am-7am
	No Parking Friday 4am-7am
	30 Min. Parking 9am-5pm, exc. Sat., Sun., and Hol.
	No Parking Friday 4am-7am
	1 Hour Parking 9am-6pm, exc. Sun., and Hol.
	1 Hour Parking 8am-6pm, exc. Sun., and Hol.
	No Parking 8am-5pm, exc. Sat., Sun., and Hol.

Available Parking Spots per Side of Street



Figure 27

OYSTER BAY HAMLET PLAN OFF-STREET PARKING AND TRAFFIC STUDY LOCATIONS



FREDERICK P. CLARK ASSOCIATES, INC.
Planning/Development/Environment/Transportation

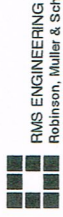


Photo Date: March 4, 2000

LEGEND

	Traffic Volumes / Classification -Weekdays, 7:00 AM to 9:00 AM & 2:00 PM to 6:00 PM -Saturday, 11:00 AM to 2:00 PM
	Pedestrian Activity Study for Key Intersections
	Streets Included in On-Street Parking Survey
	Locations of Municipal Lot Parking Surveys -Weekdays, 8:00 AM to 9:00 PM -Saturday, 10:00 AM to 10:00 PM
	Locations of Private Lot Parking Surveys -Weekdays, 8:00 AM to 9:00 PM -Saturday, 10:00 AM to 10:00 PM
	Location of Pedestrian Access Walkway

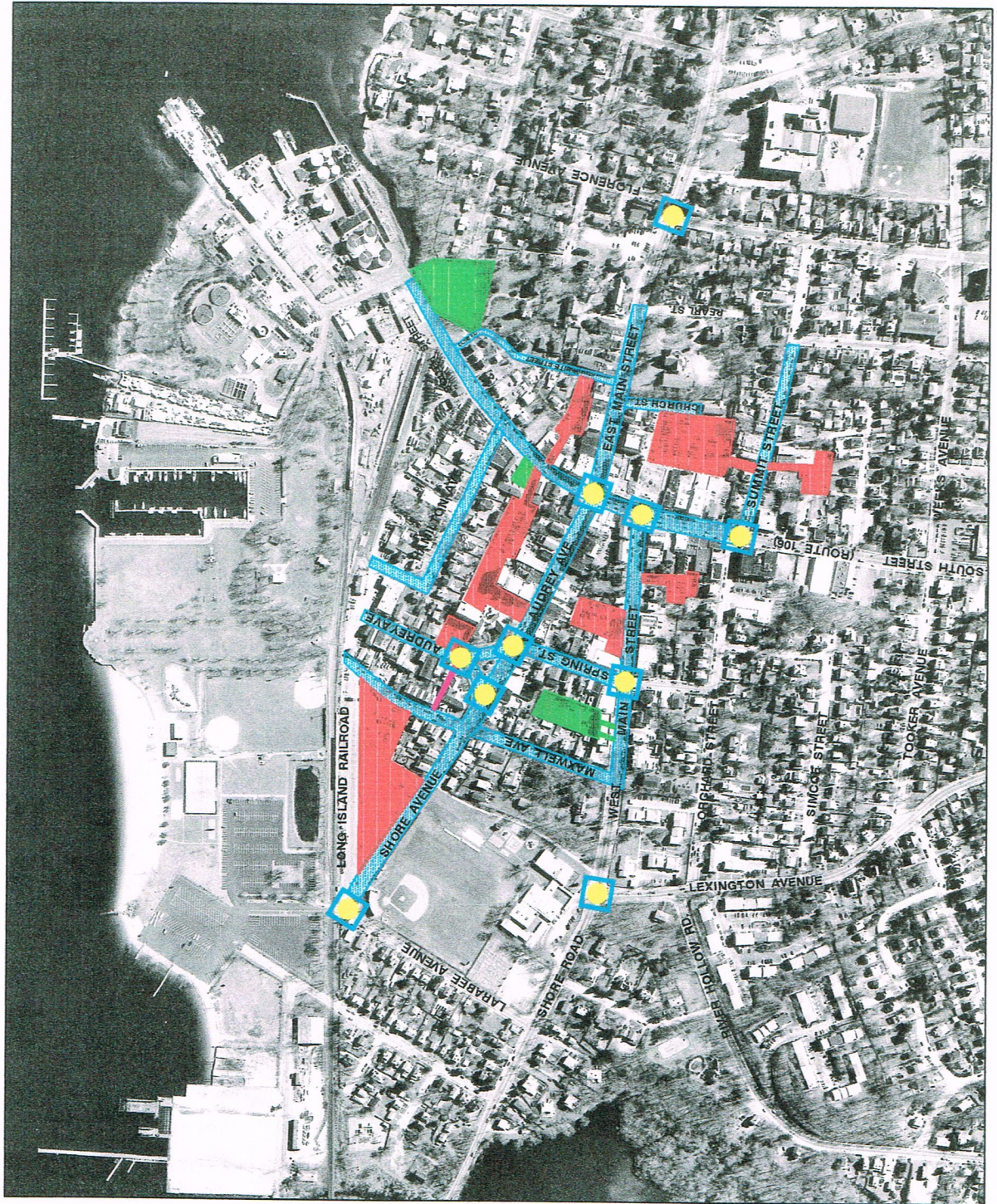


Figure 28

Table EC-9
SUMMARY OF ON-STREET PARKING SURVEY RESULTS (SATURDAY)

STREET NAME	FROM	TO	SIDE	Time / Number of Vehicles Parked																								CAPACITY		
				10:00AM	10:30AM	11:00AM	11:30AM	12:00PM	12:30PM	1:00PM	1:30PM	2:00PM	2:30PM	3:00PM	3:30PM	4:00PM	4:30PM	5:00PM	5:30PM	6:00PM	6:30PM	7:00PM	7:30PM	8:00PM	8:30PM	9:00PM	9:30PM		10:00PM	10:30PM
SHORE AVE.	LARABEE AVE.	MAXWELL AVE.	N	9	7	7	7	6	6	6	6	6	7	7	7	8	8	8	8	8	8	7	7	9	9	9	8	8	7	25
SHORE AVE.	LARABEE AVE.	MAXWELL AVE.	S	5	3	4	4	5	6	7	6	6	7	7	7	5	6	6	8	8	8	8	8	8	5	5	5	6	24	
SHORE AVE.	MAXWELL AVE.	AUDREY AVE.	N	2	1	2	3	4	4	2	3	0	3	4	4	1	2	2	3	3	4	3	3	4	2	3	3	8		
MAXWELL AVE.	WEST MAIN ST.	SHORE AVE.	S	3	3	3	4	4	4	5	4	5	5	4	3	3	4	4	3	4	4	3	4	3	4	2	3	12		
MAXWELL AVE.	WEST MAIN ST.	SHORE AVE.	W	0	0	1	1	2	2	3	2	3	1	0	0	1	0	1	0	1	0	1	0	0	2	3	0	0	0	
MAXWELL AVE.	WEST MAIN ST.	SHORE AVE.	E	10	11	9	10	8	9	11	9	8	10	9	10	10	11	10	11	10	10	11	10	11	10	11	11	11	15	
MAXWELL AVE.	SHORE AVE.	BAYVIEW AVE.	W	0	1	1	1	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2	1	2	1	8		
MAXWELL AVE.	SHORE AVE.	BAYVIEW AVE.	E	8	8	9	8	10	10	11	10	11	10	9	8	7	9	9	10	8	6	8	10	8	11	10	9	11		
SPRING STREET	SHORE AVE.	AUDREY AVE.	W	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	3	3	2	2	1	0	6	
SPRING STREET	SHORE AVE.	AUDREY AVE.	E	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	3	3	5	4	5	10		
SHORE AVE.	AUDREY AVE.	SPRING STREET	W	0	0	0	0	1	1	0	1	0	0	2	1	0	0	1	1	1	1	1	1	3	0	1	0	1	3	
SHORE AVE.	AUDREY AVE.	SPRING STREET	E	4	2	3	2	3	5	4	4	2	3	3	3	4	3	4	3	4	6	6	8	8	6	5	5	6		
AUDREY AVE.	SHORE AVE.	BAYVIEW AVE.	W	12	11	11	12	16	14	17	14	12	7	17	10	12	14	8	9	11	10	11	16	14	13	13	11	10	12	
AUDREY AVE.	SHORE AVE.	BAYVIEW AVE.	E	10	9	13	10	10	12	13	13	9	8	11	7	6	8	9	7	6	6	9	16	7	8	10	10	10		
AUDREY AVE.	SHORE AVE.	BAYVIEW AVE.	N	19	20	21	15	19	16	15	20	25	14	13	15	16	15	14	13	16	22	18	19	20	21	20	21	20	14	
AUDREY AVE.	SHORE AVE.	BAYVIEW AVE.	S	22	23	20	20	16	17	19	22	21	14	20	18	17	18	15	20	23	22	21	21	23	23	24	23	20	22	
WEST MAIN ST.	MAXWELL AVE.	SPRING ST.	N	2	5	6	3	5	3	2	4	4	2	2	2	2	2	2	2	3	3	1	1	1	1	1	1	8		
WEST MAIN ST.	MAXWELL AVE.	SPRING ST.	S	38	8	7	7	6	6	6	5	6	4	4	4	4	3	4	3	4	3	3	2	2	2	1	2	1	12	
WEST MAIN ST.	SPRING ST.	SOUTH ST.	N	14	11	15	13	11	10	9	6	7	5	8	6	12	8	6	5	4	5	3	2	2	3	2	3	3	14	
WEST MAIN ST.	SPRING ST.	SOUTH ST.	S	17	15	17	11	18	14	11	11	11	12	8	7	6	5	4	5	4	4	2	3	2	3	1	3	4	20	
SPRING ST.	WEST MAIN ST.	AUDREY AVE.	W	8	6	8	7	5	6	7	8	6	7	9	9	10	7	11	10	7	10	10	11	10	10	10	10	10	10	
SPRING ST.	WEST MAIN ST.	AUDREY AVE.	E	5	4	5	4	3	7	8	7	8	6	9	7	8	7	10	8	9	9	8	6	7	8	9	8	11		
SOUTH ST.	ORCHARD ST.	WEST MAIN ST.	W	11	11	11	9	10	10	10	8	9	9	9	9	9	9	9	6	6	6	4	4	2	0	0	0	12		
SOUTH ST.	ORCHARD ST.	WEST MAIN ST.	E	9	11	10	8	8	9	9	8	8	5	6	5	6	5	7	8	7	8	6	7	5	3	6	8	8		
SOUTH ST.	WEST MAIN ST.	AUDREY AVE.	W	4	5	4	4	3	4	4	3	4	5	5	5	5	5	5	5	3	3	5	6	4	5	5	5	5		
SOUTH ST.	WEST MAIN ST.	AUDREY AVE.	E	9	7	5	6	6	5	7	8	6	7	6	5	5	5	5	9	5	9	5	6	6	6	5	5	8		
SOUTH ST.	AUDREY AVE.	HAMILTON AVE.	W	5	4	3	5	4	5	6	6	4	6	4	5	5	4	5	4	5	6	5	6	5	6	7	6	4	5	
SOUTH ST.	AUDREY AVE.	HAMILTON AVE.	E	12	12	14	13	14	12	13	15	14	15	14	13	14	13	11	10	11	10	11	13	13	12	11	10	12	15	
SOUTH ST.	HAMILTON AVE.	HAMILTON AVE.	W	5	7	6	6	3	4	4	4	4	4	4	4	4	4	4	4	4	3	3	4	3	3	3	2	2	10	
SOUTH ST.	HAMILTON AVE.	HAMILTON AVE.	E	7	7	7	6	6	5	4	5	5	4	4	4	4	4	5	6	4	5	6	7	6	6	8	6	5	11	
SOUTH ST.	HAMILTON AVE.	LOT 5	W	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
SOUTH ST.	HAMILTON AVE.	LOT 5	E	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	
HAMILTON AVE.	SOUTH ST.	HAMILTON AVE.	N	8	7	10	11	9	8	9	9	8	10	8	8	10	9	11	10	10	9	8	10	8	8	10	8	11	15	
HAMILTON AVE.	SOUTH ST.	HAMILTON AVE.	S	9	9	8	6	6	7	8	10	11	9	6	9	10	10	12	9	10	10	8	7	7	8	7	6	6	19	
HAMILTON AVE.	HAMILTON AVE.	BAYVIEW AVE.	W	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
HAMILTON AVE.	HAMILTON AVE.	BAYVIEW AVE.	E	2	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
CHURCH STREET	SUMMIT ST.	EAST MAIN ST.	W	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
CHURCH STREET	SUMMIT ST.	EAST MAIN ST.	E	9	9	8	9	10	10	9	9	10	9	9	7	5	5	7	5	7	5	4	2	3	3	4	7	5	4	10
WHITE ST.	EAST MAIN ST.	SOUTH ST.	W	2	2	3	3	4	5	4	4	5	6	5	4	4	4	4	4	4	4	4	4	4	4	4	4	4	16	
WHITE ST.	EAST MAIN ST.	SOUTH ST.	E	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	
EAST MAIN ST.	SOUTH ST.	CHURCH ST.	N	10	13	14	14	12	14	16	9	8	9	15	12	12	12	11	11	11	11	15	14	13	14	16	16	15	8	
EAST MAIN ST.	SOUTH ST.	CHURCH ST.	S	9	8	5	8	8	8	8	6	5	7	6	7	6	7	6	6	6	6	7	8	8	7	10	9	8	12	
EAST MAIN ST.	WHITE ST.	PEARL ST.	N	2	1	4	2	4	4	2	0	0	1	1	0	0	1	2	1	0	0	0	0	0	0	0	0	0	0	15
EAST MAIN ST.	WHITE ST.	PEARL ST.	S	0	0	0	1	4	0	1	1	2	1	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	6	
TOTALS				304	264	278	259	260	265	275	264	269	242	247	227	243	238	223	227	231	227	235	244	256	241	236	244	229	215	483
PERCENT OCCUPIED				63%	55%	58%	54%	54%	55%	57%	55%	56%	50%	51%	47%	50%	49%	46%	47%	48%	49%	47%	53%	50%	49%	51%	47%	45%		

Source: Island Properties - Field surveys conducted on Saturday, June 17, 2000.

Table EC-10
SUMMARY OF OFF-STREET PARKING - SURVEY RESULTS (WEEKDAY)

PARKING AREA NO.	PARKING AREA	TIME/NUMBER OF VEHICLES PARKED												CAPACITY															
		8:00AM	8:30AM	9:00AM	9:30AM	10:00AM	10:30AM	11:00AM	11:30AM	12:00PM	12:30PM	1:00PM	1:30PM		2:00PM	2:30PM	3:00PM	3:30PM	4:00PM	4:30PM	5:00PM	5:30PM	6:00PM	6:30PM	7:00PM	7:30PM	8:00PM	8:30PM	9:00PM
LOT 1	ON SHORE AVENUE	93	96	97	116	100	106	100	103	101	103	104	109	111	107	107	99	94	87	103	86	92	114	122	107	97	69	66	221
LOT 2	ON AUDREY AVENUE	8	14	15	18	17	16	17	16	17	16	15	17	16	18	18	15	16	14	7	5	4	4	5	4	5	5	4	24
LOT 3	ON AUDREY AVENUE	52	71	87	109	110	98	112	115	114	112	111	115	118	115	110	106	101	97	62	58	56	77	110	107	104	94	76	124
LOT 6	ON WHITE STREET	9	8	14	19	17	29	33	30	31	32	29	28	27	28	29	31	29	27	26	24	29	28	25	22	20	15	13	39
LOT 7	ON SUMMIT STREET	45	53	101	133	115	151	153	155	157	158	156	158	150	155	162	159	158	153	109	95	70	58	43	43	41	59	55	156
LOT 8	ON WEST MAIN STREET	16	17	64	72	68	67	65	67	65	68	67	68	70	67	68	67	65	66	40	39	22	20	16	26	24	26	23	81
LOT 9	ON WEST MAIN STREET	13	17	30	38	42	37	36	38	35	38	39	38	38	39	31	32	31	32	25	23	21	20	16	12	11	14	41	
TOTALS		236	276	408	505	468	504	516	524	520	527	521	533	530	529	525	509	494	476	372	330	294	321	337	321	302	282	249	686
PERCENT OCCUPIED		34%	40%	59%	74%	68%	73%	75%	76%	76%	77%	76%	78%	77%	77%	77%	74%	72%	69%	54%	48%	43%	47%	49%	47%	44%	41%	36%	

Source: Island Properties. Field surveys conducted on Thursday, June 15, 2000.

Frederick P. Clark Associates, Inc.

weekdayparkinglot6-15.xls

I. Downtown Oyster Bay Hamlet

The following is an overview of the Market Analysis undertaken as part of the Oyster Bay Hamlet Plan for the downtown⁷. The Market Analysis assessed the ability of the downtown to capture retail dollars of people who live and/or work in and around the Hamlet, as well as the retail potential generated by increased tourism and visitation in the downtown/surrounding areas.

Market Assessment

The assessment of the Oyster Bay Hamlet’s downtown evaluated the interrelationship of the size and characteristics of the trade area populations; the quantity and quality of merchandise offered; and the quality of the competition.

1. Trade Area Delineation And Demographic Profile

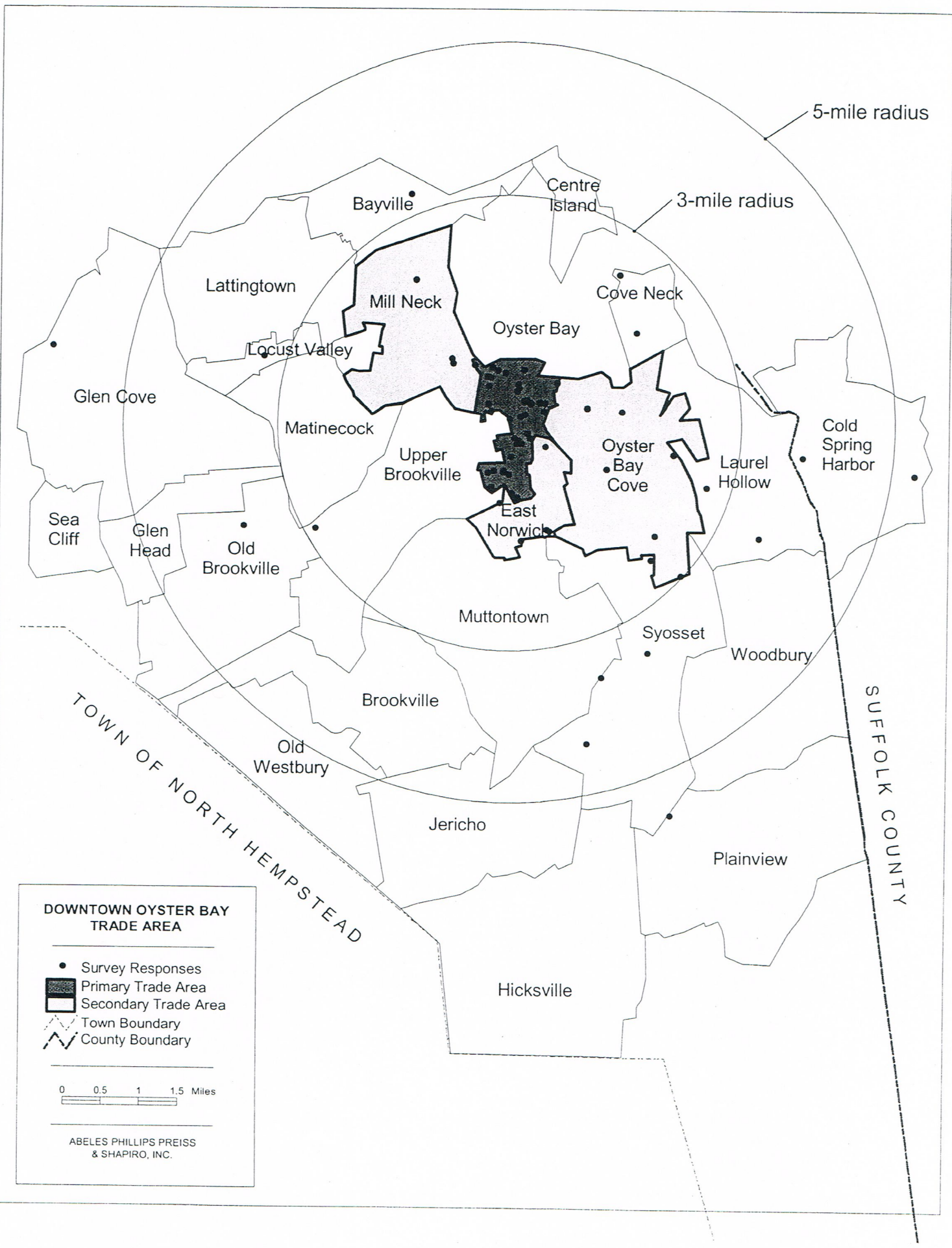
The size of trade area for any shopping district will be a function of several variables, including population density; the proximity and location of competing shopping areas; and the overall retailing mass for the district⁸. The primary trade area services residents living close by with the convenience retailers — drugstores, grocery stores etc. Comparison retailers, including furniture, apparel, etc., will be able to draw people from a larger secondary trade area. Some categories, such as restaurants, can function like convenience or comparison retailers depending on whether they offer fast food or a quality sit-down meal. Generally the capture rate (or percent of retail dollars in the trade area that are actually spent in the shopping district) is lower for the secondary trade area than for the primary trade area.

One of the most direct ways of assessing a downtown’s trade area is to stop shoppers on the street and ask them where they live. In the Hamlet, a Shopper’s Intercept Survey was administered to approximately 100 people as they walked down Audrey Avenue. According to the results, approximately half of the trade for the downtown comes from within the Hamlet (many visiting the convenience retailers downtown).

Most of the remaining trade came from East Norwich, Oyster Bay Cove, Bayville, Cove Neck, and Mill Neck; people tended to be drawn by the two hardware stores, as well as some of the convenience retailers (refer to the *Downtown Oyster Bay Trade Area map*).

⁷ The Market Analysis for the Oyster Bay Hamlet Study was prepared by Abeles Philips Preiss & Shapiro consultants, in conjunction with Frederick P. Clark Associates and the Hamlet Plan Steering Committee.

⁸ “Gravity model” theories indicate that larger shopping areas are able to draw people from longer distances, due to their greater variety and selection of products and services. An example is a large regional shopping mall, which may draw people from up to 20 to 30 miles, while most people will travel only a few miles to a supermarket.



5-mile radius

3-mile radius

**DOWNTOWN OYSTER BAY
TRADE AREA**

- Survey Responses
- Primary Trade Area
- Secondary Trade Area
- Town Boundary
- - - County Boundary

0 0.5 1 1.5 Miles

ABELES PHILLIPS PREISS
& SHAPIRO, INC.

[*Note: There were also surveys completed by people who worked downtown but lived in other parts of region. The daytime workplace population is large enough to merit its own analysis.*] Both trading areas are quite small because the downtown currently lacks the unique retail, or concentration of restaurants, that would reliably draw patrons from farther away.

2. **Population And Income**

The primary and secondary trade areas have similar populations: approximately 6,826 and 6,062. However, the trade areas differ dramatically in terms of income/spending power. Oyster Bay Hamlet has a modest median household income: \$57,500 compared with \$73,600 for the County as a whole. By comparison, the median household income in the surrounding Villages is over \$130,000, 77% higher than the County average. The total aggregate income in the Hamlet declined over the past ten years, while increasing by over 18% in surrounding areas. These figures suggest two reasons why the Hamlet's downtown has been faring less well in recent years — total spending power has been decreasing in the Hamlet, which remains the largest source of customers; the downtown does not currently offer a product that appeals to the very affluent households, and therefore has not benefited proportionately from the expanding fortunes of its secondary trade area population.

3. **Age**

Compared with the County and National averages, the primary trade area has a higher proportion of its population in the age groups 25 to 44, which are prime spending years for many people who are buying housing and starting families. The proportion of retirement age population is in line with County averages. By comparison, the secondary trade area has a larger proportion of its population in the age group 45 to 54 and a somewhat higher concentration of retirement age residents.

4. **Household Composition And Housing**

Compared with its surrounding Villages and County averages, the primary trade area has a significantly higher number of non-family households, and a higher percentage of rental units. Housing values also differ between the two areas. In the primary trade area, around 41% of owner-occupied housing units were valued at \$300,000 or higher. In the secondary trade area, over 67% of owner occupied units were so valued, and over 46% had values of \$500,000 or greater. These household and housing statistics have implications for the downtown: *Residents of the secondary trade area are likely to spend disproportionate amounts of their income on expenses related to their houses and yards (although given the demographics, many are likely to contract for these services instead of performing them on a do-it-yourself basis).* This increases demand for

hardware and lawn supply stores, helping to explain the continued viability of two hardware stores in downtown. The large proportion of families with children also generates demand for children's apparel.

Residents who live in the downtown, combined with the workers, likely represent a significant amount of the trade for convenience retail such as Snouder's and Buckingham's.

5. Demand And Spending Power Analysis

The downtown is able to draw from three primary markets: its primary trade area, the secondary trade area, and the workplace population. There are also two other latent markets from which the downtown could draw. One is composed of visitors to existing and new attractions in and around the Hamlet, including the proposed LIRR Museum and Western Waterfront; as well as the existing Sagamore Hill, Planting Fields Arboretum, and Raynham Hall. A second would be visitors who would be drawn to a proposed performing arts venue in the downtown. The following is an analysis of the market for downtown retail.

- Primary Trade Area

There are 6,826 people in the primary trade area with a total income of about \$195 million. One-third of this income, or \$65 million will be spent on retail purchases, based on the most recent Consumer Expenditures Survey released by the U.S. Department of Commerce. If all of this money were to be spent in the downtown, it could support around 320,000 square feet of retail, substantially more than the amount presently found in the downtown. However, a substantial portion of this spending leaks out of Oyster Bay Hamlet, due to the presence of superior competition elsewhere, and the lack of certain retail categories (such as apparel) in the downtown. Given that roughly one third of retail spending goes to convenience goods (such as groceries) and another 15 percent goes to food in restaurants, it is conservative to estimate that roughly 25 percent of total retail spending is captured in the downtown. This leaves \$17 million in spending available to downtown businesses. At \$200/square foot in sales⁹, this is sufficient to support about 81,000 square feet of retail. (This capture rate approximately corresponds to Oyster Bay's share of retail square footage located within a five-mile ring, which is estimated at around 20%).

⁹ According to the Urban Land Institute (ULI), the average performance of all retailers in community shopping centers is \$250/square foot. In an older downtown, where many retailers own their buildings, and rents are cheaper than in modern facilities, the performance will tend to be proportionately less.

- Secondary Trade Area

The secondary trade area, in spite of its lower population, has a total income over twice that of the hamlet, at \$500 million. For people in upper income brackets, a smaller proportion of income, around 25 percent, is spent on retail goods, since upper-income households tend to place more of their money into investments. This results in approximately \$125 million spent on retail in the secondary trade area. The capture rate for the downtown, given the relative paucity of retail offerings nearby, will be higher than for other downtowns, but still be substantially lower than for the primary trade area. Assuming that the capture rate is half that in the primary trade area yields a figure of \$16 million in spending available to downtown, supporting another 80,000 square feet.

- Downtown Workers

The daytime workplace population makes a small but significant contribution to the overall market support for the downtown. In downtown settings, workers typically spend \$3,000 a year in the vicinity of their workplace. Most of these purchases will be made within a 5 to 9 minute walk of their workplace, and will be concentrated in lunch-time establishments and convenience retail, although workers do buy comparison items near their workplaces when they are available.

There are approximately 2,700 workers in Oyster Bay hamlet, the majority of which work in or near the downtown. However, at least some of these workers are residents of Oyster Bay. Based on 1990 Census Data, around 750 workers in Oyster Bay worked within the Hamlet Boundaries. To avoid double counting, these people are removed from the total daytime population. This leaves 1,950 workers. Not all of these workers will be in the downtown, but they will all be closer to downtown than any other retailing areas save for the Pine Hollow Shopping Center. Therefore, the spending can be adjusted down for these workers, to around \$2,500 per worker per annum. The daytime population **conservatively** adds \$4.9 million in annual spending to the mix. This is sufficient to support around 25,000 square feet of retail, mostly restaurants and convenience/variety shopping.

There is approximately \$37 million in annual retail spending available to downtown, if it is able to capture a reasonable share of trade area spending. This spending is capable of supporting around 185,000 square feet of retail, somewhat less than the 230,000 square feet currently found in the downtown (see downtown inventory below). The differential explains why many of the retail uses are either marginal, or not performing at the norm of \$200/square foot. Expanding retail in the downtown beyond its current base will require increasing the captures rates, as well as finding new markets.

- Visitors & Tourists

The downtown is currently not a major tourist attraction. The Oyster Festival event does draw thousands of people, but the impact of this event varies depending on the type of businesses. There are a few small historic attractions, but these do not currently attract more than a few thousand visitors a year. And there are no overnight accommodations downtown.

However, there is much more potential than the current situation would suggest. Oyster Bay Hamlet is near Sagamore Hill National Historic Site, Theodore Roosevelt's home in Cove Neck. As described elsewhere in this *Hamlet Plan*, Sagamore Hill draws an average of 60,000 visitors per year. The nearby Planting Fields Arboretum in Upper Brookville attracts 150,000 – 160,000 visitors a year (although a percentage of these visits are people taking classes in horticulture and gardening). This existing level of visitorship sets the stage for substantially increasing the number of visitors in the quaint, historic Oyster Bay downtown.

There may also be some potential for developing overnight accommodations in the downtown, such as a few Bed & Breakfasts, or an historic Inn. With overnight guests, even a modest increase in visitation can have a substantial economic impact. The development of 30 rooms in B&Bs or an historic Inn running an average of 60% occupancy for the week will generate 6,570 overnight stays per year. If the average ticket for these guests for food, entertainment and shopping is \$150 per day, then these visitors will generate around \$1 million in spending for the hamlet.

Day trippers, while spending less, have the potential to be much more numerous. With the new train and maritime museums, combined with attractions such as Raynham Hall and Matinecock Lodge, the downtown might attract 50,000 visitors to the downtown per year. If they spend an average \$25 on food and retail purchases in the downtown, this would generate another \$1.2 million in spending. If an additional 50,000 visitors to Sagamore Hill (8% of the total annual visitors) can be lured into downtown, then the total new spending available rises to \$2.5 million. *In sum, there is potential for tourists and visitors to add up to \$3.5 million in retail spending to the downtown.* While this number is small compared with the local trade areas, it must be noted that these dollars will be disproportionately spent in a few retail categories, namely restaurants, boutiques and antique stores. Within these narrow categories, this additional spending can have a major impact, significantly bolstering the ability of the downtown to support both nighttime dining and boutique retail.

[*Note: refer to the Market Analysis for further description of these issues.*]

Supply Analysis

The demand analysis above represents one half of the market study equation; the second half is comprised of the supply (both the amount and type of retail available; as well as other qualitative factors such as the overall shopping experience) available in the downtown to meet the demand. In addition, how the downtown's supply stacks up against the competition in nearby retailing areas.

1. Downtown Commercial Inventory

Calculations of building areas for properties with uses designated as commercial retail, commercial service, or commercial office, the total area of downtown commercial space in the Hamlet consists of:

Gross commercial building area:	590,800 ft ¹⁰	
<u>Total commercial space:</u>	<u>487,100 ft</u>	<u>(82% of gross)</u>
• Total retail space:	229,500 ft	(47%)
• Total office space:	161,800 ft	(33%)
• Total service space:	94,900 ft	(20%)
Included residential & institutional space:	103,750 ft	(18% of gross)

2. Retail Mix

Retail uses were categorized using standard retail categories (refer to the table on the following page). The inventory shows that the downtown's only significant retail concentration is in eating and drinking places, particularly those that cater to the lunch trade. There are 12 fast food/takeout/lunch-oriented eateries (such as pizza places and delis), representing nearly 18% of all downtown establishments. The downtown has 6 sit-down restaurants that can be expected to capture a dinner trade as well as lunch. By contrast, the downtown lacks specialty and comparison retail; there are no shoe stores, and no men's or women's clothing stores. The only apparel store specializes in children's clothing. The main comparison niche is home furnishings.

¹⁰ This figure includes offices within residential buildings, such as: doctors on the ground floor of a single-family residential structure; some light industrial uses that might be identified as service-oriented, such as: auto repair or construction/contractor business. Where a building is greater than one story, the building footprint was multiplied by the number of stories to obtain total building square footage. Also, measurements were conservatively rounded downward, as setbacks, overhangs, etc., are undetected by the planimetric data on the property parcel layers.

Retail Mix in Downtown Oyster Bay Hamlet

Category	Stores	Percent
Food Stores	3	4.4%
Super markets	1	1.5%
Specialty	2	2.9%
Eating/Drinking places	23	33.8%
Fast/lunch/take-out	12	17.6%
Sit-down	6	8.8%
Bars	2	2.9%
Coffee shops	3	4.4%
General Merchandise	1	1.5%
Variety	1	1.5%
Small General Merchandise	0	0.0%
Apparel	1	1.5%
Shoe stores	0	0.0%
Women's specialty	0	0.0%
Men's specialty	0	0.0%
Children's	1	1.5%
Furniture/Home Furnishings/Appliances	6	8.8%
Furniture/ home furnishings	3	4.4%
Appliances	1	1.5%
Home electronics	1	1.5%
Record stores	1	1.5%
Hardware/Home Improvement	3	4.4%
Drugstores	1	1.5%
Other retail	25	36.8%
Books	1	1.5%
Toys, games, hobbies	2	2.9%
Camera, photography	1	1.5%
Laundry, dry cleaning	2	2.9%
Travel agents	2	2.9%
Jewelry stores	2	2.9%
Stationary	0	0.0%
Sporting goods	0	0.0%
Florists	3	4.4%
Gifts and related	3	4.4%
Antiques	2	2.9%
Optical	2	2.9%
Alcoholic Beverages	2	2.9%
Miscellaneous	3	4.4%
Vacant storefronts	5	7.4%
Total Retail Stores	68	100.0%

Source: APPS Field Surveys, January, 2001

3. Oyster Bay's Competitive Position

Downtown Oyster Bay Hamlet is not the only retailing area serving residents of its trade areas. Instead, it competes with other hamlet centers, with small neighborhood and community shopping centers located along local roadways, and to some extent with the large regional malls and big box stores found along major highways.

The area north of Route 25 (Jericho Turnpike) where Oyster Bay is located is generally quite affluent, but population densities are relatively low outside of the Hamlet itself. The existing retail in this area concentrated in scattered downtowns (Oyster Bay Hamlet, Syosset, Locust Valley, Bayville, etc.) and major intersections (along Route 106 and Route 25A).

Downtown retail north of Route 25 is extremely strong by national standards due to a relative lack of competing strip commercial development. The nearest auto-oriented high-intensity commercial corridor is Route 25, which is almost 6 miles away from downtown Oyster Bay. The narrow and windy nature of most of the roads north of Route 25 contributes to downtown Oyster Bay's isolation and chances for retail survival.

Consumers who live south of Route 25 have no reason to go north of Route 25 for their comparison shopping—they have many alternatives closer to home, meaning that the market for these sorts of stores north of Route 25 is limited to the low density residential areas north of Route 25. As a result, existing retail north of Route 25 is almost entirely convenience-oriented. In fact, almost all of the downtown's retail anchors are convenience-oriented "Main Street U.S.A." retailers, such as: Snouder's, Buckingham's and Nobman's.

Even south of Route 25, there are a number of retail categories in which major chains are largely absent or where competition among major chains is not as fierce as usual, e.g. bookstores (no Barnes & Nobles or Borders), specialty home furnishings stores (none), casual dining restaurants (only IHOP), electronics stores (only Circuit City), music specialty stores (none), discount department stores (only Kmart), etc. This suggests particular market opportunities for the downtown, which are discussed below.

VISION PLAN

Quality of Life

A. QUALITY OF LIFE

Goal: Provide facilities, public spaces and amenities to enhance opportunities for socialization and improve the quality of life of the community.

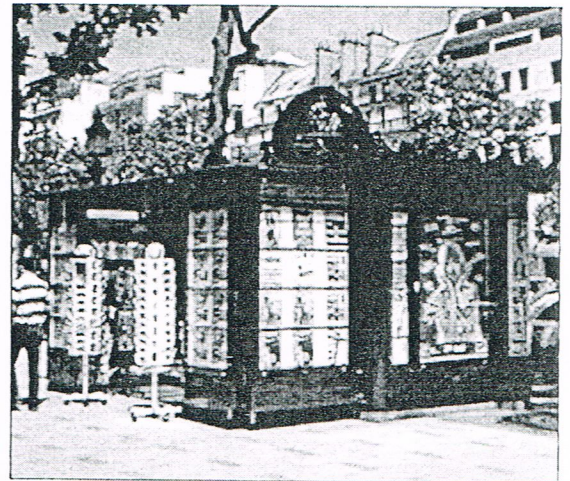
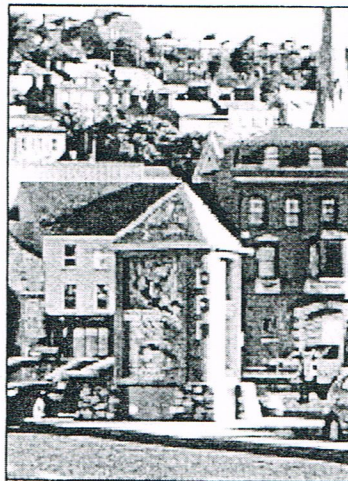


1. Objective: Enhance the quality of life for residents, businesses and visitors by supporting and providing cultural programs and events throughout the year.

Implementation Strategies:

- ❑ The Chamber of Commerce and Island Properties, in coordination with cultural facilities in the area (such as: Tilles Center at C.W. Post University), the Arts Council, and elected officials should explore the possibility of developing a theater, playhouse or other arts/cultural facility with a range of community programs and events. [*Note: this strategy is described further in the Business/Downtown chapter of this Plan.*]
- ❑ Island Properties, the Chamber of Commerce, local museums and other interested organizations should try to attract a satellite arts or cultural museum to the downtown. Another option is to have a facility or gallery space to showcase traveling exhibits and artists. [*Refer to the Downtown and Waterfront chapters.*]
- ❑ The Town, Chamber of Commerce, Civic Association, schools, Boys & Girls Club, Friends of the Bay and other local community groups should organize community events, (such as: weekend music events; Town picnic; arts & crafts fair; events which highlight the on-going revitalization of the waterfront) which will provide opportunities to bring people to the downtown and socialize with other members of the community.
- ❑ The Civic Association, Chamber of Commerce and other interested groups should install several kiosks in key locations in the downtown, and one at the waterfront, to notify the community and visitors about various cultural, entertainment and recreational activities, programs and events in the Hamlet. The kiosks should be consistent in style with the other streetscape improvements and design guidelines

recommended in this *Plan*, be part of an overall “signage and wayfinding” system, and be coordinated with public organizations and funding sources.



*Kiosks, which come in many styles and sizes, offer community members, workers and visitors the opportunity to find out about various activities, events and programs.
(Left: Garden City, NY; Middle: Cork, Ireland; Right: Paris, France)*

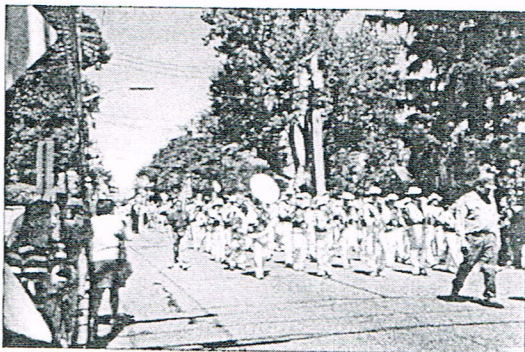
- ❑ The Town, Hispanic Cultural Center, Senior Center, Library, Boys & Girls Club, Chamber of Commerce, places of worship and other organizations should have a coordinated program for posting and disseminating information about social, cultural, entertainment and recreational events, activities, programs and opportunities in the Hamlet. Websites, newsletters and mailings, bulletin boards, announcements, local media, postings on the kiosks as well as other options should be used on a regular basis.
- ❑ The Chamber of Commerce, Rotary and other civic groups should reconceive the Oyster Fest as a more family-friendly event, one that better emphasizes the Hamlet’s historic heritage, along with plenty of oysters and other food to eat. [*Note: this strategy is described further in the Business/Downtown chapter of this Plan.*]



2. Objective: Coordinate efforts between the community organizations, private sector, civic groups and Town departments to provide a variety of cultural, recreational and educational activities and facilities for the community.

Implementation Strategies:

- ❑ The Town should facilitate public-private partnerships which can result in expansion and enhancement of the types of arts and cultural activities offered throughout the year to residents, workers and visitors in the Hamlet.
- ❑ The Town should advocate cooperative efforts between its departments, boards and committees with the Chamber of Commerce, Hispanic Cultural Center, Boys & Girls Club, schools (public and private), civic groups, places of worship and community organizations in the Hamlet and surrounding areas to better coordinate cultural events, programs, services and facilities. This public-private interaction should also identify opportunities to promote and co-sponsor activities which will be beneficial to the involved organizations and the community.
- ❑ The Hispanic Cultural Center, Chamber of Commerce, Library, places of worship and other organizations should continue to offer and/or sponsor a variety of arts, cultural and entertainment activities which are integral to the quality of life in the community. The activities should provide options for senior- and family-oriented entertainment attractions and activities for single residents which will give the downtown area character and liveliness beyond normal office hours.
- ❑ The Library, Recreation Department, Boys & Girls Club, Chamber of Commerce, places of worship, civic groups and other interested organizations should provide programs and services which expand the appeal of downtown to families with children, and enhance the cultural/educational enrichment of residents in the community, such as: a children's arts program, special theater activities, reading and storytelling workshops, film series, music events, lectures, art exhibits and literary instruction.

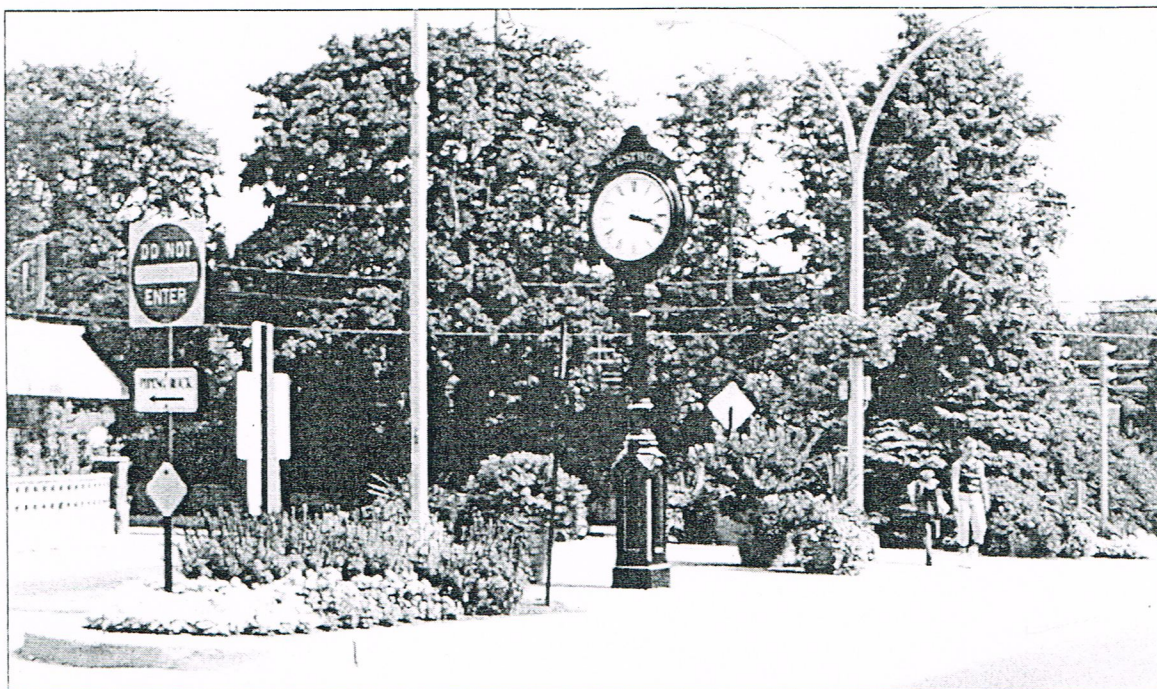


The Memorial Day parade in the Oyster Bay Hamlet is a local event enjoyed by residents and other members of the community.



Street level activities, events and focal points can be catalysts for drawing people to the downtown.

(Left: street vendors in downtown Boston, MA; Below: clock and planted median in Westbury, NY)



- ❑ The Town, Chamber of Commerce, Raynham Hall, Matinecock Lodge, new Maritime Museum and Friends of Locomotive #35 Museum, other local cultural facilities, and schools should better coordinate efforts with Sagamore Hill National Historic Site, Roosevelt Sanctuary, and other related facilities in the Long Island North Shore Heritage Area to connect these historic resources, expand cultural activities and events (such as: Roosevelt's Centenary celebration) and link promotional efforts.



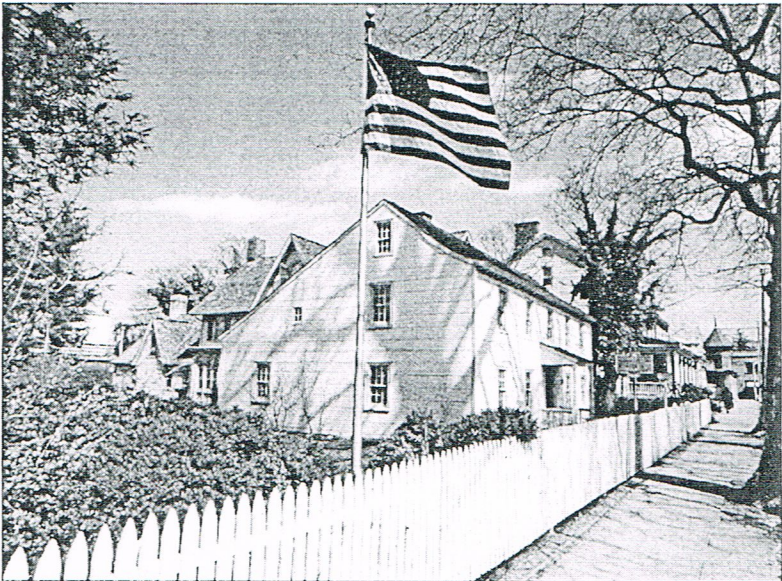
Objective: Create a “Community Green” in a central location to serve as a focal point and gathering place for the community while increasing open space and improving the visual appearance of the Hamlet.

Implementation Strategies:

- ❑ The Water District should consider removing the driveway access and parking on its site and replacing it with lawn as the first step in creating a Community Green between Audrey Avenue and West Main Street. If the Water District does not have long term plans for the building on Audrey Avenue, it could be demolished and replaced with lawn or landscaping.

- ❑ Raynham Hall should consider removing the fence (or installing a gate door) between the Water District property and its backyard to expand the greenspace and allow connections between the Community Green and West Main Street.

- ❑ The new Community Green should be used as a convenient gathering place for people who live, work and attend school in the Hamlet, as well as visitors, to sit and relax, informally interact and/or enjoy outdoor music, entertainment and special events. It would also be connected to existing and proposed seating areas, courtyards and open space which will provide a sense of place and help define the image of downtown.



The lawn and backyard of Raynham Hall could be connected with the area around the Water District building to create a Community Green are, with access from West Main Street and Audrey Avenue.



Example of a Village Green which is actively used by the community in Scarsdale, NY.

- ❑ The Town, Civic Association, Chamber of Commerce and local groups should ensure that the existing and new public spaces are clean, safe and comfortable amenities in the Hamlet. The Adopt-A-Spot and Adopt-A-Park recommendations (described in the Community Appearance and Parks/Recreation chapters) can be used to implement this strategy.



Objective: Establish facilities, places and other opportunities for interacting and socializing among the community.

Implementation Strategy:

- ❑ The Community Center, Senior Center, places of worship, High School and other facilities should be better utilized as gathering and socializing places for different functions and age groups.

[Note: refer to the other implementation strategies in the Downtown, Parks and Recreation and Waterfront chapters regarding new public spaces, facilities and activities.]



Objective: Maintain the diverse nature of the Oyster Bay Hamlet, including its population, land uses, neighborhoods, downtown, community services, programs and activities which help define its quality of life.

Implementation Strategies:

- ❑ The Hispanic Cultural Center, Town and community groups should promote a broader understanding and sensitivity about the value of diversity in the community, and take steps to eliminate discrimination against some residents.
- ❑ The Hispanic Cultural Center, Chamber of Commerce and other civic groups should consider sponsoring an International Heritage event to highlight different cultures and ethnic food/music/activities.
- ❑ The Town should work with high school students and other youth in the community to establish a Teen Panel or “Kidspeak Program” which will more actively involve young residents in projects, volunteer efforts and youth-based initiatives, and provide input on relevant issues in a more organized manner.
- ❑ The Inter-religious and Human Needs Council, High School, Civic Association, and other groups should continue to offer activities and events targeted to the youth of the community. In addition, young people should participate in identifying and planning the activities and events.
- ❑ The Senior Center and Town Recreation Program, along with the new senior housing projects in the Hamlet, should identify opportunities to expand the programs (including inter-generational activities), services and access to events for the senior citizen population.

[Note: the Objectives and Implementation Strategies relating to historic resources are primarily included in the Housing, Community Appearance and Business/Downtown chapters of this Hamlet Plan.]

Community Appearance

B. Community Appearance

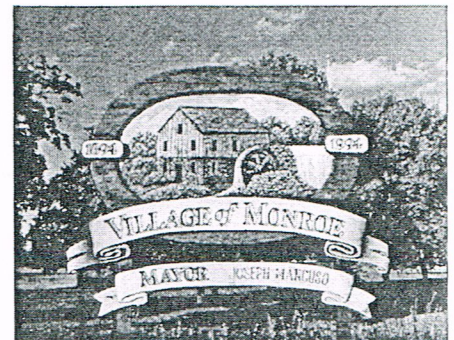
Goal: Preserve the historic attributes, enhance the physical appearance and maintain the community character of the Hamlet.



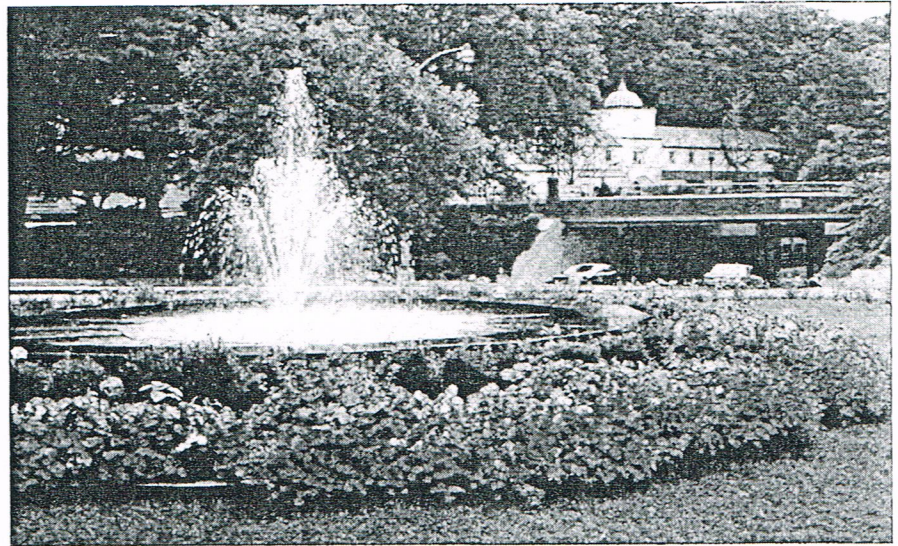
Objective: Improve the community's appearance through tree plantings, flowers and landscaping at the Hamlet entrances, along roads, in the downtown and other business areas along with public spaces.

Implementation Strategies:

- ❑ The Chamber of Commerce, Civic Association, Main Street Association and local businesses should secure funding for new gateway signs and plantings at the key entrances to the Hamlet to create a positive image of the community. The gateway sign and landscaping at the southern entrance (on Pine Hollow Road/Route 106) could be enhanced with a fountain or sculpture since this is the most traveled and visible entrance to the downtown. (Refer to photos)
- ❑ Local civic groups, businesses and residents should volunteer to help the Town with maintenance and care of the gateway plantings, once installed.



Existing Hamlet gateway sign at the southern entrance to Oyster Bay Hamlet, and attractive gateway examples from Mount Kisco and Monroe, NY.



Another attractive gateway sign (left) and an example of a fountain with landscaping (right) which could be used along with an attractive sign for the entrance to Oyster Bay Hamlet at the intersection of Route 106, Berry Hill Road and Lexington Avenue.

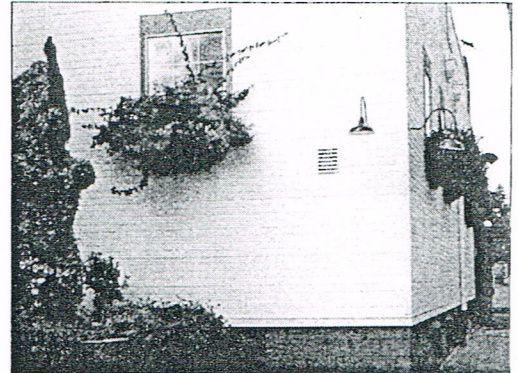
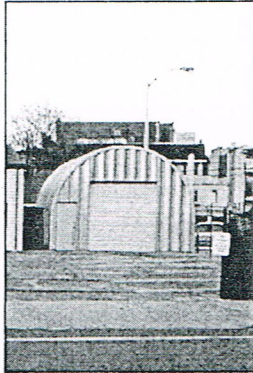
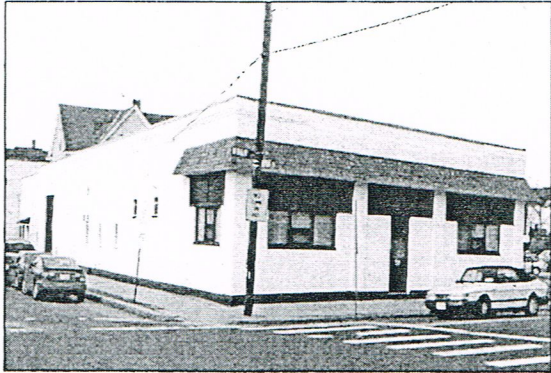
- ❑ The Town should continue, and augment, its efforts to plant street trees throughout the Hamlet (and other parts of the Town).
- ❑ The Chamber of Commerce, Main Street Association or Civic Association, and/or other civic groups should establish a Tree Planting Program, coordinated with the Town, to obtain donations which would be used to purchase trees, shrubs, plantings and flower boxes/baskets; as well as to coordinate dedications and sponsors (with a plaque or other marker).



Objective: Coordinate efforts with owners of commercial, industrial and mixed-use properties to improve their facades, including rear facades facing onto parking lots and public areas, and spaces around their buildings/parking lots.

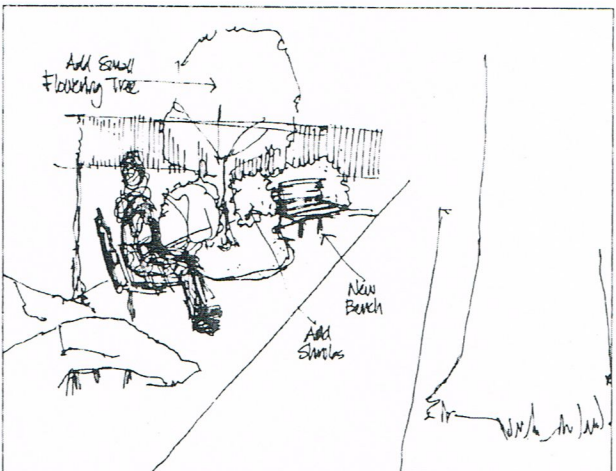
Implementation Strategies:

- ❑ The Town, NYSDOT, NCDPW, businesses and local property owners should coordinate planned improvements to public and private spaces so they can complement each other and provide a benefit to the community.



Views of the Town's Print Shop and Quonset Hut buildings, located on West Main Street. Photo on the right shows how window boxes and attractive lighting can improve the overall appearance and reduce building size.

- ❑ The Town should set an example for private property owners by improving the municipal parking lot on West Main Street, removing the Quonset Hut building and replacing it with landscaping, enhancing the appearance of the Print Shop with planted window boxes and other features which will reduce the bulk of the building, and improving the seating area.



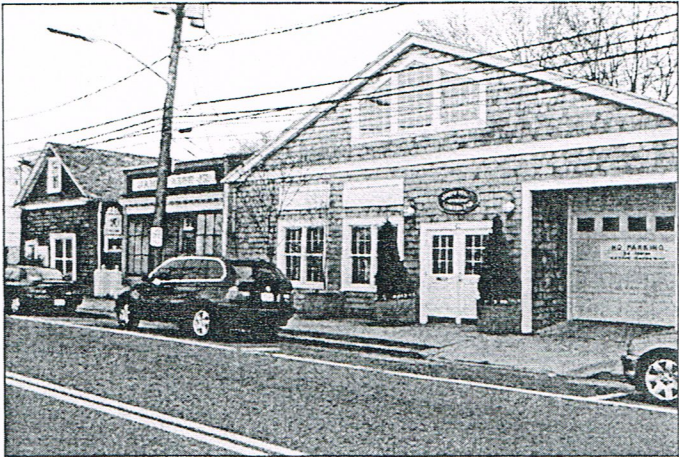
Existing conditions(left) and illustration of improvements (right) to the seating area next to the West Main Street municipal parking lot, which could include new shrubs, flowering trees and another bench.

- ❑ The property owners of buildings on East Main Street and Audrey Avenue should coordinate efforts to paint and improve their rear facades which are visible from the public parking lots, and provide a secondary pedestrian access, where feasible, to their establishments.



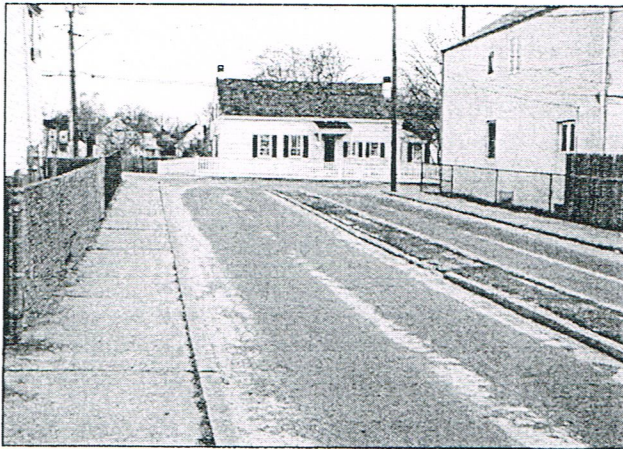
Rear entrances to the East Main Street businesses (left) and example from Mount Kisco, NY (right).

- ❑ The Chamber of Commerce or Main Street Association should establish a Façade Improvement Program, with funding assistance from public programs, foundations or other sources, to assist residential and non-residential property owners with physical improvements to their facades, awnings and other building features. The façade improvements should be consistent with the new Design Guidelines for the downtown (refer to Objective 6).

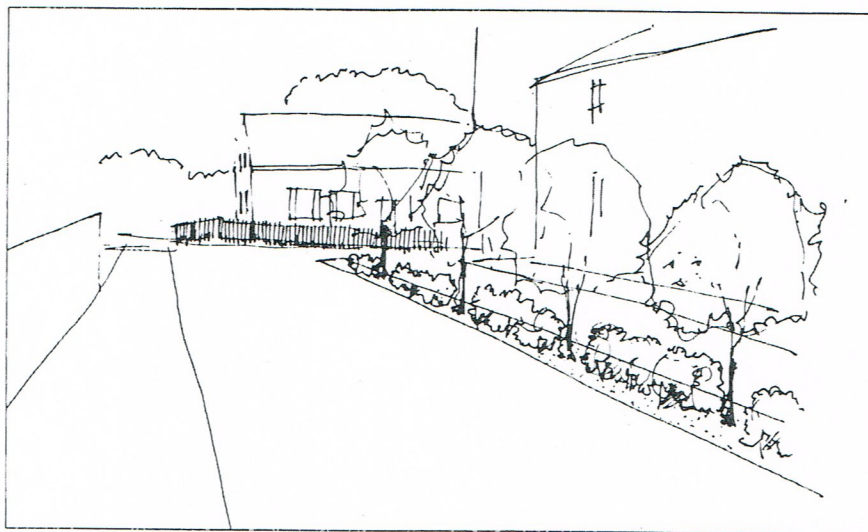


Several attractive commercial buildings on West Main Street in the Oyster Bay Hamlet.

- ❑ The Town should also improve the appearance and layout of its parking lots behind Town Hall, off Summit/South Streets, off White Street, and Fireman’s Field. [Note: refer to designs and illustrations of improvements to these lots in the Transportation chapter.]

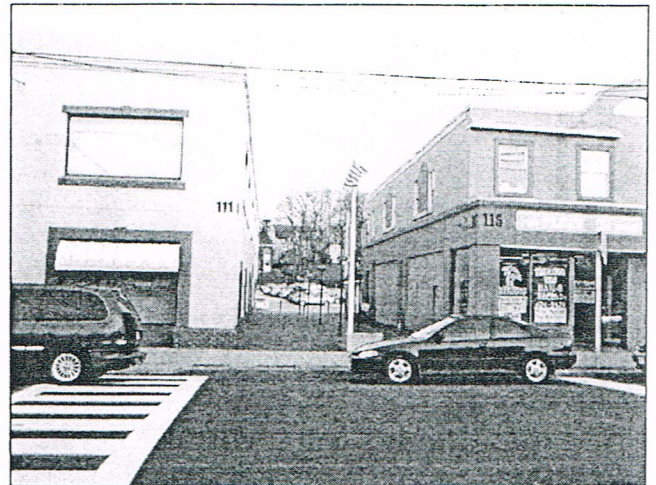


Summit Street entrance into the municipal parking lot (left) and existing conditions within the parking lot.



Conceptual illustration of a planted island at the entrance to the municipal parking lot on Summit Street.

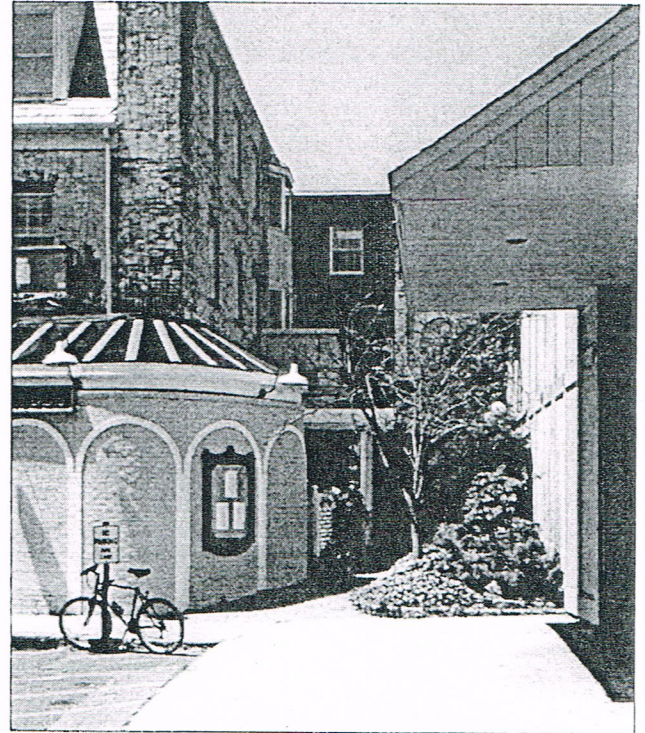
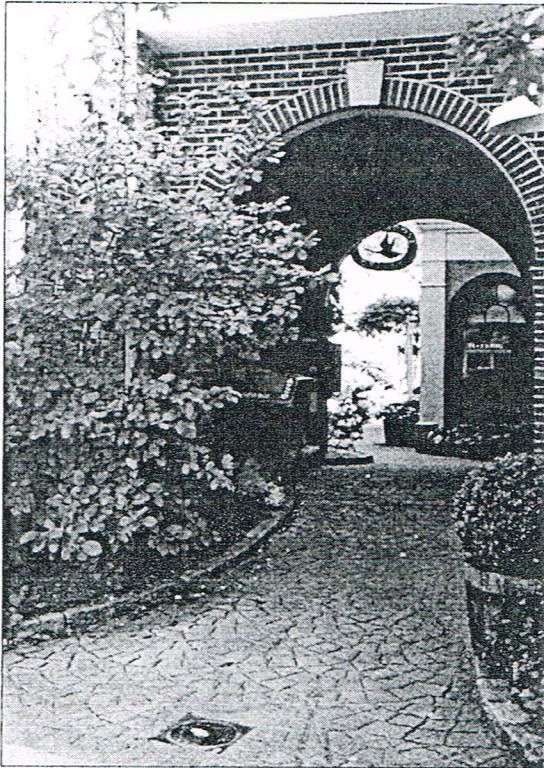
- ❑ The Town should include landscaped islands and other plantings within its properties and along the street frontage to improve the appearance and enhance public spaces in the downtown.
- ❑ The Town and owners of properties abutting the pedestrian walkway on South Street (connecting to the Municipal Lot off Summit Street) should work together to create a sense of place for residents, workers, shoppers and visitors to the downtown. Improvements to this area could include trees, flowering plants, landscaping, benches and an outdoor seating area, as well as awnings and window treatments on the ground floor. (Refer to the following photos, and illustration as well as Figures C-1, C-2A and C-2B in the Transportation chapter.)



Existing walkways between the Town Hall parking lot and Audrey Avenue (left), and municipal parking lot and South Street (right).



Illustration of possible improvements to the pedestrian walkway and building façade on South Street (next to Townsend Square). Additional improvements for this area and the adjoining municipal parking lot are shown in the Transportation Chapter.



Pedestrian walkways in downtowns can be designed in attractive ways, as shown in these examples from Darien and Westport, CT.

- ❑ The Town, Chamber of Commerce, Island Properties and other property owners should coordinate efforts to improve lighting for illumination of sidewalks, walkways and pedestrian street crossings, public spaces and buildings in the downtown. Lighting should be at the appropriate levels of illumination to address safety and security concerns, without causing unnecessary glare (for pedestrians and drivers) and/or competition among light levels.¹

[Note: refer to the other implementation strategies about pedestrian safety in the Transportation chapter.]

- ❑ The Town should work with the utility companies, State Department of Transportation and County Department of Public Works to bury existing utility wires, remove the utility poles and require underground placement for new utility lines in the downtown and along major roads in the Hamlet.

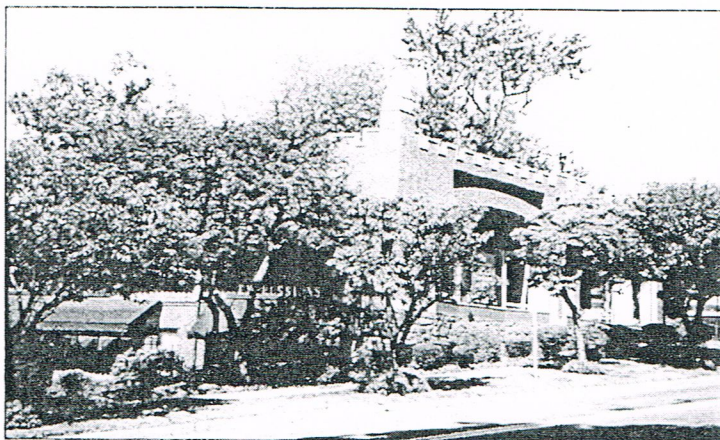
¹ There are a number of helpful publications and resources available with information on outdoor lighting standards.



Objective: Encourage property owners to incorporate landscaping into their sites, as well as to maintain the physical condition of their properties.

Implementation Strategies:

- ❑ Property owners should improve the physical condition of their buildings, maintain and/or add landscaping which will enhance the visual image of their property and have a positive impact on the surrounding areas.
- ❑ The Town, Chamber of Commerce and local nurseries should provide information about appropriate types of plantings; organic and non-toxic methods of landscaping; how to protect existing landscaping from inappropriate removal or damage; and on-going maintenance of landscaping which can help guide property owners. This information can be posted on the Town's website and/or included in a Guide or Brochure which local businesses and organizations can help distribute.



*Attractive site landscaping improves the appearance of properties and provides shade.
(Refer to other examples in the Open Space and Environmental Resources chapter.)*



(Top left: Rye, NY; Top right: Greenwich, CT; Bottom left: Newport, RI; Bottom right: Shelburne, MA)

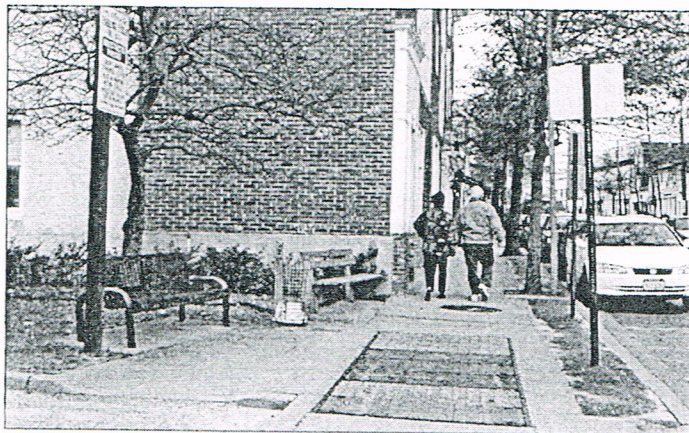
- ❑ The Town or a Beautification Committee should give awards for the "best kept property" to residential and non-residential property owners to acknowledge positive initiatives of property maintenance and encourage pride in the appearance of properties in the Hamlet.



Objective: Improve trash and debris removal in the downtown, along roadways, water bodies, parks and other public areas through public-private cooperation.

Implementation Strategies:

- ❑ The Chamber of Commerce, Civic Association and other interested groups should establish an Adopt-A-Spot Program for the Hamlet which maps all of the public areas with existing or proposed landscaping; identifies the residents, businesses, community groups and other volunteers interested in planting and/or maintaining specific areas; and inventories the gaps in volunteers or areas that need assistance. A database can be prepared to supplement the map and be updated on a regular basis. Small scale, appropriately designed signs, plaques or other markers can be used to identify the sponsors of the "spots" (or no identification at all).
- ❑ The Civic Association and Town should continue to install trash receptacles throughout the Hamlet, including at the new seating areas recommended for public spaces in the downtown.



Several existing benches next to Town Hall (left) and example of benches and plantings in the Village of Bronxville, NY.



Benches and other outdoor seating areas provide an amenity for downtown shoppers, workers and visitors. (Left: Katonah, NY; Right: Scarsdale, NY)

- ❑ Local merchants and property owners in the downtown and waterfront areas should assist with regular clean-up of their properties to remove trash, graffiti or other items which detract from the appearance and character of the community.
- ❑ The State Department of Transportation, County Department of Public Works and the Town should promote the "Adopt-a-Highway" program and expand participation from area businesses, civic groups and other organizations to clean up road corridors throughout the Oyster Bay Hamlet and surrounding communities.



Objective: Adopt amended regulations which identify appropriate signage (scale, features and location) for the downtown and other non-residential areas of the Hamlet.

Implementation Strategies:

- ❑ The Town should evaluate the existing sign regulations for the zoning districts in the Hamlet to identify options for standards which will improve the visual image of the business districts, and which vary in scale, style, illumination and other features for signs in the downtown versus the outer commercial areas along Pine Hollow Road and Lexington Avenue.
- ❑ The Town should work with local groups to establish a recognizable sign style and design for public parking areas and public spaces. [*Note: this issue is described further in the Transportation chapter.*]

- ❑ The Town, Long Island Railroad, State and County transportation departments, and local groups should coordinate efforts to incorporate directional signage (at the appropriate scale, style and location) to the business district, train station, major cultural facilities, waterfront and other attractions in Oyster Bay Hamlet and surrounding areas. [*Note: this initiative could be coordinated with efforts for installing appropriate signage within the Long Island North Shore Heritage Area. Signage examples are provided in the Downtown and Transportation chapters.*]
- ❑ The Town, State and County transportation departments, and local businesses should consolidate freestanding signs, where possible, along Pine Hollow Road/Route 106, East and West Main Streets, Lexington Avenue and other streets to refine the visual image for pedestrians and vehicular traffic.

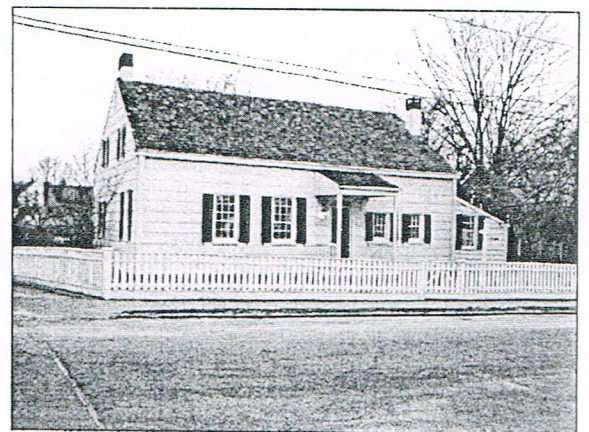
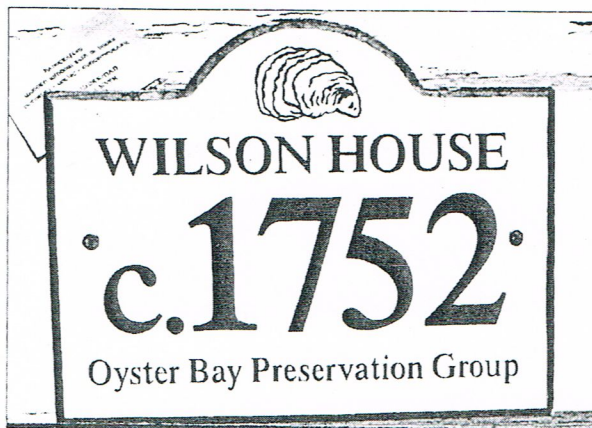


6.

Objective: Establish Design Guidelines to provide oversight, standards, and compatibility for building design and renovations in the Hamlet.

Implementation Strategies:

- ❑ The Town, with input from interested groups, should prepare design guidelines which illustrate various design concepts, define architectural terms, specify dimensions for certain features, and indicate visually what is considered to be compatible and consistent with the buildings, structures, signs and other features in the Oyster Bay Hamlet. The design guidelines would be adopted by the Town Board.



Plaque (left) identifying one of the historic buildings in the downtown, and the Earl Wightman House (right) which houses the Oyster Bay Historical Society.

- ❑ The Oyster Bay Historical Society, Main Street Association, local historian and Town should work together to establish an Historic Overlay Zone for the portion of downtown containing a concentration of important historic buildings, significant archaeological sites and other key attributes. The Design Guidelines should identify features and standards directly applicable to properties within the Overlay Zone.

[Note: refer to the implementation strategies regarding historic resources in the Housing chapter of this Plan.]

- ❑ The Town should provide copies of the Design Guidelines to the Planning Advisory Board, Building Inspector, consultants and other boards/committees for use in their respective duties and responsibilities.



Objective: Enforce regulations applicable to the physical appearance and attributes of buildings, sites and roadways in the community.

Implementation Strategies:

- ❑ The Town Building Inspector should aggressively enforce, including follow-up inspections for compliance and maintenance, the site plan requirements approved by the Planning Advisory Board, Town Board and/or other boards.
- ❑ The Town should enforce its landscaping requirements and other provisions of the Zoning Code with requirements for the physical design and appearance of buildings, parking lots and other site features, buffers and viewsheds. Enforcement should be done on a regular basis to maintain and improve the visual character of the roadways and developed properties in the Hamlet.



Transportation

C. TRANSPORTATION

Goal: Maintain and improve the function of the roadway network, enhance traffic circulation in compliance with regulations, improve pedestrian safety, and accommodate parking needs.

Goal: Create opportunities for safe pedestrian and bicycle movements; encourage alternative forms of transportation, and establish a network of trails, paths and other public access points throughout the Hamlet.



1. Objective: Evaluate opportunities to improve traffic circulation within the Hamlet and major roadways, establish alternative options for some of the through traffic, without detracting from the business vitality of the downtown or sacrificing the community character.

Implementation Strategies:

- ❑ The New York State Department of Transportation (NYSDOT), Nassau County Department of Public Works (NCDPW) and Town of Oyster Bay should use the traffic volume, turning movements and pedestrian activity information from the detailed traffic analysis completed for this *Hamlet Plan* to evaluate traffic conditions within and around the Hamlet, and identify modifications as needed.



South St. intersection with West Main St.(left; East Main St. intersection with Audrey Ave. and South St.

- ❏ The NYSDOT, NCDPW and Town of Oyster Bay should continue to evaluate the concepts for modifying traffic patterns in the downtown to improve flow, accommodate pedestrians and possibly increase parking. *[Note: copies of the options were submitted to these agencies for their review. Initial comments were received; additional consideration is needed.]*

The Town has evaluated three options to improve traffic flow and pedestrian circulation in the Central Business District.

- (1) One concept is to maintain two-way traffic flow on Audrey Avenue, West Main Street and Spring Street. However, to improve overall pedestrian safety bump-out or neck-downs, modified crosswalks and signalization should be considered by the Town, NYSDOT and NCDPW at the following intersections:
- South Street at Audrey Avenue/East Main Street;
 - South Street at West Main Street;
 - Spring Street at Audrey Avenue; and,
 - Spring Street at West Main Street.

The current level of on-street parking could be maintained, although the NYSDOT and NCDPW would prefer the removal of parking near intersections.

NCDPW would prefer to maintain the current parking layout and not convert it to angled parking on West Main Street, which is the only County-maintained roadway where angled parking is under consideration.

- (2) One concept is to modify traffic on Audrey Avenue, Spring Street and West Main Street to one-way, counterclockwise, vehicular traffic flow. (This option would include all of the specific recommendations to improve pedestrian flow as described in Objective 9.)

Two options for this concept have been developed showing a one-way, counterclockwise, traffic flow for this one-block area. In both options, South Street is maintained as a two-way street; however, Audrey Avenue, Spring Street and West Main Street would be converted to one-way traffic flow. (Refer to the figures in Appendix A for these two options). The concept of maintaining two-way traffic flow in the downtown, however, modifying intersections to enhance pedestrian safety and ability to cross streets, would maintain 108 on-street parking spaces in this one block area.

- ❑ The NYSDOT, NCDPW and Town Department of Public Works should incorporate access management techniques in their respective decision-making regarding properties and road improvements along Route 106, Lexington Avenue and other roadways. Access management tools which would assist with the overall circulation and flow of traffic include: controlling the design and location of median openings and driveways; limiting new signalized intersections; synchronizing signals; restricting the minimum distance between driveways; and incorporating feeder roads between sites.

[Note: pedestrian signals, crossings and bump outs are addressed in Objective 9 and several of the other objectives.]



Objective: Coordinate efforts with the State, County and Town transportation departments to modify traffic signals at key intersections in the downtown to improve traffic conditions.

Implementation Strategies:

- ❑ The NYSDOT and NCDPW should upgrade the traffic signal timing and phasing at the South Street intersection with East Main Street/Audrey Avenue and South Street intersection with West Main Street to control traffic flow (at appropriate speeds) and reduce traffic congestion. Similar traffic signal improvements should be provided at other key signalized intersections in the study area.
- ❑ The NYSDOT should revise the traffic signal to provide a southbound left-turn arrow to assist motorists in turning left during peak periods for southbound movements from South Street to Berry Hill Road. Longer term, comprehensive solutions for addressing traffic flow and pedestrian safety at this intersection should be explored.



Intersection of Route 106 South and Berry Hill Road (left) where a left turn arrow is recommended. Photo on right shows this intersection from Berry Hill Road looking west towards Lexington Avenue.

- ❑ Roosevelt School should encourage parents and staff to park at Fireman's Field (north of the school property). Some parent activity at dismissal time has been currently shifted to this lot and should be increased, along with elimination of parking along the north side of West Main Street in the vicinity of the school).
- ❑ The NCDPW should modify the traffic signal right turning arrow at the intersection of West Main Street at Lexington Avenue (traffic signal is set up in a fashion to permit continuous right-turn movements on the West Main Street eastbound approach to the Lexington Avenue intersection). To improve traffic and pedestrian safety at this location, the concepts described for the Downtown should be continued to include the intersection of West Main Street at Lexington Avenue and include the access drive into Roosevelt School.

In addition, the Town, NCDPW, School District, Civic Association and Main Street Association should develop a detailed plan to address traffic flow, parking, bus drop-off/pick-up areas, and pedestrian safety at the West Main Street and Lexington Avenue intersection.

- ❑ The NCDPW should explore options to offset the elimination of parking, including traffic calming measures to reduce vehicular speed, enhance pedestrian safety, but maintain appropriate traffic flow on County-maintained roadways.

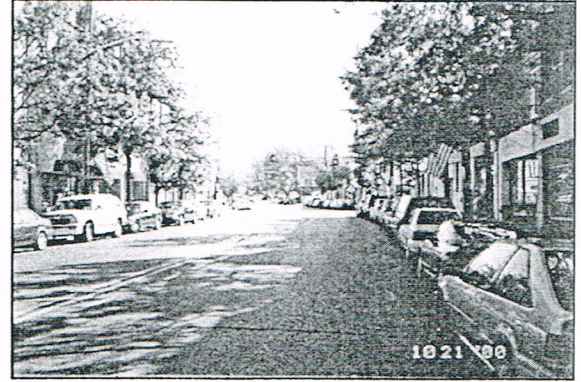
[Note: pedestrian signals, crossings and bump outs are addressed in Objective 9 and several of the other objectives.]



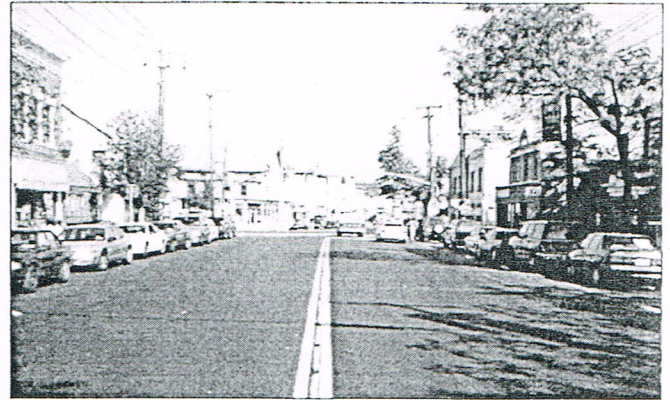
Objective: Enforce parking regulations in the downtown and along the commercial corridors, especially along busy streets and parking lots to ensure appropriate vehicular turnover.

Implementation Strategies:

- ❑ The Town, Civic Association, Chamber of Commerce, Island Properties and other interested groups should explore options with the Police Department to increase patrols of parking areas or implement additional means of regulating on-street and off-street parking areas in the downtown. Enforcement of parking regulations is critical to facilitate the turn-over of parking spaces needed for workers, shoppers and others coming to the downtown. In order to encourage more utilization and turnover of both on-street parking and off-street parking, appropriate parking restrictions should be enforced so that motorists do not park in a particular parking space and leave their vehicle in that space all day.



On-street parking along South Street and Audrey Avenue in the downtown is fully utilized most weekdays.



Short-term parking in front of the Post Office (left), and parking along South St. looking north (right).

[Note: a detailed parking evaluation of demand in the downtown area and the fringe on-street parking facilities and off-street parking lots maintained by the Town, shows that a majority of the parking demand is in the core of the Business District. The analyses indicate that these on-street parking facilities, as well as the off-street parking areas, are operating at or near capacity during a major portion of the day. However, an evaluation of the fringe parking lots, such as the Fireman's Field near the Oyster Bay Train Station, shows that these areas are operating with a substantial amount of available parking.]

- ❑ The Chamber of Commerce, Civic Association and Main Street Association should work with their members to promote use of parking in lots behind the buildings and in the fringe areas. Stricter enforcement of parking regulations will ensure that employees and others do not park in a particular parking space all day which may have a one-hour parking restriction. Without this enforcement, motorists and workers will park in these spaces and not use a parking space that is slightly further away from their businesses. (Refer to examples on the next page)

Please

Don't be a Shopper Stopper

The space where you have parked means up to \$200 a day in sales for Uptown Shelby. When you prevent a customer from parking here, you and your neighboring businesses lose money.

Keep Your Uptown Strong - Park

Where it makes Cents!

Concerned Businesses of
Uptown Shelby

Remember: We're in this together!

Feeble Excuses For Parking In Customer Spaces

I was running late for work.

Leave for work earlier.

I had a heavy package to drop off/pick-up.

Drop it off and take your car away.

I can't afford a leased space.

At \$6.00 per month it's about the cost of 2 parking tickets.

It's my right to park anywhere I want to park.

Your right is interfering with our customer's rights and **that makes your right wrong!**

I only park in front of our store.

Then **your** customers have to park in front of **our** store.

It's too far from a leased space to where I work.

You can lease a space within 1 block of any business uptown.

I'm in and out all day.

Either organize your day better or get a lot of exercise walking back to your leased space.

I don't want to walk a block from my car to work.

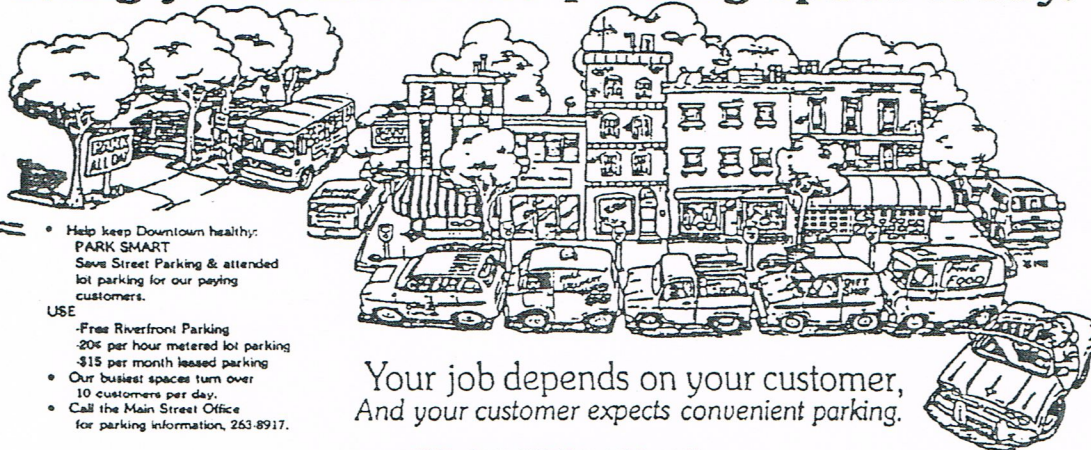
Your customers don't want to either. If we lose all our customers, we will not need to park uptown at all.

I'm just plumb lazy.

Sorry, we can't help you there.

The Uptown Shelby Association (NC) places windshield cards on employee cars which are habitually parked in on-street spaces. The Main Street Manager has persuaded employers/merchants to sign agreements and encourage their employees not to use on-street parking spaces in the downtown.

Downtowner, We caught you using your customers parking space today.



- Help keep Downtown healthy:
PARK SMART
Save Street Parking & attended lot parking for our paying customers.
- USE
 - Free Riverfront Parking
 - 20¢ per hour metered lot parking
 - 15 per month leased parking
 - Our busiest spaces turn over 10 customers per day.
 - Call the Main Street Office for parking information, 263-8917.

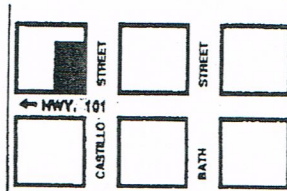
Your job depends on your customer,
And your customer expects convenient parking.

CBD / MAINSTREET MUSCATINE
GREATER DOWNTOWN MUSCATINE ASSOCIATION
VIGILANTE PARKING COMMITTEE

A windshield card is used by Mainstreet Muscatine (Iowa) to encourage merchants and employees to park in the longer term parking areas rather than on-street parking spaces.

Where To Park In Downtown Santa Barbara

Santa Barbara's Downtown Public Parking Lots offer convenient access to Downtown and Old Town Businesses. Conveniently located throughout the parking lots are pedestrian walkways, "Paseos" which link the parking lots to State Street and surrounding areas!



Downtown Parking Rates:

First 90 Minutes	FREE!
(courtesy Downtown Businesses)	
Next Hour / Part	.50
Each Add. Hour	1.00
Maximum per Day	8.50
• Early Morning Surcharge •	
(Until 9:00 AM)	
First 90 Minutes	FREE!
Surcharge after free period	2.00
(In addition to normal rates)	
Maximum per Day	10.50

The Early Morning Program was developed to provide more parking for customers. Surcharge applies only to vehicles entering before 9 am & staying past the free period.

Parking Facilities Open 24 Hrs.
Seven Days Per Week
Rates Begin 7:30 AM Mon - Sat

Park in any one of the lots and hop on the FREE Downtown Shuttle.

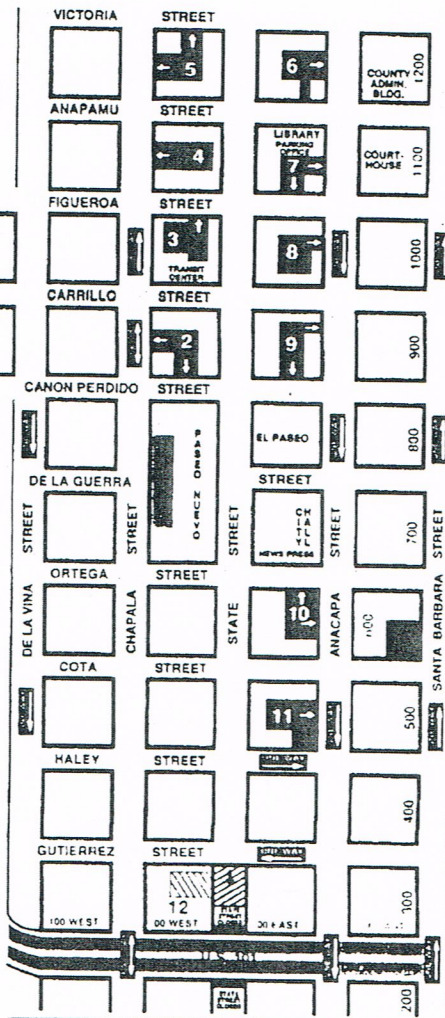
Catch it on State Street, there's a stop on every block.

Questions concerning Parking? Call, or visit the Parking Office located at the Lot 7 Garage beside the main Public Library!

963-1581

Employee parking is available at the Commuter Parking Lots indicated on this map. A parking permit is required and may be obtained by calling 966-9368.

The Downtown Shuttle provides ten minute service to both commuter lots.



← PARKING LOT ENTRANCE

TEMP. PARKING AREAS	DOWNTOWN PARKING LOTS	PASEO NUEVO ON SITE PARKING	COMMUTER PARKING LOTS



Santa Barbara (CA) distributes and posts maps identifying the parking regulations and where the off-street parking areas are located in the downtown.



4.

Objective: Enhance the physical layout and encourage better usage of the parking areas in the downtown to accommodate the needs of residents, businesses, shoppers and visitors.

Implementation Strategies:

- ❑ The Town, property owners and developers should include more landscaping within parking lots and along street frontages and/or property lines to help screen the parking spaces, shade parked vehicles and provide visual relief from the asphalt. Other parking lot features include appropriate lighting to reduce glare for vehicular and pedestrian traffic as well as residential uses; pedestrian connections from the lots to sidewalks and adjacent streets or properties; seating where appropriate; screening of trash receptacles and loading areas; and well designed signage.
- ❑ The Town and owners of private lots should be required to comply with the landscaping, parking dimensions, lighting and other requirements in the Town's updated Zoning Code. (Refer to the parking lot improvements shown in Figures C-1, C-2A, C-2B, C-3A to 3C, C-4, C-5, C-6A, and C-6B.
- ❑ The Town, NYSDOT and NCDPW should consider the following options to enhance parking in the downtown area: angled parking could be developed along the northerly side of Audrey Avenue, West Main Street and the easterly side of Spring Street in conjunction with a one-way traffic flow pattern, as previously described. Perpendicular curb parking would be maintained everywhere else on the streets. The purpose of developing the angled parking concept is to increase the on-street parking availability in the Downtown. [*Note: in Option A, on-street parking would be increased by 27% or 29 spaces. Option B would increase parking by 32% and provide 35 on-street parking spaces.*]
- ❑ The Town, NYSDOT and NCDPW should consider providing on-street handicap parking in all improvement plans, including at least one parking space per block. In addition, should Town should include handicap spaces in all improvements to municipal lots.
- ❑ The Town, in coordination with the Civic Association should continue to develop parking zones for short term (15 minute, 30 minute, one hour, two hour etc.) and long term parking needs in context with the various activity nodes in the downtown and other parts of the Hamlet.



Figure C-1



Figure C-2A

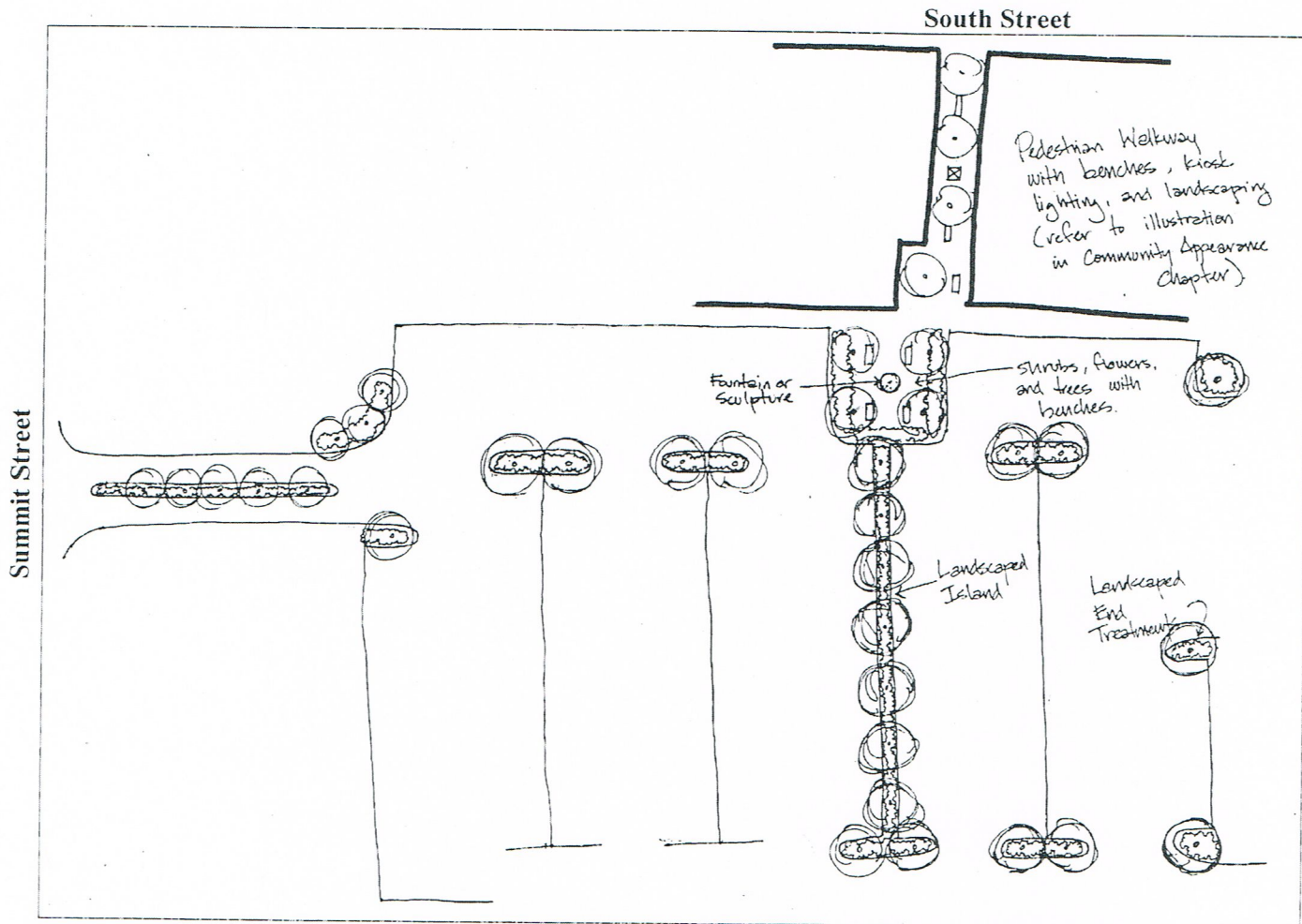


Figure C-2B: Illustration of landscaping improvements to the Summit Street municipal parking lot, with a potential outdoor courtyard, pedestrian walkway and seating areas.



5. Objective: Encourage cooperation between businesses, community service organizations, Town government and other employers in the downtown to share parking lots, improve connections between properties and provide more parking for shoppers, residents and employees.

Implementation Strategies:

- ❑ The Town and the adjacent property owner should combine its adjoining parking lots off White and South Streets to improve the layout, internal circulation, lighting and pedestrian areas. The needs of sanitation and delivery vehicles should be considered in the revised layout. One option is to create an outdoor courtyard/ seating area and pedestrian walkway with landscaping which can be enjoyed by residents, merchants and people in the downtown. Future access could be created to Hamilton Avenue, if needed. (Refer to the improvements shown in Figures C-3A to 3C, C-4 and C-5)
- ❑ The Town should improve the Town Hall parking lot, incorporating landscaping and a loading zone, creating pedestrian walkways and an outdoor courtyard. Possible future connection to Hamilton Avenue could be considered. (Refer to Figures C-3A to 3C, C-4, C-5, 6A and 6B)
- ❑ The Town should encourage initiatives which involve connections and between adjacent municipal and private parking lots which enhances traffic flow and parking spaces while improving the landscaping, lighting and pedestrian elements. One example is the abutting public and private lots on West Main Street.
- ❑ The Town should promote joint-use parking arrangements between properties with different peak parking needs, such as: office buildings and residential properties; public buildings and community organizations; places of worship and commercial properties. [*Note: the joint-use agreements should not be in lieu of parking requirements in the Zoning Code.*]



Figure C-4

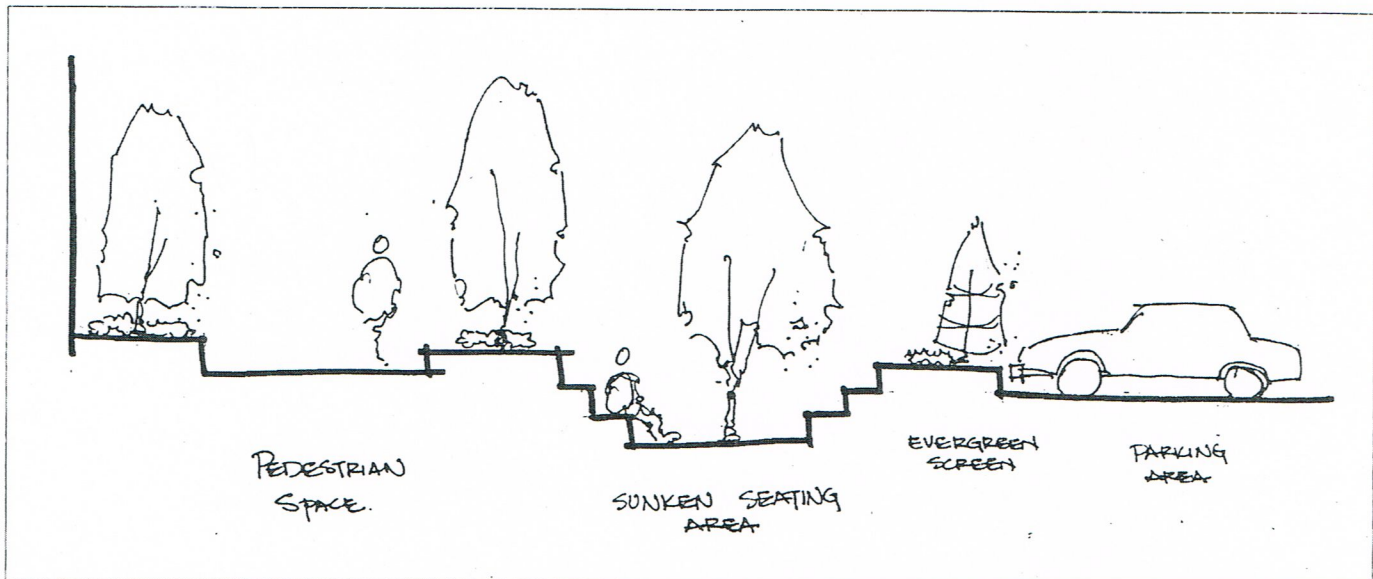


Figure 3C: Cross section illustration of South Street showing the improved streetscape elements, seating area and pedestrian spaces which could be included in the proposed outdoor courtyards next to the Town Hall parking lot or the area across South Street (shown on the other figures).



6.

Objective: Identify options for better utilizing the fringe parking lots which have vacant spaces, such as Fireman's Field.

Implementation Strategies:

- ❑ The Town and owners of private parking lots on the fringe of the core downtown should upgrade the lots to improve overall pedestrian safety and include appropriate lighting, walkways, and access from adjacent streets. In addition, appropriate landscaping and security is key to the success of any plan to better utilize the fringe parking lots. (Refer to Figure 6A and 6B)

[Note: improvements designed for Fireman's Field could be done in two phases as funding is secured from several sources, with the perimeter landscaping, lighting and curbing improvements taking place in the first phase in order to make a dramatic upgrade of the lot.]

- ❑ The Chamber of Commerce, other interested groups, and the promote use of Fireman's Field, with the recommended improve central parking area for tourists, the new shuttle service, commuter can walk to offices and buildings on Audrey, Spring and West N well as residents picking up their children from the school. If both public and private employees begin to use the fringe parking lots, such as Fireman's Field, the more critical parking spaces located in the Central Business core of the downtown area will be available for patrons of the stores, businesses and Town Hall. [*Note: once the Maritime Museum on the Western Waterfront and the new Railroad Museum are open, as well as other businesses in the downtown, this parking lot can become more actively used to park.*]
- ❑ The Town should also consider leasing a small area on the corner of the Shore Road side of Fireman's Field for a small commercial building which could offer services for commuters, tourists and residents (such as: a coffee shop, tourist information area) while providing a connection along the streetscape eastward towards Audrey Avenue. [*Note: although the Post Office and Town Hall are only 1 block from this entrance to Fireman's Field, it appears that it is much further away. The lighting, landscaping and other improvements, along with this anchor building would connect this lot to the rest of the downtown.*]



Objective: Improve the identification and signage of municipal off-street parking areas to better direct vehicles to the lots and provide clear information about parking regulations.

Implementation Strategies:

- ❑ The Town, Chamber of Commerce and Main Street Association should develop a parking signage plan in the downtown and rest of the Hamlet to clearly identify the parking areas with an appropriate logo, color scheme and location of the signs which will assist motorists in easily finding parking, and being able to walk to downtown businesses and Town facilities. In addition, the on-street parking regulations should be upgraded and simplified, where possible, to assist motorists in clearly understanding parking regulations along each of the streets in the downtown area.
- ❑ The Chamber of Commerce, Main Street Association and possibly the Civic Association should develop signs for merchant/employee parking and prepare tools for strongly encouraging merchants and workers and business owners from parking in the key on-street parking spaces needed by customer and visitors.

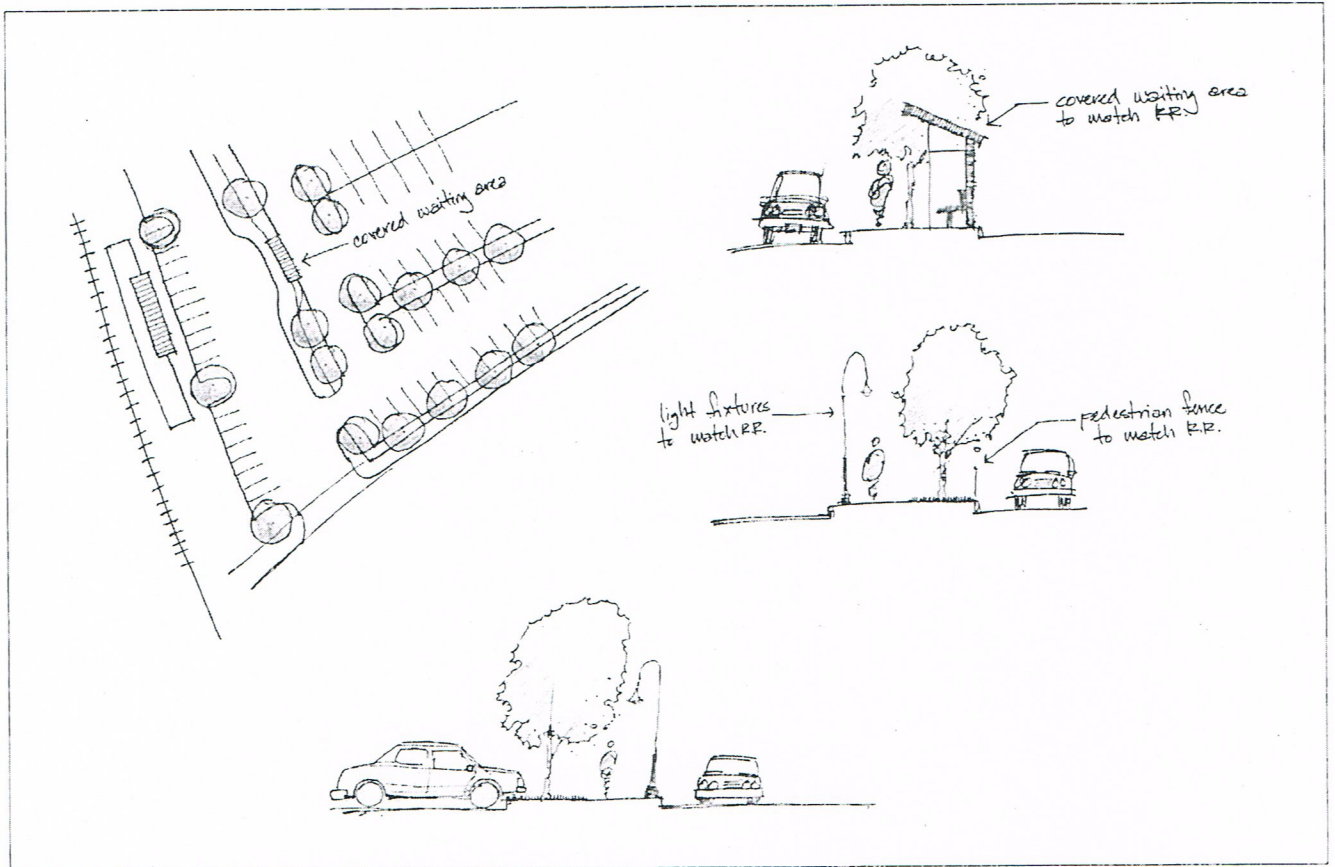


Figure C-6A: Design illustration of landscaping, lighting and pedestrian improvements to Fireman's Field (Section One).

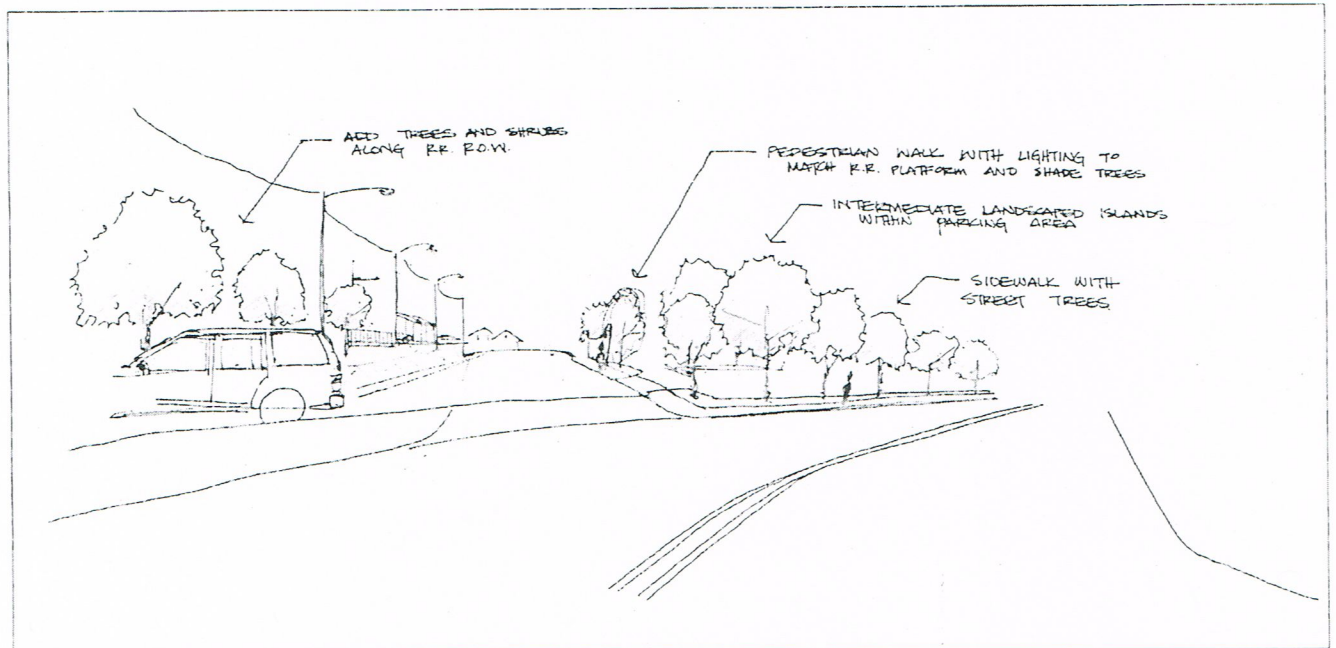
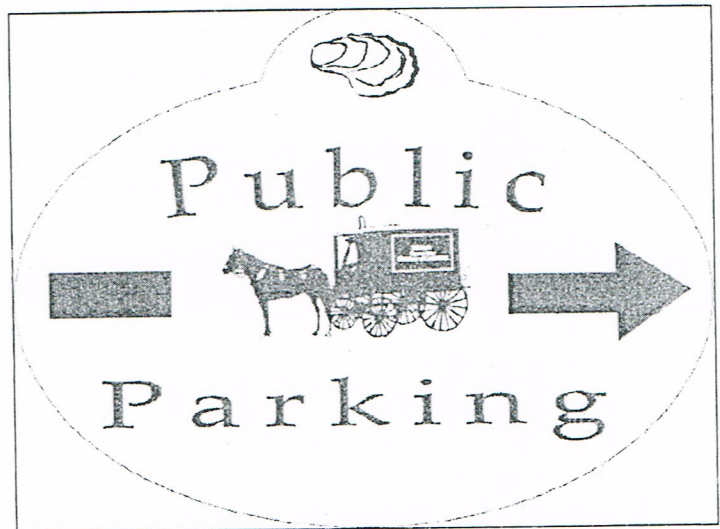


Figure C-6B: Illustration of possible landscaping, lighting, and pedestrian improvements (Section Two).



Examples of an attractive downtown parking sign and municipal sign (logo is also used on new street signs).



Example of an existing parking sign and possible sign for Oyster Bay Hamlet's public parking areas.



Objective: Improve pedestrian safety, compliance with crosswalks and vehicular sight lines in the downtown and other areas of the Hamlet.

Implementation Strategies:

- ❑ The NYSDOT and NCDPW should install/modify pedestrian signals at the South Street intersections with East Main Street/Audrey Avenue and West Main Street intersections. Pedestrians would have the opportunity to activate the traffic signal to activate pedestrian crossing signals at these intersections. [Note: activation of these traffic signals to permit pedestrians to cross would not provide exclusive

pedestrian movements without vehicular movements. Yet, it would permit the ability for pedestrians to cross a particular leg of an intersection when vehicles are stopped.]

- ❑ The NYSDOT and NCDPW should install/modify similar pedestrian signal improvements at the Audrey Avenue/Spring Street intersection and the Spring Street/West Main Street intersection.
- ❑ The NYSDOT and NCDPW should incorporate “bump outs” or “neck downs” at the key intersections of South Street, Audrey Avenue, East Main Street, West Main Street and Spring Street. These bump outs should include appropriate lighting, attractive planters and landscaping, textured pavement treatments, and possible seating. (Refer to illustration and photos on the following page.)
- ❑ The Town and NCDPW should install mid-block crossings with bump outs/neck downs on Audrey Avenue, West Main Street and East Main Street to facilitate pedestrian access to stores, services, parking areas, walkways and other connections in the downtown. [*Note: the existing crosswalk near the Senior Center on East Main Street should be relocated to in front of the building, and improved with a bump out, landscaping and other pedestrian features. Refer to the illustration in Appendix A.*]
- ❑ The Town, County and State transportation departments should coordinate efforts so there is a consistent textured pavement treatment and design for the pedestrian crosswalks improvements and the bump out areas, similar to the sidewalks on South Street, created at each intersection to enhance pedestrian safety and improve overall visibility as well as sight lines for both motorists and pedestrians.
- ❑ The Police Department should aggressively enforce the State law requiring vehicles to yield to pedestrians in the crosswalks, especially in the downtown, near the schools and other areas with pedestrian activity.



Pedestrian crossing signs, message boards and markings can be used to help vehicles yield the right of way to pedestrians, as required by State law. (Mount Kisco, NY)



Pedestrian crosswalk and sidewalk with brick/colored treatment to distinguish them from vehicular travel lanes.

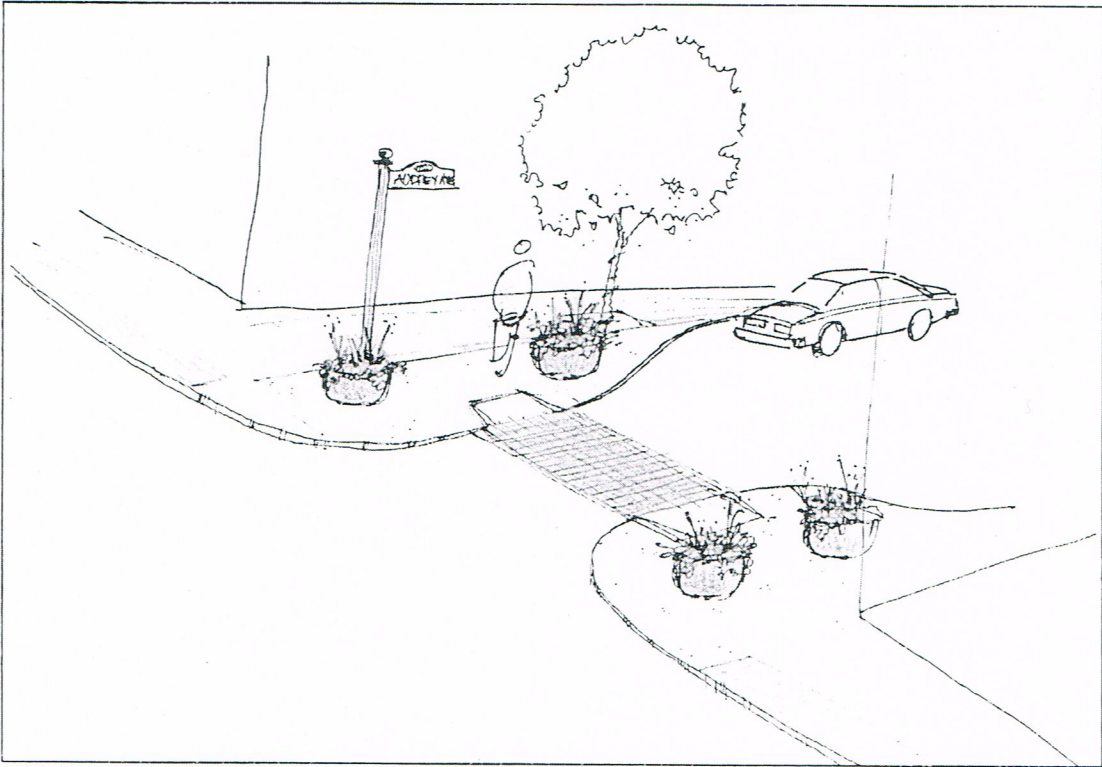


Illustration of a Bump Out/Neck Down with textured pavement crossing and plantings.

- ❑ The Town should place "Yield to Pedestrian" signs and message boards along Lexington Avenue, East Main Street, South Street and other streets in the Hamlet.
- ❑ The NCDPW should modify the pavement width of Lexington Avenue at the intersection with Tooker Avenue to improve overall pedestrian safety and better define traffic control. In addition to the reduced pavement width at this location, other modifications include: installation of bump outs and textured crosswalks, shifting the southbound STOP bar, STOP sign and crosswalk to better define the intersection and reduce the amount of area between the STOP bars on the Lexington Avenue approaches. [*Note: under the current intersection layout, motorists generally do not stop at the STOP signs and the area of the intersection is actually too wide and undefined.*]
- ❑ The NCDPW should make the STOP sign control on Lexington Avenue full-time and permanent in order to maintain traffic control at this intersection, and install appropriate advanced signing to alert motorists of the STOP sign control.



Lexington Avenue intersection with West Main Street (left) in front of the Roosevelt school. Photo on the right is a view of this intersection from West Main Street.

- ❑ The NCDPW and Town should make the temporary stop sign at the intersection of McCouns Lane and East Main Street a permanent one and incorporate the textured crosswalk treatment (previously described in this section).
- ❑ The NCDPW and Town should evaluate options for improving the pedestrian crosswalk near the Library and Florence Street.
- ❑ The NCDPW and Town should evaluate the four-way stop sign at the intersection of Shore Road and Maxwell Avenue to determine whether or not two of the stop signs should be removed (streets with the higher traffic volumes would be given the right of way, unless extenuating circumstances).

- ❑ The NYSDOT should modify the traffic signal on Route 106/Pine Hollow Road near the shopping area to incorporate an audible pedestrian signal, with push-button operation and appropriate crosswalks. Appropriate signing should be included with this modification to alert motorists to pedestrian activity at this location.
- ❑ The NYSDOT should extend the sidewalk on the western side of Route 106/Pine Hollow Road from the residential apartments, located to the south of Stop & Shop, in conjunction with the installation of a pedestrian crosswalk and pedestrian traffic signal. The crosswalk should be visible and identified with a textured pavement treatment similar to the crosswalks and sidewalks in the Downtown.

[Note: there is a missing section of sidewalk between the apartment complex's access drive and the Mill Max site. There is also an existing sidewalk just south of the complex, heading towards the school.]



Objective: Coordinate efforts with businesses to provide appropriate locations for truck deliveries in downtown without interfering with pedestrian and vehicular circulation.

Implementation Strategies:

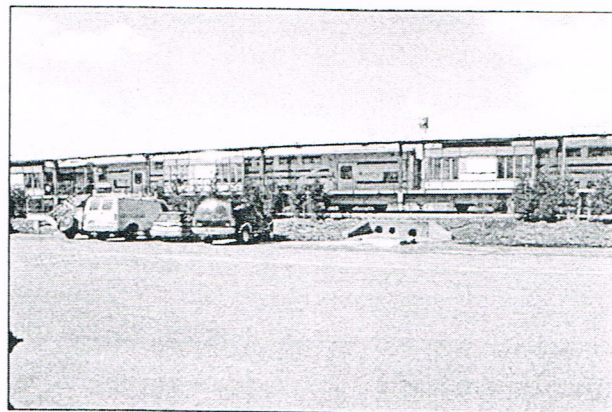
- ❑ The Town should provide a loading zone in the municipal lot behind Town Hall which can be used by businesses on Audrey Avenue and South Street, rather than double parking on these streets for deliveries. This municipal lot should be modified to accommodate trucks turning into and out of the aisles and clearly delineate a loading zone along the curb line near the rear of the buildings. (Refer to Figures C-4 and C-5)
- ❑ The Town should work with local businesses, the NCDPW and NYSDOT to identify appropriate locations for on-street loading areas so that trucks are required to pull out of the travel lane on anyone of the major streets in the Downtown.
- ❑ The Town should consider implementing restrictions, after the required public hearing and input from businesses, on truck deliveries within certain areas of the downtown during peak weekday hours.



Objective: Coordinate efforts with the Long Island Railroad to improve service to the Hamlet, and establish an on-going maintenance to the Oyster Bay Train Station, commuter parking lot and their other properties.

Implementation Strategies:

- ❑ Town and County officials should work closely with the Long Island Railroad to upgrade train service to Oyster Bay Hamlet, which will benefit local commuters as well as make this train station more attractive for area residents (which should free up space at the Syosset train station and increase the utilization of the Fireman’s Field parking lot).
- ❑ Town, County, State and regional officials should work closely with the Long Island Railroad to explore options for removing the repair area, transformer and tracks located east of the train station — eliminating the noise problem for neighboring residents and opening up public access to the eastern waterfront.
- ❑ Town should coordinate efforts with the Long Island Railroad improved maintenance and enhancement of the train station area by enhancing the physical appearance and safety of the commuter parking lot at Fireman’s Field.



Views of the LIRR train, platform and the arch used by local fire fighters for training exercises.

[Note: refer to illustrations of potential improvements to this area shown in Figures C-6A and C-6B.]



Conditions along the train tracks could be improved, including a fence next to the parking lot.



View of the parking lot from the train station shows the lack of lighting, landscaping and pedestrian walkways.



Objective: Encourage transit and para-transit operators to provide appropriately sized buses and taxi services with connections to the train station, employment sites and residential complexes which will reduce the number of single-occupancy vehicles and help reduce air pollution.

Implementation Strategies:

- ❑ The Town, Civic Association and other community groups should work with the County and Long Island Bus to initiate new or modify existing bus routes, with small scale buses, to provide access between the Oyster Bay Hamlet and employment sites and cultural/historic attractions to the east and west along the North Shore and to the south in Hicksville.
- ❑ The schedules of shuttle bus and taxi services should be coordinated with the Long Island Railroad's train schedule in order to provide seamless connections for commuters tourists and residents.



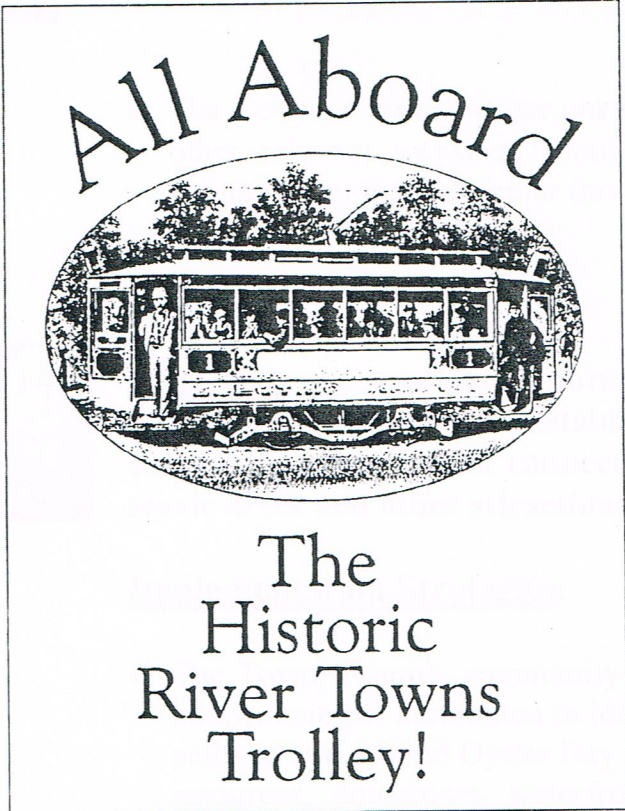
12.

Objective: Support initiatives to establish shuttle and van service in the downtown with connections to services, recreational facilities and residential areas in the Hamlet.

Implementation Strategies:

- ❑ The Town should support private initiatives to develop a trolley or shuttle van service in the Hamlet which would provide regular service between the train station, downtown, employment sites, shopping areas, recreational areas and medical facilities.
- ❑ The State and Federal funding agencies should be contacted to assist in funding a shuttle service, especially if service is expanded to connect with Planting Fields Arboretum, Sagamore Hill National Historic Site and other regional cultural or heritage tourism attractions.

*[Note: the Planting Fields Arboretum's average annual attendance is 160,000. Information provided by the Planting Fields staff shows that 80% of the people arrive by car, and 20% arrive by tour bus. This translates into over 50,000 vehicles per year traveling on roadways near and through the Hamlet area. In addition, Sagamore Hill National Historic Site has an average annual attendance of 60,000. The goal for the Hamlet should be to attract a minimum of 25% of these people to the Hamlet on a daily basis. Excluding tour buses due to the limited traffic circulation and roadway conditions in the Hamlet area, the additional people in the Hamlet could support local businesses. *The jitney shuttle service, allowing people to leave their cars at Planting Fields or Sagamore Hill and stop at the downtown businesses, museums and cultural attractions, is a key component of this goal. Another aspect is modifying the directional signing on Northern Boulevard for these facilities could direct some of the tourists to/through the Hamlet. Tourism potential is also addressed in the Business Environment/Downtown Chapter]*



Part of a brochure for the trolley used to transport people around the Historic River Towns of Westchester County.

Dutchess County
Bicycle Tours

Hyde Park Historic Sites, Rhinebeck and Red Hook

Dutchess County Bike Tour

Bicycle tour brochures, available free from Dutchess County Tourism Promotion Agency, include directions, complete with map and mileage. Circle 38 on the Reader Response card for free publications.

Tour 1
Hyde Park Historic Sites, Rhinebeck and Red Hook

Tour 2
Pleasant Valley, Clinton Corners and Schultzeville

Tour 3
Pleasant Valley, Millbrook, Verbank & Clinton Corners

More tours and schedules, please ask us about new ones.

Circle 38 on the Reader Response card for free publications.

Dutchess County offers a variety of bike tours highlighting scenic, historic, cultural and downtown resources.



Objective: Encourage bicycle ridership, walking and other alternative forms of transportation to get to work, community services and other destinations.

Implementation Strategies:

- ❑ The Town, Chamber of Commerce, Civic Association and other community groups should make copies of walking and biking trails maps available at convenient locations around the Hamlet.
- ❑ The Town should coordinate with the County Planning Department, New York Metropolitan Transportation Council and Transportation Management Associations to provide and distribute material on carpooling, other commuter information, and alternative forms of transportation made available at Town Hall and other public buildings, employment sites and community facilities.

Business Environment and Downtown

D. BUSINESS ENVIRONMENT/ DOWNTOWN

Goal: Ensure that downtown Oyster Bay is economically vibrant by capitalizing on its resources and assets, enhancing its amenities and strengthening the business environment.



Objective: Maintain and enhance the downtown with a mixture of businesses, services, pedestrian activity and community events.

Implementation Strategies:

- ❑ The Chamber of Commerce and Main Street Association should work with existing merchants to improve their window displays, merchandising, and signage in order to present an attractive face to pedestrians on the street, inform passing drivers of their existence, and offer a selection of merchandise that is what the market demands. These groups could arrange one or more workshops between merchants and professional retailing experts.
- ❑ The Chamber of Commerce, Island Properties and/or Main Street Association should help merchants realign their market orientation towards product lines that are more likely to be successful and capture more sales.

[Note: refer to the other strategies in this chapter, as well as the Quality of Life, Community Appearance, Transportation, Housing, and Parks and Recreation which will help enhance the downtown.]



Objective: Coordinate efforts with business groups, property owners and major employers in the Hamlet to retain existing businesses, attract new types of businesses and services, and build on the potential niche markets to reinforce the function and vitality of the downtown.

Implementation Strategies:

- ❑ The Chamber of Commerce, Island Properties and Main Street Association should enhance efforts for business/tenant recruitment to the downtown.
- ❑ The Chamber of Commerce and Main Street Association should use the market study data to create a promotional package that can be distributed to prospective businesses, highlighting the market opportunities in downtown Oyster Bay.
- ❑ The Chamber of Commerce, Island Properties and Main Street Association should pursue “fusion” niches that appeal to both local residents and the more affluent households in the surrounding villages. As examples:
 - ❖ Antique stores carrying a mix of expensive, high-end items with lower-cost, “funky” used items. Both market segments will perceive that they have located a “find.”
 - ❖ A gelato shop or other gourmet coffee and desert shop offering the sort of “small luxuries” that appeal to a wide variety of income levels.
 - ❖ Sit-down restaurants that appeal across socio-economic lines, such as a diner (this niche is already partially addressed by Taby’s), or ethnic restaurants/eateries.

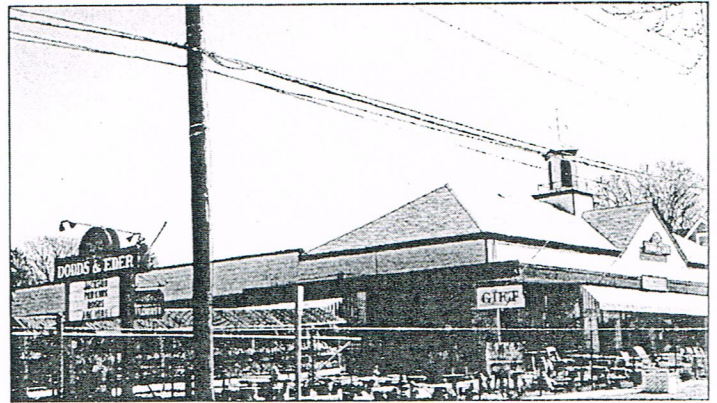




Some of the existing businesses in the Oyster Bay downtown.



- ❑ The Chamber of Commerce, Island Properties and Main Street Association should pursue market niches that will appeal to a visitor population. These will largely be restaurants, antique stores, and boutiques; there will be overlap with the secondary trade area population.
- ❑ The Chamber of Commerce, Island Properties and Main Street Association should attempt to build on the downtown's home-furnishings niche, as represented by Appliance World, Dodds and Eder, and to a limited extent, Nobman's. A suitably large retail space in the Hamlet would be required (consistent with the recommendations in Objective 4 of this chapter).



- ❑ The Chamber of Commerce, Island Properties and Main Street Association should work to fill gaps within the downtown retail and service mix. Possible store categories include the following: wine store (perhaps combined with a cheese shop or other specialty items), fishmonger, butcher (free standing, or located in Verrelli's), shoe repair and other personal services, ethnic restaurants (Japanese, Latin, French, etc.), family-style restaurant, sporting goods or Army/Navy store, Gap/Baby Gap or similar stores.
- ❑ The Chamber of Commerce, Island Properties and Main Street Association should welcome, but not focus on actively recruiting at this time, the upscale and boutique retail (such as: specialty apparel stores) that will naturally start to locate in Oyster Bay once revitalization is underway.¹

¹ These stores should logically await the other improvements that will be undertaken in the downtown, particularly any streetscape upgrades, and the development of new attractions.

- ❑ The Chamber of Commerce, Island Properties and Main Street Association should strive to retain the boating supply stores and services which reflect the maritime character of the Hamlet.
- ❑ The Chamber of Commerce, Island Properties and/or the Main Street Association should create a facade improvement program that combines technical assistance with a low-cost loan or grant program to provide incentives for businesses to undertake improvements (some of which may not involve much effort or cost). *[Note: this strategy and Design Guidelines are also described in the Community Appearance chapter.]*



Objective: Explore options for improving the cultural and entertainment aspects of the downtown as well as heritage tourism opportunities.

Implementation Strategies:

- ❑ The Chamber of Commerce, Main Street Association and/or Island Properties, in coordination with the Arts Council and elected officials, should explore market demand and local support for a small performing arts center, with a small theater to be located in either an existing building, or a new development (this theater could also show revival films). Although support for such a venue is not firmly established and this type of a center may not be profit generating, it could serve as a useful tool to diversify the downtown's appeal. The viability of such a use will depend on the existence of a suitable building, existence of an interested group of citizens and patrons willing to donate time and money, and market demand especially with other performing arts centers in the north shore area.
- ❑ The Chamber of Commerce, Rotary and other civic groups should reconceive the Oyster Fest as a more family-friendly event, one that better emphasizes the Hamlet's historic heritage, along with plenty of oysters and other food to eat.



The Hamlet's Oyster Festival offers a variety of activities, events and refreshments for everyone to enjoy!

- ❑ The Town, Chamber of Commerce, Civic Association, schools, Boys & Girls Club, Friends of the Bay and other local community groups should organize community events, (such as: weekend music events; Town picnic; arts & crafts fair; events that highlight the on-going revitalization of the waterfront) which will provide opportunities to bring people to the downtown and socialize with other members of the community.
- ❑ The Town, Chamber of Commerce, Main Street Association and Island Properties should work with State and regional agencies to secure funding for a small jitney service which connect Planting Fields Arboretum and Sagamore Hill with the attractions, stores and restaurants in the downtown. [*Note: this strategy is described further in the Transportation Chapter.*]



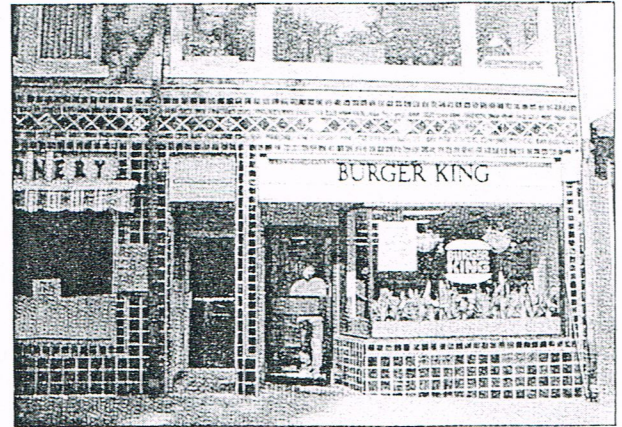
Existing signs for Planting Fields Arboretum and Sagamore Hill (left photo) on Route 106 could be replaced with ones identifying Oyster Bay Hamlet as a possible route to these historic attractions, as well as a destination place. (Photo on right: Sagamore Hill)



Objective: Provide the regulatory framework which will allow efforts to reuse existing spaces and vacant parcels in the Hamlet for appropriate residential and non-residential uses.

Implementation Strategies:

- ❑ The Town should evaluate its Zoning Code to find ways to accommodate uses, such as: bed and breakfasts, small inns, galleries, and other establishments which may not currently exist in the Hamlet but which can enhance the downtown.
- ❑ The Town should also explore the option of modifying several provisions in the Zoning Code to help strengthen the types, locations and size of uses permitted in the core area of the downtown (along Audrey Avenue, a portion of South Street from Hamilton Avenue to West Main Street, and East Main Street), **such as:** restricting office uses on the ground floor area to facilitate location of commercial uses which need pedestrian access and visibility on the street level; and limiting the size of retail uses to 8,000 square feet of gross floor area (especially chain retail stores. The zoning standards may allow larger sized uses through the Special Permit process).



Examples of "chain" establishments which have been integrated into the scale, character and design of the surrounding downtown blocks. (Left: Tarrytown, NY; Right: Princeton, NJ)

- ❑ The Town should consider amending the zoning for the Hamilton Avenue area (south of the RR tracks to Audrey Avenue) from Light Industry to General Business to accommodate residential and business uses, and be more consistent with the zoning for the adjoining parts of the downtown.

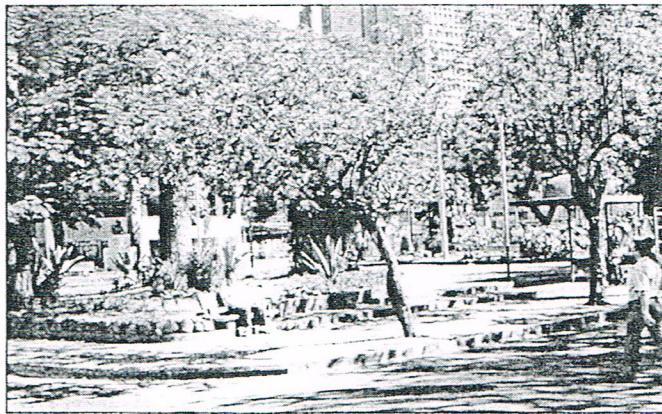
[*Note: refer to other relevant recommendations in the Future Development/Redevelopment chapter.*]



Objective: Maintain the atmosphere and amenities of the downtown which make it pedestrian friendly, as well as conducive to walking, shopping, entertaining and socially interacting with other community members and visitors.

Implementation Strategies:

- ❑ The Town, Island Properties, local businesses, Lions Club, Civic Association and other interested groups should work together to create outdoor courtyards, seating areas, pocket parks, pedestrian walkways and other options to improve opportunities for people to walk, sit, socialize and interact while going to the stores, restaurants and services in the downtown. (Refer to the following examples and illustrations of new public spaces in the Transportation chapter.)



Outdoor plazas and courtyards are positive attributes for downtowns. (Refer to additional photos and design illustrations in the Transportation, Community Appearance and Quality of Life Chapters of this Plan.)

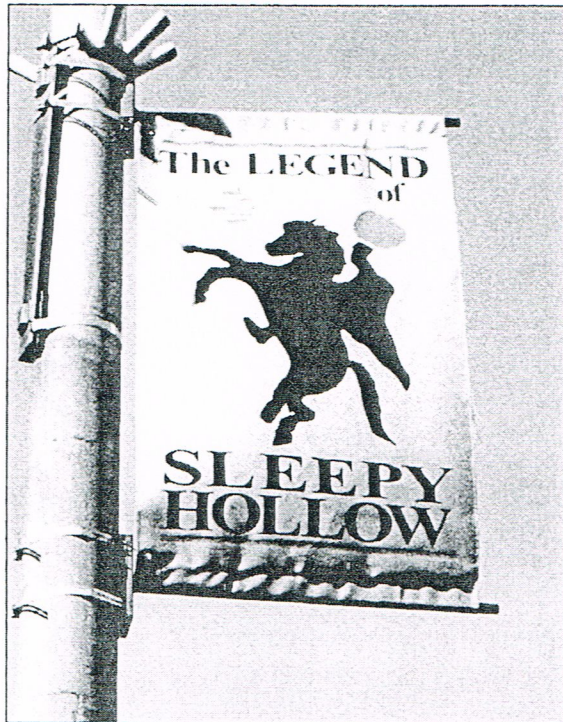
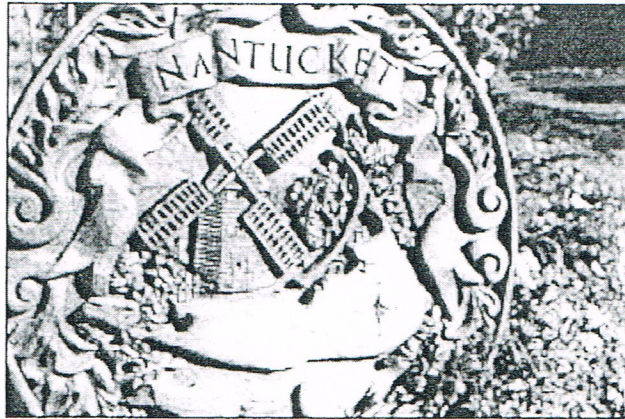


(Top left: San Jose, Costa Rica; Top right: Fairport, NY; Bottom: Scarsdale, NY)

[Note: refer to the Objectives and Implementation Strategies in the Transportation chapter regarding biking and walking paths/trails and tour maps.]

- ❑ The Chamber of Commerce, Main Street Association, Civic Association and Island Properties should explore options for creating new street signs and parking signs in the downtown to complement the new landscaping, seating, bump outs, façade and store improvements, while enhancing the overall appearance. The Town may be able to assist with making and installing the signs. The oyster symbol and/or “Downtown Oyster Bay” references could be included on the signs as a way to help define this area of the Hamlet. **(Refer to the photos on the following page and examples in the Transportation chapter.)**

[Note: refer to the goals, objectives and implementation strategies in the Community Appearance, Future Development/Redevelopment, Housing, Open Space, Transportation and Quality of Life chapters which are applicable to the downtown.]



Attractive signs and banners can be used to identify the downtown and enhance the character of an area. (Parking sign examples and other improvements are described in the Community Appearance, Quality of Life and Transportation chapters of this Plan.)

Housing

E. HOUSING

Goal: Maintain and create diverse housing opportunities for Hamlet residents.

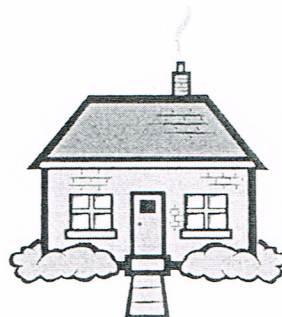
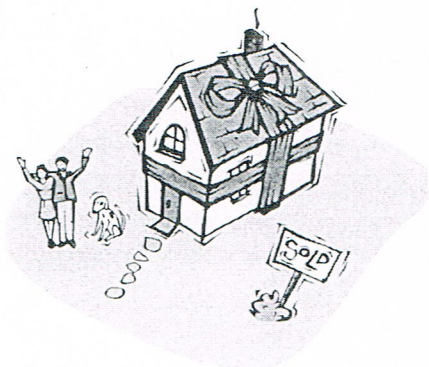


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Objective: Promote a range of residential opportunities in varied density, housing types and prices for Hamlet residents, especially senior citizens, singles and families.

Implementation Strategies:

- ❑ The Town should continue, and possibly expand, efforts to promote the development of different types of housing to meet the varying needs of residents.
- ❑ The Town and housing groups/organizations should coordinate with the County, State and Federal agencies as well as financial lenders to implement housing assistance efforts, modify underwriting criteria, conduct homebuyer training classes, and construct affordable housing for homebuyers.
- ❑ The County, Town, area mortgage lenders, real estate agencies and community groups should sponsor “Homebuyer Fairs” to provide a central place where housing information and contacts can be provided to interested residents.



Homeownership is a goal for many families, and a variety of housing options will allow them to achieve it.

- ❑ The Town and property owners should identify opportunities to offer moderately priced rental units for households which will provide an option prior to homeownership.



The existing housing stock in the Hamlet ranges from single-family, detached homes to apartment units and multi-family dwellings.



Objective: Maintain a balance in the types, cost and quantity of housing available to residents in the Hamlet.

Implementation Strategies:

- ❑ The Town should work with the County's Office of Housing and Intergovernmental Affairs (OHIA) in administering financial assistance from the HOME program (and similar programs) to eligible first time homebuyers for down payment assistance.
- ❑ The Town and Oyster Bay Housing Authority should continue to administer funding for housing initiatives in the Hamlet. Additional funding should be pursued from State and Federal housing programs as a means of enhancing efforts to assist residents to find appropriate housing options.
- ❑ The Town should work with appropriate groups and agencies to promote the goal of safe and sanitary housing options for all residents of the Hamlet.



Objective: Encourage mixed-use residential, office and/or commercial development in the downtown which will provide housing options while supporting the vitality of the Hamlet.

Implementation Strategies:

- ❑ The Town should support efforts by property owners to maintain housing units within development or redevelopment projects in order to provide more housing options and sustain more activity in the downtown.
- ❑ The Town should evaluate its zoning provisions to determine whether mixed-use activities are permitted in the appropriate zoning districts in the Hamlet and other parts of the Town.



Objective: Preserve the quality, character and stability of neighborhoods in the Hamlet by enforcing the zoning and building codes, preventing the intrusion of incompatible uses in residential areas and protecting housing values.

Implementation Strategies:

- ❑ The Town should enhance its code enforcement efforts regarding illegal housing units and intrusion of incompatible uses in neighborhoods. These efforts should be undertaken in conjunction with initiatives to protect the health, safety and general welfare of affected individuals and families.
- ❑ The Town should explore new tools for enforcing the codes, such as computer programs which link tax parcel information with the zoning and building codes, and GIS data — the information can be accessed by inspectors in the field through a laptop computer or other equipment.
- ❑ The Town should continue to consider the character and appearance of the adjacent neighborhoods when reviewing applications for variances, rezonings and site plans.



Objective: Promote the maintenance and upgrade of aging or substandard housing stock, and support efforts by private and public property owners to incorporate landscaping and other improvements into their sites.

Implementation Strategies:

- ❑ The Town should continue its efforts to administer the Community Development Block Grant program to assist income eligible residents with housing rehabilitation.
- ❑ The Town, Civic Association, civic and community groups, Island Properties and other interested groups should work together to improve properties (their own and others in need) in the Hamlet through organized clean-up days, and programs like "Christmas in April" or "Neighborhood Pride".¹
- ❑ The Chamber of Commerce or Main Street Association should establish a Façade Improvement Program, with funding assistance from public programs, foundations or other sources, to assist residential and non-residential property owners with physical improvements to their facades, awnings and other building features. [*Note: this strategy is described further in the Community Appearance chapter.*]
- ❑ The Town or a Beautification Committee should give awards for the "best kept property" to residential and non-residential property owners to acknowledge positive initiatives of property maintenance and encourage pride in the appearance of properties in the Hamlet.



Objective: Support the rehabilitation and preservation of residential, as well as non-residential, structures in the Hamlet.

Implementation Strategies:

- ❑ The Town should work with the County's OHIA in administering financial assistance from the HOME program (and similar programs) to eligible households for residential rehabilitation activities.

¹ Christmas in April is a program being offered in some communities utilizing volunteers to assist needy residents with home improvement projects. Neighborhood Pride is an initiative being implemented by community groups and residents to collectively tackle home and property improvements in a specific neighborhood, using volunteers and donated supplies, as necessary.

- ❑ The Oyster Bay Historical Society should continue to prepare educational brochures, material and resources about historic preservation which can be distributed to property owners, community groups, developers and schools.
- ❑ The Oyster Bay Historical Society should seek assistance, guidance or sponsorship from the Preservation League of New York State, the State Office of Parks, Recreation and Historic Preservation, and County historic groups in scheduling educational meetings/workshops about issues relevant to historic preservation efforts.
- ❑ The Town should continue to incorporate information about the historic inventory on the Town's website and in the new kiosks recommended for the downtown.



Objective: Preserve the integrity of historic, architectural and archaeological sites, and protect the community's heritage for the education and enjoyment of current and future populations.

- ❑ The Oyster Bay Historical Society, with assistance from other interested groups and/or individuals, should prepare a detailed inventory of historical and archaeological resources in the Hamlet and surrounding areas. The inventory could include a description of their historic significance, current condition, photos and location maps.
- ❑ The Town should assist the Historical Society by incorporating the historic inventory into Oyster Bay's Geographic Information System (GIS) computer database. A Hamlet Historic Resource Map should then be generated from the GIS.
- ❑ The Town's boards and committees should utilize the historic inventory, along with other resource layers in the GIS database, when reviewing proposed actions involving or possibly impacting historic structures and/or sites in the Hamlet.

[Note: refer to the other implementation strategies relating to historic resources in the Quality of Life, Community Appearance and Downtown chapters of this Plan.]

Open Space and Environmental Resources

F. OPEN SPACE AND ENVIRONMENTAL RESOURCES

Goal: Preserve existing open space, acquire new properties for preservation and recreation, as well as protect the water supply, groundwater recharge areas, wildlife habitats and other significant environmental assets of the community.



1.

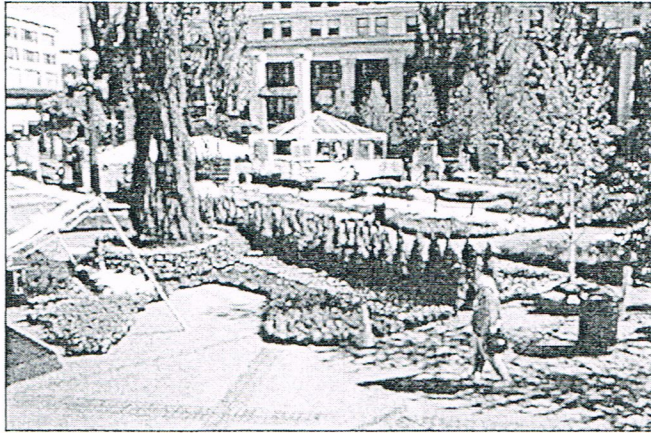
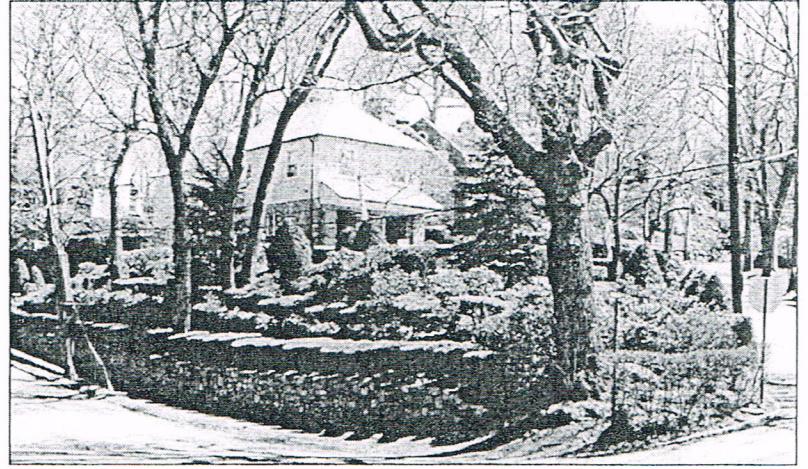
Objective: Encourage the inclusion of landscaped buffers, open space, pocket parks and/or trail connections in proposed projects which are considered by local boards.

Implementation Strategies:

- ❑ The Town Planning Advisory Board should continue to require the standards in the Zoning Code regarding setbacks, buffers and “context-sensitive” landscaping within sites, along roadways and between properties in order to enhance the appearance of the community, increase vegetation and shade, and supplement the open space resources in the Hamlet.



(Left: Darien, CT; Right: Mount Kisco, NY)



Landscaping within sites and along property lines improves the appearance of the site, provides visual relief from development and incorporates buffer areas.

(Top left: Hicksville, NY; Top right: Bronxville, NY; Bottom left: Portland, OR; Bottom right: Westbury, NY)

- ❑ The Town and surrounding Villages, County and State agencies should develop inter-municipal roadway guidelines designed to encourage consistency with respect to landscaping (including the appropriate type and size of roadside trees, shrubs and other vegetation) where appropriate, signs, lighting, and other streetscape improvements for roads which serve the communities.
- ❑ The Town should strive to make their decisions consistent with the landscaping requirements and other site plan standards in the Zoning Code in order to protect and preserve trees, replace trees which have been removed, preserve green foliage, provide wetland buffers and ensure that suitable wildlife habitats are maintained throughout the Hamlet (and rest of the Town).

- ❑ The Town's enforcement of site plan landscaping requirements should continue to identify whether the required trees, shrubs, plantings, berms and property line buffers have been installed and maintained within development projects and along street frontages; as well as in road right-of-ways after construction and improvement projects.



Objective: Explore options between the Town and other public agencies to work with property owners and land trusts to protect open space and parkland throughout the Hamlet and surrounding areas.

Implementation Strategies:

- ❑ The Town should coordinate efforts with land trusts to educate property owners about conservation easements, life estates and dedicated land options which can benefit the property owners and enhance the Town's inventory of protected natural resources.
- ❑ The Town should coordinate efforts with private landowners, land trusts and other environmental and civic groups in the acquisition and maintenance of new open space areas. Open space preservation depends on commitment, responsibility and stewardship from individuals, organizations, businesses and corporations, and institutions.
- ❑ The Town's "Save Our Environmental Assets" (SEA) Committee should explore all techniques and possible funding sources to preserve open space resources and enhance parks/recreation areas in the community.
- ❑ The Town should utilize open areas within publicly owned lands to create paths and trails, public courtyards and pocket parks, passive open space as well as linkages to Roosevelt Park and the waterfront.
- ❑ The Town, Island Properties, other property owners and community groups should explore other opportunities to create smaller pocket parks (such as: seating and passive areas, trails, a community green, and recreational fields) throughout the Hamlet.

[Note: this issue is addressed further in the Downtown, Parks and Recreation, Quality of Life and Transportation chapters of this Plan.]

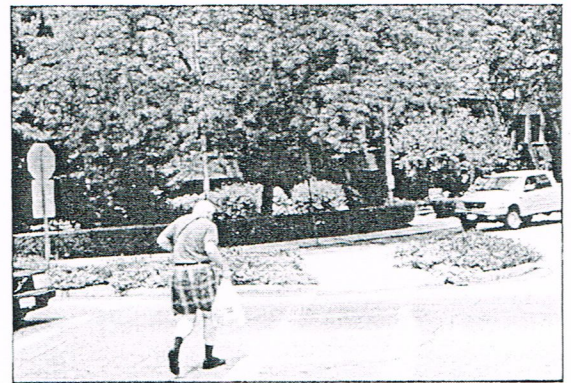


Objective: Protect and maintain passive open space and greenbelts along roadsides, within neighborhoods and developed areas, as well as in the downtown and waterfront.

Implementation Strategies:

- ❑ The Chamber of Commerce, Civic Association and other interested groups should establish an Adopt-A-Spot Program for the Hamlet which maps all of the public areas with existing or proposed landscaping; identifies the residents, businesses, community groups and other volunteers interested in planting and/or maintaining specific areas; and inventories the gaps in volunteers or areas that need assistance. A database can be prepared to supplement the map and be updated on a regular basis.

[Note: refer to the other strategies relating to landscaping, maintenance and physical improvements in the Community Appearance chapter of this Plan.]



Adopt-a-Spot Programs are used by many communities as a way to get residents, businesses, civic groups and organizations involved in helping to plant open space areas and islands with attractive landscaping and keep them well maintained.

(Left: West Roxbury, MA; Right: Bronxville, NY)

- ❑ The State Department of Transportation and the Town should promote the "Adopt-a-Highway" program, or similar initiative, and expand participation from area businesses, civic groups and other organizations to clean up road corridors throughout the Oyster Bay Hamlet and surrounding communities.
- ❑ The Town should take pride in its "Tree City USA" designation by enhancing its efforts, with participation from businesses and civic groups, to plant and maintain street trees throughout the Hamlet (and other parts of the Town).

- ❑ Friends of the Bay, Audubon Society, land trusts, the Waterfront Center, and other environmental groups should continue, and possibly expand efforts, to inform residents, businesses and community facilities about: (1) significance of the Bay and its watersheds, pollution prevention techniques, various environmental issues, and natural resource protection; (2) identify contacts at organizations and agencies; and (3) outline opportunities for local involvement in environmental activities. The Town should also make some of this information available on its website, with links to these organizations.



Objective: Create preserves or permanently protected buffers around important habitat areas, water bodies and other significant natural resources.

Implementation Strategy:

- ❑ The Town, Villages of Bayville, Mill Neck, Centre Island, Cove Neck and Oyster Bay Cove, and other communities should coordinate efforts to create streamside vegetation buffer areas for the streams that feed into the Bay and Long Island Sound. The streamside vegetation buffer areas would intercept and filter surface runoff contaminants (such as: silt, road salts, oils and nutrients) and could be created without much land disturbance.



Objective: Establish an integrated open space and trail network connecting parks, preserves, open spaces, waterfronts, schools and other community resources which will provide important aesthetic and environmental functions as well as opportunities for the community to more fully enjoy the resources.

Implementation Strategies:

- ❑ The Town, businesses, property owners and community groups can establish paths, walkways and other connections for pedestrians within and between properties, such as the ones identified on for South Street and East Main Street (refer to illustrations in the Transportation chapter).

[Note: refer to other strategies about paths, trails and connections in the Waterfront, Downtown and Transportation chapters.]

- ❑ The Town, County, community groups and surrounding Villages should form an inter-municipal committee to identify suitable options for attractive trails and bike paths in and around Oyster Bay Hamlet which will connect the scenic and historic resources, downtown, waterfront, parks and other areas for recreational and commuting purposes.
- ❑ The Civic Association, Boys and Girls Club, Chamber of Commerce, Main Street Association and other interested groups should coordinate efforts to prepare maps of the trails, paths, walkways and other connections in the Hamlet and surrounding areas. The maps can be made available to residents and local workers, as well as tourists. [*Note: refer to the Bike Tour map example in the Transportation Chapter*]



Examples of pleasant trails integrated into the environment. (Left: Camden, ME; Right: Irvington, NY)

- ❑ The Town, Chamber of Commerce, Civic Association and other community groups should make copies of walking and biking trails maps available at convenient locations around the Hamlet.
- ❑ The Chamber of Commerce should coordinate with local historic and cultural organizations and businesses to create and distribute a Walking Tour Map which identifies and describes the historic, cultural and recreational attractions, businesses and other places of interest in the Hamlet
- ❑ The Civic Association and/or other community groups and area businesses should work with the Public Works Department to install bicycle racks in private and municipal parking lots as well as other convenient locations in the downtown. The Town, businesses and community groups should identify opportunities to provide clean, safe public restrooms and drinking fountains at appropriate locations in the downtown.

- ❑ The Town, State and County transportation officials should coordinate efforts to make bicycle and pedestrian travel safer throughout the Hamlet and surrounding areas, such as: adjusting the timing of signals to allow for pedestrian crossings; improving sight distance; fixing potholes in shoulders of roads; placing bicycle grates on storm sewer inlets; creating connections or pathways between developed sites; and installing appropriate signage.

[Note: these strategies are discussed further in the Transportation chapter of this Plan.]



6. Objective: Coordinate inter-municipal efforts between the Hamlet and surrounding Villages to maintain, enhance and protect the watershed and natural resources which affect all of the communities.

Implementation Strategies:

- ❑ The Town should work cooperatively with the Villages of Bayville, Mill Neck, Centre Island, Cove Neck and Oyster Bay Cove, as well as other communities, to enact consistent lawn fertilizer and pesticide management plans which could reduce the levels of pollutant loads in the Bay, ponds, streams/creeks and watershed by decreasing point and non-point sources of pollution.
- ❑ The Town, Friends of the Bay, Audubon Society, the Waterfront Center and other groups should prepare a Guide with educational information about the Bay and its watershed, Long Island Sound, other water issues and environmental factors. The Guide should be distributed to residents in the Hamlet and the entire watershed, businesses, local schools, as well as posted on the Town and Friends of the Bay websites, and local cable television channel.
- ❑ The Town and other involved municipalities should adopt the proposed Harbor Management Plan and the White's Creek Watershed Analysis and Stormwater Mitigation Plan as a tool to monitor and protect the Oyster Bay-Cold Spring Harbor Outstanding Natural Coastal Area (ONCA).
- ❑ The Town should work with the New York State Department of State (NYSDOS) and Friends of the Bay toward implementation of the ONCA Plan, which recommends that: no new marinas be established in "SA waters" (the highest and best water quality classification, which applies to Oyster Bay); adequate pump-out facilities for boaters; the designation of Oyster Bay Harbor as a "No

Discharge Zone”; and the implementation of the White's Creek Watershed Analysis and Stormwater Mitigation Plan to control pollution and improve the tidal marsh. The ONCA Plan also recommends minimal dredging to existing navigation channels in order to avoid the disruption of fragile marine habitats.

- ❑ The Town should update and formally adopt the draft Harbor Management Plan that was prepared in cooperation with the NYSDOS and complements the ONCA Plan. The Harbor Management Plan identifies strategies for managing waterways and coordinating uses of surface and underwater areas in the ONCA, and addresses issues such as: shell fishing, dredging, water quality, moorings and in-water structures.
- ❑ The Town and interested residents should continue to actively participate in the ONCA and other regional environmental studies/plans in order to identify relevant local issues and conditions (environmental and land use), as well as to incorporate information from this *Hamlet Plan* into other projects.

Waterfront

G. WATERFRONT

Goal: Protect water quality, habitat and marine life; maintain the aesthetic, economic and recreational value of the bay; encourage environmentally sensitive development which is compatible with the waterfront features and maritime history; improve public access; and establish connections between the downtown and waterfront.



Objective: Provide additional public access to the waterfront, including pedestrian and bicycle paths from the downtown and residential areas, which will enhance the community's use and enjoyment of the shoreline and the bay.

Implementation Strategies:

- ❑ The Town, Island Properties, Friends of the Bay, Civic Association, Main Street Association and other interested groups should initiate ways to incorporate pedestrian connections to the waterfront from the downtown, Roosevelt School, Fireman's Field, South Street and other areas. The Town and Island Properties can be catalysts for these initiatives by coordinating improvements on their properties, especially ones which abut each other.
- ❑ Town, County, State and regional officials, and the Chamber of Commerce should work closely with the Long Island Railroad to explore options for removing the repair area, transformer and tracks located east of the train station — that would open up public access to the eastern waterfront from South Street (and eliminate the noise problem for neighboring residents). This access should be a non-vehicular pathway for pedestrians and bicyclists, which would also connect to the expanded trail within the park and along the waterfront, and the rest of the trail/pathway network.
- ❑ The Town, County, community groups and surrounding Villages should form an inter-municipal committee to identify suitable options for attractive trails and bike paths in and around Oyster Bay Hamlet which will connect the scenic and

historic resources, downtown, waterfront, parks and other areas for recreational and commuting purposes. (Refer to information in the Transportation chapter.)



Part of the existing trails in Roosevelt Park near the waterfront.

- ❑ The Town, businesses and property owners can establish paths, walkways and other connections for pedestrians within and between properties, such as the ones identified for South Street and East Main Street (as depicted in the Transportation chapter).

[Note: refer to the other implementation strategies in the Open Space/ Environmental Resources chapter of this Plan.]

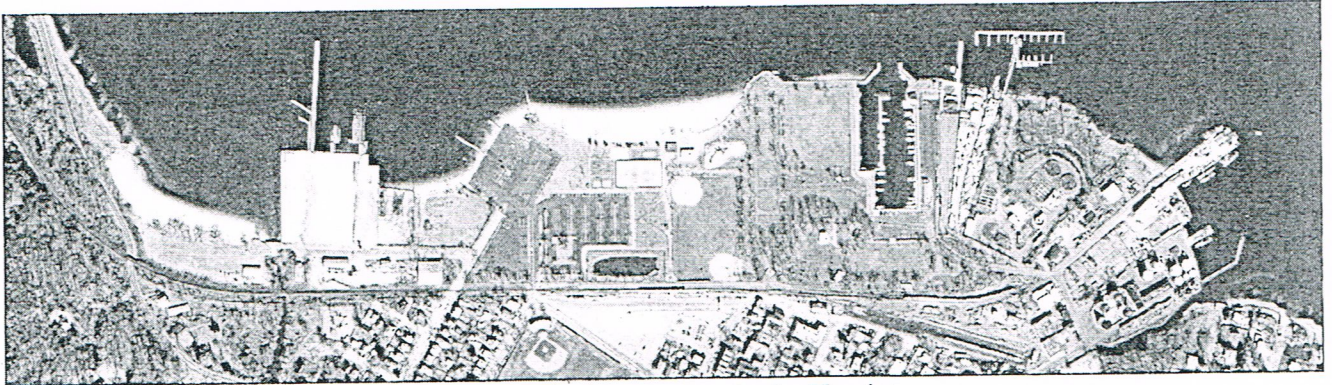


Objective: Limit the intensity of development on the waterfront in order to maintain the community character and protect the water quality, natural habitats and scenic vistas of the bay.

Implementation Strategies:

- ❑ The Town, Island Properties, Friends of the Bay and other community groups should work together to come to consensus about reuse of the eastern waterfront so there is a balanced mix of recreational, appropriate commercial uses,

residential activities, open space, public areas and access which are complementary to the downtown and natural resources.



Aerial view of the Oyster Bay waterfront and adjacent area in the Hamlet.

- ❑ The Town should amend the zoning for the waterfront areas from the current Light Industrial and Residential zoning districts to more suitable classifications — possibly a Waterfront-1 District for the western waterfront which would allow the existing and proposed uses; and a Waterfront-2 District for the eastern waterfront which would permit water-related uses, smaller scale appropriate commercial uses (possibilities include: boat rentals, restaurant and eatery, commercial fishing, miniature golf, pool, museums, skating rink), as well as public areas (benches and seating, outdoor performance area, trails).

[Note: clean-up of this site and related environmental concerns are addressed in the Open Space and Environmental Resources chapter of this Plan.]



Objective: Integrate the waterfront with the downtown and promote uses and activities which do not compete with, but rather complement, both areas of the Hamlet.

Implementation Strategies:

- ❑ The Town and Island Properties should coordinate efforts to improve the eastern waterfront, including future plans for Commander Oil, with the community to ensure that redevelopment of this area is well-suited and connected with the downtown, western waterfront and residential areas, as well as to make sure that development is done in a manner which is environmentally-friendly.

- ❑ Island Properties should coordinate with other property owners along South Street (including the LIRR property which fronts on South St.) to improve the physical appearance of the buildings and sites, establish interesting street-level activities and broaden the types of uses in order to connect the activity nodes in the downtown with the eastern waterfront. Some of the options include landscaping and streetscape improvements, new outdoor courtyards and seating (as depicted in the Transportation chapter), theme events (such as: arts and craft shows, artist exhibits) and new businesses (such as: galleries, studios, artist live-work space, bike rental shop, crafts and souvenir shop) as well as improved access.
- ❑ Island Properties should consider improving a portion of the Commander Oil site (until final plans are determined) by replacing the few parking spaces next to the tanks with landscaping — which will connect the site with the rest of downtown, improve the physical appearance from the ground level, and create a visual anchor at the end of South Street.
- ❑ The Historical Society and Friends of Locomotive #35 Museum, along with other property owners should cooperate in efforts to connect the downtown and new train museum with improved access to the waterfront via South Street, Hamilton, Bay and Audrey Avenues and the rest of downtown. This strategy would involve changes to the streetscapes along Hamilton, Bay and Audrey Avenues so that they are edged with landscaping, have a visual and functional continuity, interesting uses, physical indicators and appropriate signs guiding people to destination activities and public areas at the end of these corridors.

[Note: this implementation strategy is linked to the other strategies about improvements to South Street, new public areas and pathways, and modification of the LIRR tracks.]



View of the Bay from Roosevelt Park (left), and view of Beekman Beach from the shoreline (right).



4. **Objective:** Limit new structures and plantings which would block viewsheds of the water from the street level, and give special attention to improving public views from the shoreline, downtown as well as from the water (looking at the waterfront).

Implementation Strategies:

- ❑ The Town should require that new building development near the waterfront provide open view corridors, not wall off the Bay, be of compatible scale with surrounding areas, and give special attention to public spaces and environmental protection so the community and visitors can continue to enjoy the scenic and natural attributes of the waterfront.
- ❑ Island Properties should ensure that any redevelopment of the Commander Oil site include a viewshed of the Bay, visible from South Street and downtown since this is a critical visible link between the nodes of activity in the downtown and the waterfront.



5. **Objective:** Identify opportunities to preserve historic elements connected to Oyster Bay's maritime history, as well as to encourage compatible maritime-oriented activities with any development or redevelopment plans of waterfront properties.

Implementation Strategies:

- ❑ The new Maritime Museum (on the western waterfront), Historical Society, The Waterfront Center and other local groups should actively incorporate activities, exhibits and programs which highlight the maritime history and water-related businesses which are an integral part of the Oyster Bay Hamlet.

- ❑ The Historical Society, working with the Friends of Locomotive #35 and the Town, should use the new train museum as a showcase for its memorabilia and artifacts relating to the historic rail transportation mode. The Historical Society should also coordinate with the new Maritime Museum on the western waterfront, the Chamber of Commerce, Raynham Hall, Matinecock Lodge, other museums, schools, Sagamore Hill National Historic Site, Roosevelt Sanctuary, and other related facilities in the North Shore Heritage Area to connect these historic resources, expand cultural and educational activities (such as: Roosevelt's Centenary celebration) and link promotional efforts.



Objective: Protect, restore or improve natural resources which contribute to the function of the bay and/or enhance the scenic quality of the area.

Implementation Strategies:

- ❑ The Town should work with the New York State Department of State (NYSDOS) and Friends of the Bay toward implementation of the Oyster Bay-Cold Spring Harbor Outstanding Natural Coastal Area (ONCA) Plan, that recommends: no new marinas be established in "SA waters" (the highest and best water quality classification, which applies to Oyster Bay); adequate pump-out facilities for boaters; the designation of Oyster Bay Harbor as a "No Discharge Zone"; and the implementation of a watershed plan for Whites Creek to control pollution and improve the tidal marsh. The ONCA Plan also recommends minimal dredging to existing navigation channels in order to avoid the disruption of fragile marine habitats.
- ❑ The Town should update and formerly adopt the draft Harbor Management Plan that was prepared in cooperation with the NYSDOS, and which complements the ONCA Plan. The Harbor Management Plan identifies strategies for managing waterways and coordinating uses of surface and underwater areas in the ONCA, and addresses issues such as: shell fishing, dredging, water quality, moorings and in-water structures.
- ❑ The Town, Friends of the Bay and interested residents should continue to actively participate in the Long Island Sound Study and other environmental studies/initiatives in order to identify relevant local issues and conditions (environmental and land use), as well as to incorporate information from this *Hamlet Plan* into other projects.

[Note: these implementation strategies are also included in the Open Space and Environmental Resources chapter of this Plan.]



Objective: Identify best management practices and other techniques to control stormwater runoff and other matter from draining into the bay or contaminating the waterfront.

Implementation Strategies:

- ❑ The Town should coordinate with the Villages of Bayville, Mill Neck, Centre Island, Cove Neck and Oyster Bay Cove, as well as other communities, to adopt stormwater management programs and "Structural Best Management Practices" for the Bay and Long Island Sound watersheds which will manage and reduce the levels of point and non-point source pollution.
- ❑ The Town, Oyster Bay Sewer District and New York State Department of Environmental Conservation should evaluate the feasibility of new options for handling sewage at the plant (such as: an on-site sump and pipeline connections) while reducing the amount of effluents being discharged into the bay. The overall impacts on the environmental quality of the bay and shellfishing industry should be carefully evaluated along with the costs associated with potential projects.
- ❑ The Town, Friends of the Bay, and The Waterfront Center should pursue funding from State and Federal agencies to establish a comprehensive public education program about the watersheds, natural resource protection, options for reducing pesticides and herbicides, and assistance available for the clean-up of brownfield sites.
- ❑ The Town should continue to use organic, non-toxic fertilizer and pest controls to minimize negative environmental affects on the bay and other natural resources.
- ❑ The Town should work cooperatively with the Villages of Bayville, Mill Neck, Centre Island, Cove Neck and Oyster Bay Cove, as well as other communities, to enact consistent lawn fertilizer and pesticide management plans which could reduce the levels of pollutant loads in the watershed by decreasing point and non-point sources of pollution.

[*Note: this strategy is similar to the one in the Open Space and Environmental Resources chapter of the Plan.*]



Objective: Coordinate efforts from this planning process with the objectives and recommendations of other environmental plans/reports which are applicable to the Hamlet's waterfront and natural resources.

Implementation Strategies:

- ❑ The Town, Friends of the Bay, other community groups and elected officials should continue to actively participate in local and regional plans and studies which address the waterfront, Bay, Long Island Sound, watersheds and natural resources. This local participation should also ensure consistency of other plans and studies with this *Oyster Bay Hamlet Plan*.

- ❑ The Town, adjacent Villages, Friends of the Bay and other interested groups should continue to participate in implementation of actions from the Oyster Bay-Cold Spring Harbor Outstanding Natural Coastal Area (ONCA) and Oyster Bay Harbor Management Plan which will restore and/or protect the Bay and other natural resources.

Parks and Recreation

H. PARKS AND RECREATION

Goal: Provide a range of recreational programs, services and facilities to address the needs and interests of the current and future population of the Hamlet.



Objective: Coordinate recreational programs, activities and services between public agencies and organizations and private entities in order to better utilize available facilities and enhance recreational opportunities for the community.

Implementation Strategies:

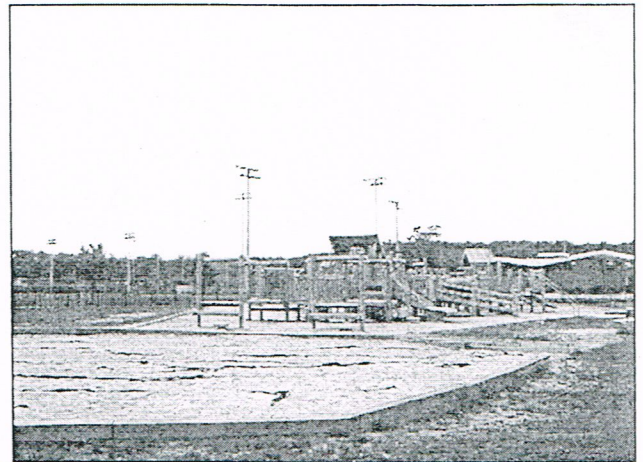
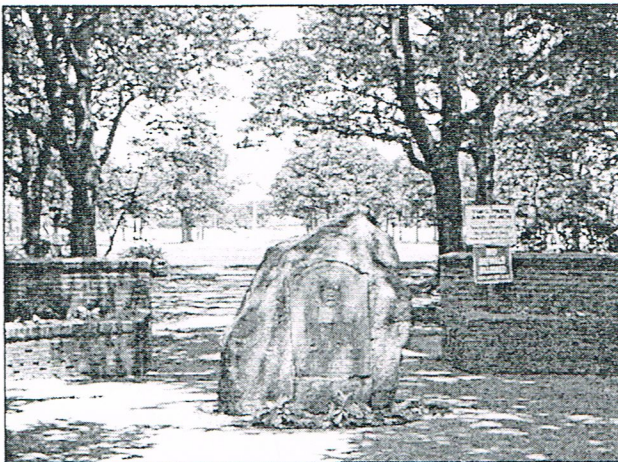
- ❑ The Town Parks and Recreation Department should coordinate efforts with the public and private schools, Hispanic Cultural Center, Boys & Girls Club, The Waterfront Center and other organizations to prepare a detailed inventory of recreational and cultural programs, activities, services and facilities available from each agency/group. The inventory and interaction amongst these groups could also identify service gaps, duplication of programs/activities, under-utilized facilities, and possible cost-sharing opportunities.
- ❑ The Town Parks and Recreation Department should coordinate efforts with the public and private schools, Island Properties and other property owners to create new, and better utilize existing, practice fields, play areas and active recreational land for local residents.
- ❑ The Boys & Girls Club should expand use of its facility by broadening the programs and events offered to teenagers. Another option is to move some of the youth-related activities currently held at the Community Center to the Boys & Girls Club and make use of the new community space being created as part of the western waterfront improvements.

- ❑ The Town should work with the local schools and other groups to implement joint-use agreements for use of public and private property by community groups and residents.

[Note: joint-use agreements have been used by other communities and schools to deal with the liability issues and logistics of using playing fields, auditoriums, classrooms, equipment etc.]

- ❑ The Town should work with high school students and other youth in the community to establish a Teen Panel or “Kidspeak Program” which will more actively involve young residents in projects, volunteer efforts and youth-based initiatives, and provide input on relevant issues in a more organized manner.

[Note: refer to other strategies about youth-based initiatives in the Quality of Life chapter of this Plan.]



Roosevelt Park offers passive and active recreation options for residents, as well as views of the Bay.



Objective: Identify new recreational and social programs, events and activities to meet the underserved needs of teens and single adults in the Hamlet, while also planning family-oriented functions.

Implementation Strategies:

- ❑ The Town Parks and Recreation Department should continue to offer a variety of programs and services at the Town park and other facilities, and possibly expand or co-sponsor new activities, such as: swimming lessons, skating, tennis lessons,

teen trips, middle school age dances and activities for youth, "Town picnics," Family Fun Night.

- ❑ The Hispanic Cultural Center, Boys & Girls Club, local businesses and the Town should identify new activities, special events and programs that are targeted to young residents which encourage self-expression and help bridge generational or cultural gaps.

[Note: refer to additional implementation strategies in the Quality of Life chapter of this Plan.]



3.

Objective: Continue to evaluate, and modify as necessary, the recreational programs and services offered through the Town recreation programs, Senior Center, schools and other organizations, as well as the park facilities, to meet the growing needs of residents.

Implementation Strategies:

- ❑ The Town, Hispanic Cultural Center, Senior Center, public and private schools, Boys & Girls Club, Civic Association, places of worship, and The Waterfront Center should conduct a Needs Assessment Survey to obtain input from residents, members and other parts of the community about existing and potential parks and recreational programs, services, and activities offered at the facilities. The Needs Assessment could also inquire whether residents and users would be willing to pay special fees for specific activities or programs of interest to them.
- ❑ The Town of Oyster Bay and other interested groups should explore options for creating a skate park or other outdoor recreation area for teenagers in a convenient location in the Hamlet. The skate park or outdoor recreation space should be a component of a mixed-use place which is active during the week and on weekends.

[Note: refer to other implementation strategies in the Business/Downtown and Waterfront chapters of this Plan.]

- ❑ The Town, Hispanic Cultural Center, Senior Center, Library, Boys & Girls Club, Chamber of Commerce, places of worship, Oyster Bay Interagency Council of non-profits, and other organizations should have a coordinated program for posting and disseminating information about recreational, social and entertainment events, activities, programs and opportunities in the Hamlet. Websites, newsletters and mailings, bulletin boards, announcements, local media, and postings on the kiosks (recommended in other chapters of this *Plan*) as well as other initiatives should be used on a regular basis.



4. Objective: Pursue opportunities to develop a pool to serve the community as well as to accommodate some of the youth and senior citizen programs.

Implementation Strategy:

- ❑ The Town should explore opportunities and cost estimates to develop a pool, possibly through a public-private initiative, in the downtown, on the eastern waterfront or other convenient location in the Hamlet. The pool could be an indoor facility offering swimming lessons, recreational activities, swim league or other swim events, which would be used and enjoyed by the community year-round.





Objective: Continue on-going maintenance of the park and recreational facilities in order to provide clean, efficient services and programs to the community.

Implementation Strategies:

- ❑ The Town Parks and Recreation Department should establish an "Adopt-a-Park" and/or "Adopt-a-Waterway" program to match volunteers and community groups with specific parks, public open spaces and streams/water bodies in an effort to keep these areas clean and environmentally maintained. The volunteers would assist parks and public works staff to remove litter, mow lawns and fields, paint buildings/signs and other duties in the parks, public open spaces and streams.

[Note: this "Adopt-a-Park" and/or "Adopt-a-Waterway" strategy should be coordinated with the "Adopt-a-Spot" strategy identified in the Downtown chapter of this Plan.]

- ❑ The Chamber of Commerce and Recreation Department should coordinate efforts with the Friends of the Bay, Civic Association, youth groups and various civic groups to assist in establishing a more frequent, formal structure for the Town/Hamlet clean-up days. Efforts should also be made to incorporate the parks and recreational areas into the clean-up activities.

Community Services and Facilities

I. COMMUNITY SERVICES AND FACILITIES

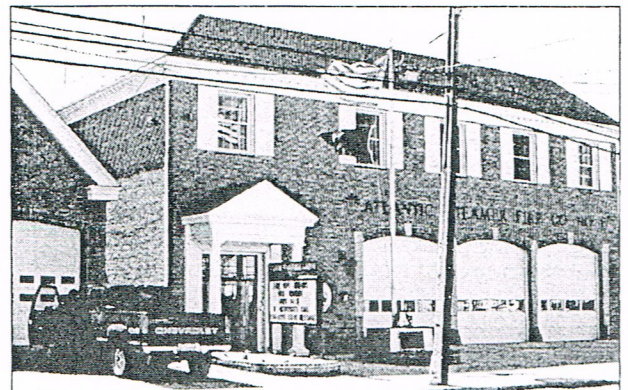
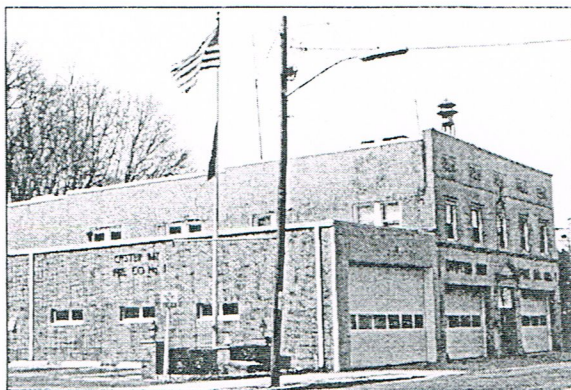
Goal: Promote and provide diverse services to meet the needs of the community.



Objective: Continue supporting the local ambulance service, fire and police departments in providing protection services and special programs to the community.

Implementation Strategies:

- ❑ The Town should coordinate with the police department to make sure that there is sufficient police presence in the downtown area and throughout the Hamlet to provide an actual and perceived sense of safety, as well as security for residents, merchants, workers, shoppers and commuters.
- ❑ The Town and residents should continue to support the police department so that police protection services and specialized programs (such as: assisting children, youth, senior citizens and other residents) will continue to be offered, and possibly expanded, throughout the community.
- ❑ The Town and residents should continue to support the fire services and local ambulance services offered throughout the Hamlet and surrounding areas.





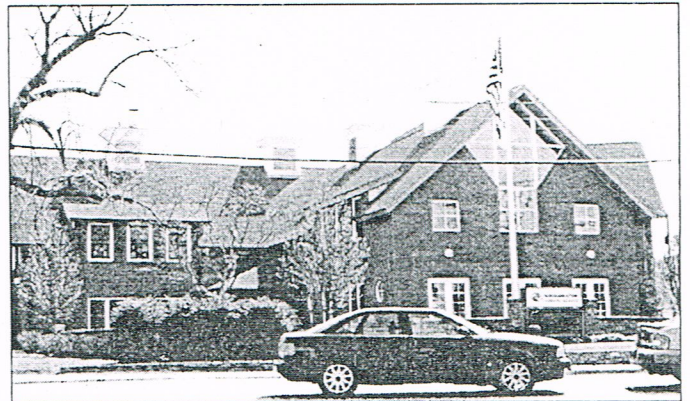
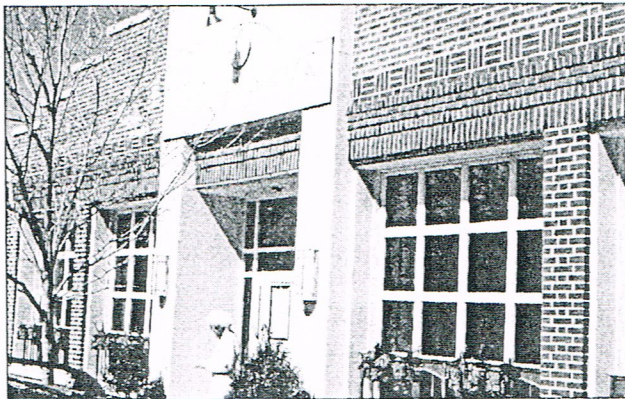
2.

Objective: Support the provision of day care, senior citizen and youth services, as well as social programs, to accommodate the needs of residents and the local workforce.

Implementation Strategies:

- ❑ The Town's boards, departments and agencies should coordinate efforts with the Boys & Girls Club, day care centers and other service providers to maximize the number and types of programs and activities offered to all age groups, while minimizing duplication of services.
- ❑ The Town and community should support efforts to provide day care in safe, healthy and nurturing environments for children and elderly residents of the Hamlet.
- ❑ The Town and County should provide technical assistance, as appropriate, and coordination with the social service agencies and non-profit organizations in order to develop a **resource directory of care providers** (including descriptions of services and programs, and contacts) for distribution to the community. The coordination between these groups could also identify service gaps, duplication of programs/activities, under-utilized facilities, and possible cost-sharing opportunities.

[Note: refer to strategies in the Quality of Life chapter regarding dissemination of information about programs, activities and programs in the community.]



Doubleday Babcock Senior Center and the Boys and Girls Club provide programs and activities for the seniors and youth in the community.

- ❑ The Hispanic Cultural Center should coordinate efforts to initiate a local bartering program which will allow residents to work for goods and services, while generating work opportunities and supporting needy members of the community. (Refer to examples in Appendix C.)



Objective: Coordinate efforts with the Hispanic Cultural Center and various other organizations to provide social, educational and recreational services for the community.

Implementation Strategies:

- ❑ The Town, Hispanic Cultural Center, Civic Association, Chamber of Commerce, public and private schools, and other groups/organizations should coordinate and co-sponsor a variety of events, programs and activities which will respond to the changing interests and needs of the community.
- ❑ The Town, Hispanic Cultural Center and various agencies/organizations should strive to offer services and programs which reflect, and are sensitive to, the diversity of the Hamlet.
- ❑ The Hispanic Cultural Center, Chamber of Commerce and other civic groups should consider sponsoring an International Heritage event to highlight different cultures and ethnic food/music/activities.

[Note: refer to other implementation strategies in the Quality of Life, Community Appearance, Parks and Recreation, and Downtown chapters.]



Objective: Promote the provision of medical services by health care operators at sufficient levels to accommodate the needs of the community.

Implementation Strategies:

- ❑ The Town should support efforts by property owners and interested health care providers to establish a medical facility and expanded health care services in the Hamlet.

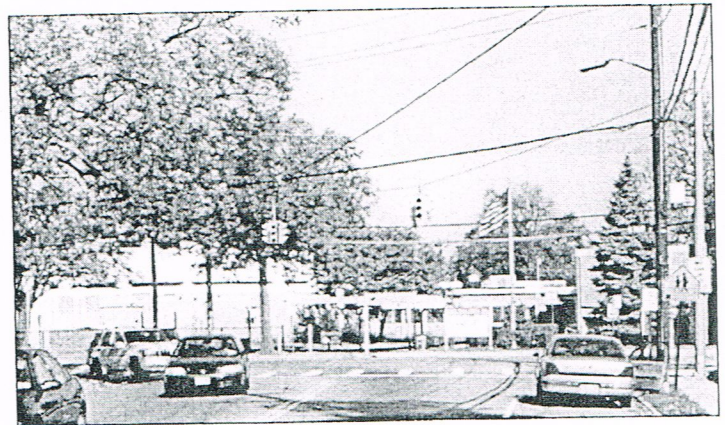
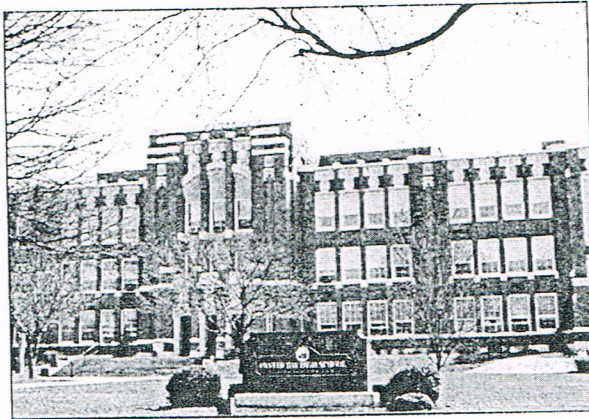
- ❑ The regional hospitals, emergency medical services and other health care providers should continue to provide excellent health care services, as well as various programs, events and outreach to the community.
- ❑ The health care providers should coordinate with the Town to have information about their services included on Oyster Bay's internet website (or links to their websites).



Objective: Advocate educational services and facilities, public and private, which address current needs, changing technology and future advancements of the 21st Century.

Implementation Strategies:

- ❑ The Oyster Bay-East Norwich Central School District and other schools should maintain the diversity and excellence of educational offerings and technological resources available to children and residents of the community.
- ❑ The public and private schools should continue to involve parents and community leaders in volunteer efforts, guest lectures, special events and other means of connecting the community with students.



- ❑ The public and private schools, Town and various service providers should coordinate efforts to compile digital and hard copies of their plans, reports, newsletters, guides and other publications which can inform students, residents and guests about what is happening and what is available in their community. The digital records could be incorporated into the Town's GIS system.



Objective: Support cooperation between the schools, businesses and other organizations to provide adequate training, technology and skills to meet the needs of the current and future workforce.

Implementation Strategies:

- ❑ Local businesses, corporations, vocational and secondary educational institutions, and cultural/arts facilities should establish programs and activities which will provide on the job training and readiness skills for students before graduation.
- ❑ The Chamber of Commerce, Civic Association, local businesses and organizations should promote and establish mentorships, internships and apprenticeships for students which provide experiential/environmental learning opportunities.
- ❑ The Oyster Bay-East Norwich Central School District and private schools in the area should connect students with business partners where educational curriculum and training overlap with business activities.



Objective: Coordinate use of the school facilities, after hours and other non-peak times of the year, with the Town recreation program and community groups.

Implementation Strategy:

- ❑ The Town, School District, private schools and other service providers with facilities should establish or continue to provide joint-use agreements with community groups and residents for use of equipment, fields and recreational areas, meeting spaces, and other facilities.

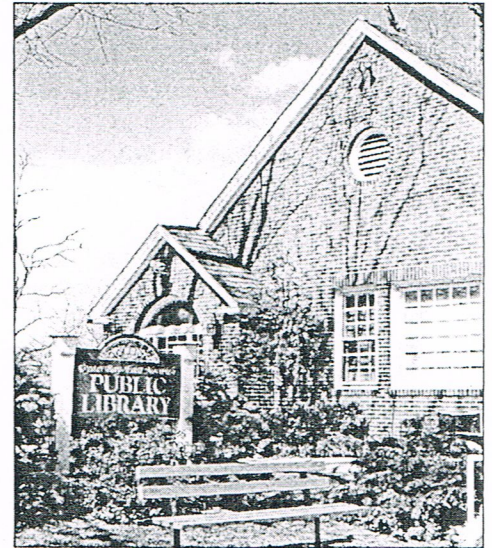


8.

Objective: Respond to the changing requirements of the community and to technological opportunities which can enhance services provided by the library.

Implementation Strategies:

- ❑ The Library should explore opportunities to acquire, or share access to, new technological resources, services and technical assistance as equipment advances in the next century.



Matinecock Lodge and the Public Library are two of the community facilities in the Oyster Bay Hamlet.

- ❑ The Library should maintain, and enhance its partnership with other libraries to provide links with various colleges, universities and vocational schools, and to maximize technological growth through shared access to digital databases and resources.

Future Development and Redevelopment

J. Future Development/Redevelopment

Goal: Promote development and redevelopment which is consistent with the current scale and historic character of the community; encourages a balanced pattern of land use; allows for the efficient provision of utilities, public services and facilities; concentrates business activity within the downtown and existing commercial areas; preserves residential neighborhoods; and protects environmental resources.

- ❑ **Policy Recommendation:** Encourage use of land which enhances the Hamlet's natural and scenic resources.
- ❑ **Policy Recommendation:** Limit the scale and intensity of land use development to levels which minimize traffic congestion on area roadways, encourage use of transit, and support transit-oriented or planned development opportunities.
- ❑ **Policy Recommendation:** Guide and control the amount of new development or redevelopment of parcels so that it allows for some flexibility but is compatible with surrounding areas and the community character, is supported by the infrastructure limitations in the Hamlet, and minimizes potential impacts on natural resources and neighborhoods.
- ❑ **Policy Recommendation:** Preserve the integrity of historic, architectural and archaeological sites, and protect the community's heritage for the education and enjoyment of current and future populations.
- ❑ **Policy Recommendation:** Promote the appropriate adaptive re-use of commercial and industrial properties in the Hamlet while controlling development in un-built areas, preventing encroachment into residential neighborhoods and protecting natural resources and open spaces.

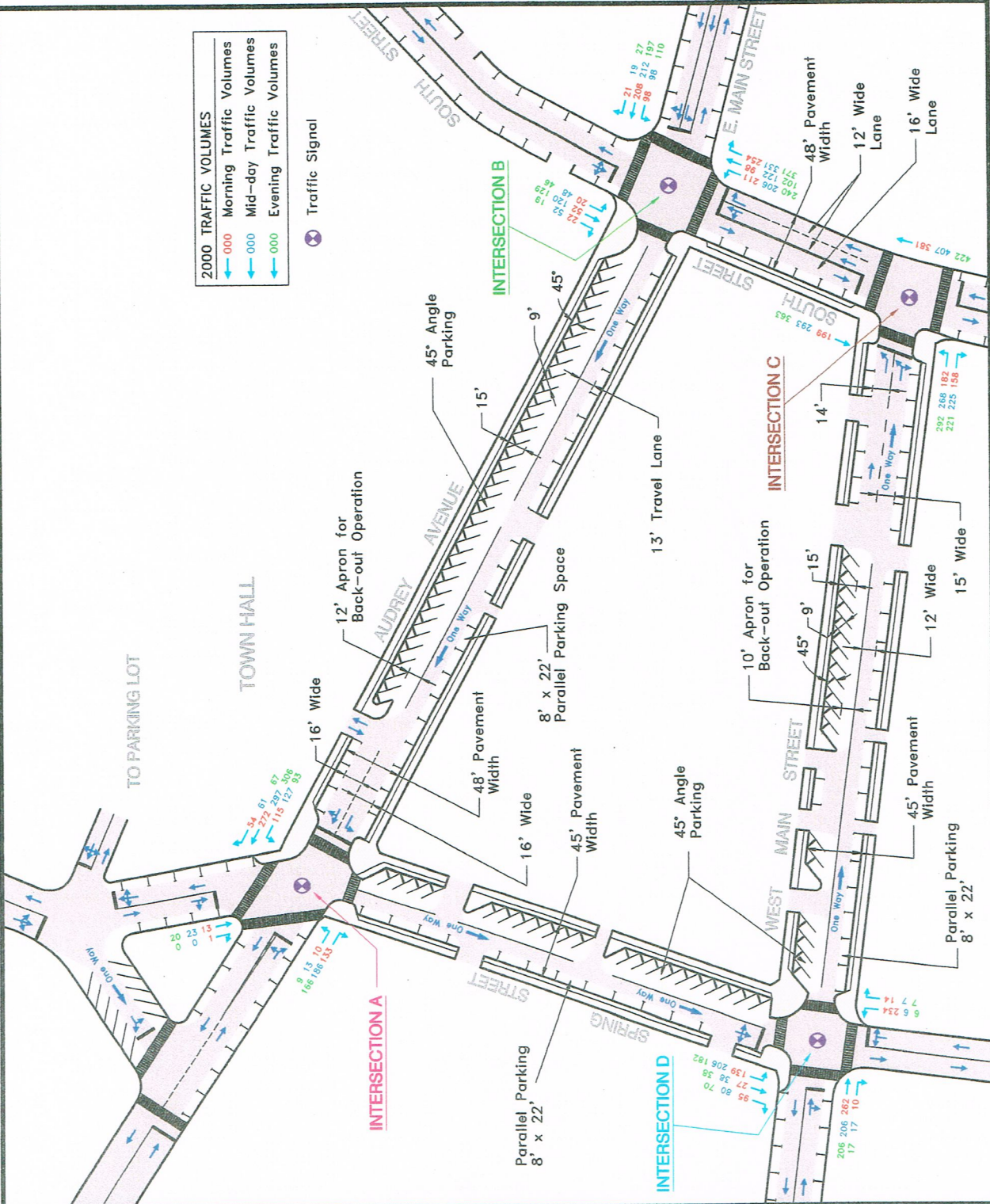
[Note: the Objectives in the Business Environment, Housing, Open Space and Environment, Waterfront, Transportation, Community Appearance and Quality of Life chapters are all applicable to future development and redevelopment in the Hamlet.]

Appendices

Appendix A

ONE-WAY CIRCULATION PLAN - OPTION A

SOUTH STREET PARKING WEST SIDE



PEDESTRIAN COUNTS SUMMARY

PEAK HOUR	INTERSECTION A		
	EAST BOUND	WEST BOUND	NORTH SOUTH BOUND
MORNING	7	14	10
MID-DAY	5	25	23
AFTERNOON	4	5	15
			28

PEAK HOUR	INTERSECTION B		
	EAST BOUND	WEST BOUND	NORTH SOUTH BOUND
MORNING	24	0	11
MID-DAY	28	16	38
AFTERNOON	34	14	27
			23

PEAK HOUR	INTERSECTION C		
	EAST BOUND	WEST BOUND	NORTH SOUTH BOUND
MORNING	22	4	0
MID-DAY	14	5	0
AFTERNOON	14	3	0
			28

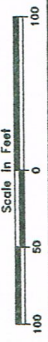
PEAK HOUR	INTERSECTION D		
	EAST BOUND	WEST BOUND	NORTH SOUTH BOUND
MORNING	6	9	5
MID-DAY	5	17	15
AFTERNOON	6	14	6
			6

OYSTER BAY HAMLET STUDY
Audrey Avenue/West Main Street/Spring Street
Town of Oyster Bay, New York

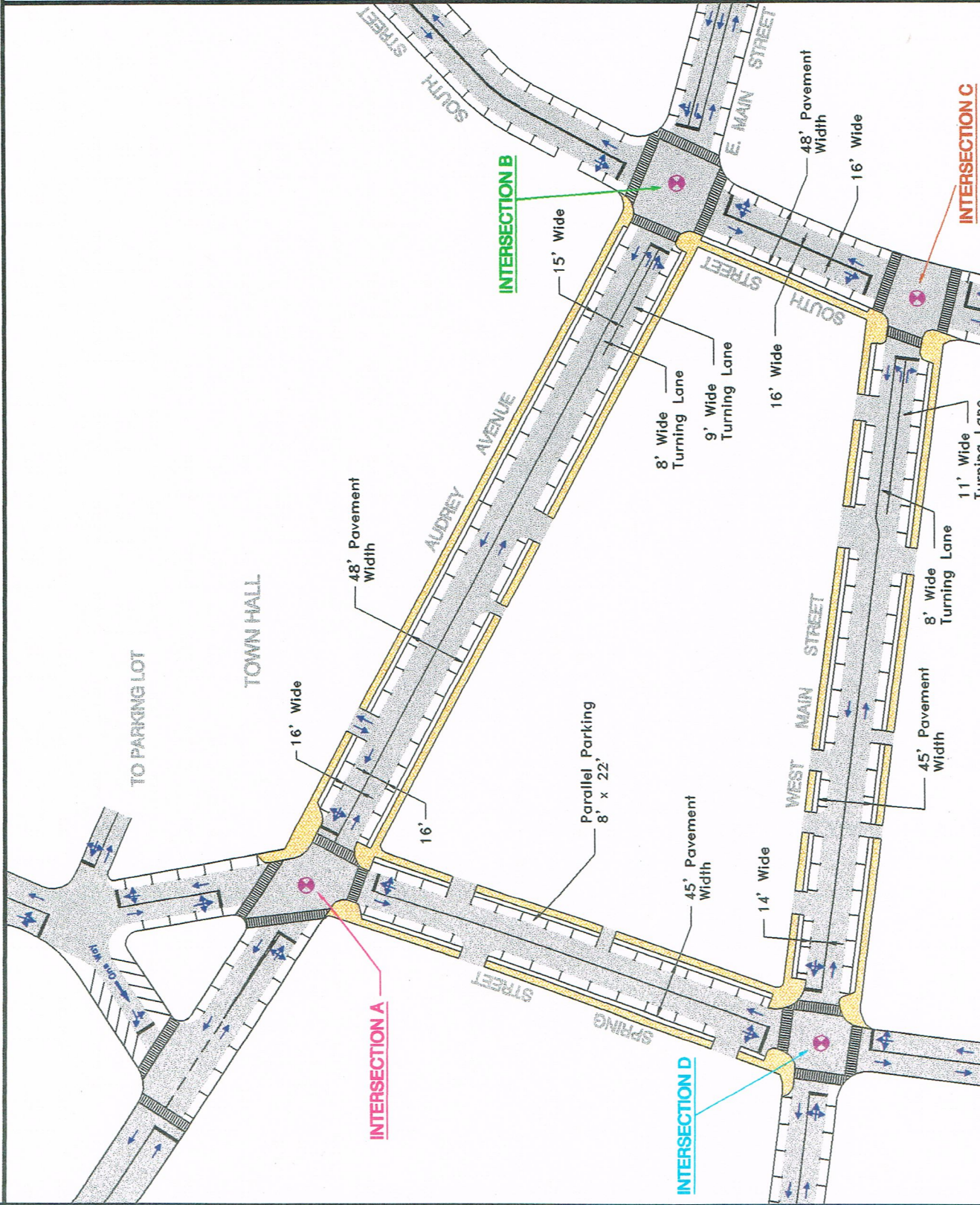
PARKING STALLS
Existing 108
Option - B 137
Net Change +29 (27%)



FREDERICK P. CLARK ASSOCIATES, INC.
Planning/Development/Environment/Transportation



TWO-WAY CIRCULATION PLAN SOUTH STREET PARKING BOTH SIDES



PEDESTRIAN COUNTS SUMMARY

PEAK HOUR	INTERSECTION A		
	EAST BOUND	WEST BOUND	SOUTH BOUND
MORNING	7	14	10
MID-DAY	5	25	23
AFTERNOON	4	5	15
			28

PEAK HOUR	INTERSECTION B		
	EAST BOUND	WEST BOUND	SOUTH BOUND
MORNING	24	0	11
MID-DAY	28	16	38
AFTERNOON	34	14	27
			23

PEAK HOUR	INTERSECTION C		
	EAST BOUND	WEST BOUND	SOUTH BOUND
MORNING	22	4	0
MID-DAY	14	5	0
AFTERNOON	14	3	0
			28

PEAK HOUR	INTERSECTION D		
	EAST BOUND	WEST BOUND	SOUTH BOUND
MORNING	6	9	5
MID-DAY	5	17	15
AFTERNOON	6	14	6
			31

OYSTER BAY HAMILLET STUDY
Audrey Avenue/West Main Street/Spring Street
Town of Oyster Bay, New York

Note: There are 108 existing parking stalls.
Traffic Signal

FREDERICK P. CLARK ASSOCIATES, INC.
Planning/Development/Environment/Transportation



Appendix B



Cover and inside page from the Virginia Driving Tour brochure.



There's No Place Like Downtown!

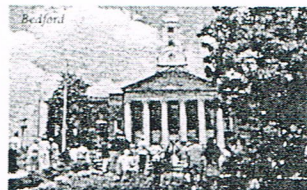
Whether you are planning a weekend getaway or a two-week excursion, Virginia's Main Street communities should be on your itinerary. Across Virginia you'll find 18 unique Main Street communities recognized for their historic architecture, one-of-a-kind businesses, special events, historic and natural attractions, and old-fashioned hospitality. Also, they're within minutes of other vacation destinations, major highways and scenic by-ways.

Restaurants and Lodging

Some of Virginia's finest restaurants are to be found in Main Street communities. Whether you are looking for sophisticated, continental cuisine or traditional Southern fare, you'll find something to tempt you at a Main Street restaurant. Even a brief stop for lunch can

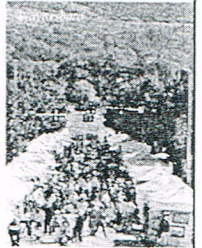


become a vacation treat. Overnight accommodations in Virginia's Main Street communities include lovely bed and breakfasts, as well as historic and upscale hotels. Stop by for the night or stay for a few days.



Special Events

All year long Main Street communities host a variety of special events. Concerts, antique shows, farmers' markets and other exciting activities fill the calendar. Fall is a special time of year for the many Main Street communities near the



Blue Ridge Mountains and Skyline Drive. Also, Virginia Main Street communities plan many special holiday activities in November and December.

For a Main Street Calendar of Events, call 804-371-7127 or e-mail mainstreet@dhcd.state.va.us.

Add Virginia Main Street communities to your itinerary and change what could be a simple road trip into the vacation of your lifetime.

SCENIC DRIVING TOURS

Directory



**DUTCHESS
COUNTY TOURISM
PROMOTION AGENCY**

3 Neptune Road
Poughkeepsie, NY 12601
(914) 463-4000
(800) 445-3131

Tour 1

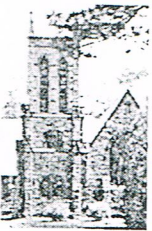
3



Explores the towns of Rhinebeck, Red Hook, and Milan. Rhinebeck boasts of 35 miles of meadowland, small streams, and wooded hills with lovely mountain vistas. Tradition holds that Red Hook was named by Henry Hudson's crew in 1509 for a hook-like configuration of land near where they anchored. covered by red foliage at that time of year. Milan, a rural and sparsely populated town, offers some of the most beautiful roads and scenic views found here.

Tour 2

10

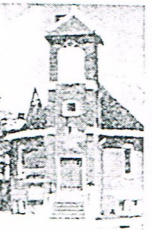


Leads the traveler through the towns of Hyde Park, Clinton, and Pleasant Valley. In Hyde Park, Franklin D. Roosevelt made his lifelong home. Clinton, named for New York's first governor, was settled in the early 1700s by New England Quakers. Mill sites along the little Wappinger Creek and the crossroad enterprises became the core of

early hamlets. And in Pleasant Valley, a plank turnpike between Connecticut and Poughkeepsie provided farmers a route to Hudson River markets. The Wappinger Creek wanders among the town's low hills.

Tour 3

17

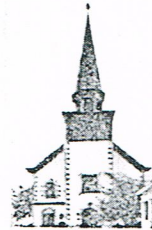


Encompasses the City and Town of Poughkeepsie and the Town of LaGrange. The tour begins north of the city and winds into the town past the remaining farms and orchard of LaGrange. The City of Poughkeepsie courthouse, center of state government during the Revolutionary War, was the site of New York's ratification of the

J.S. Constitution in 1788. The Town of Poughkeepsie is best known today as the home of IBM and Vassar College. Called "Freedom" when formed as a town in 1821, LaGrange was renamed in 1829 by enthusiastic patriots in honor of the Marquis de Lafayette's farm in France.

Tour 4

25



Explores the towns of Wappinger, Fishkill, East Fishkill and the City of Beacon. The tour begins in the hamlet of New Hackensack, which was settled by Dutch farmers from New Jersey around 1750, and winds through the Village of Wappingers Falls, then south to Stony Kill and Mount Gulian of Beacon, with vistas of the Fishkill Range and Mount Beacon. The tour encompasses the numerous historic sites clustered around the area of Fishkill and provides a view into the historic past of southern Dutchess County.

Tour 5

33



Takes you on a journey through the towns of Union Vale, Beekman, Pawling and Dover. The tour begins in Union Vale, best noted for its Clove, a beautiful, narrow valley, then winds through Beekman, with its charming, old farm houses. The Town of Pawling, dating back to 1788, was home to newsmen Edward R. Murrow and Lowell Thomas, and the Rev. Norman Vincent Peale. Dover, encompassing the hamlets of Dover Plains and Wingdale, was a stopover for New England cattle "drovers" on the way through the Harlem Valley.

Tour 6

41

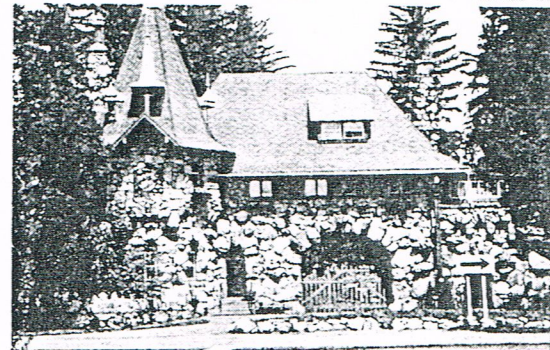
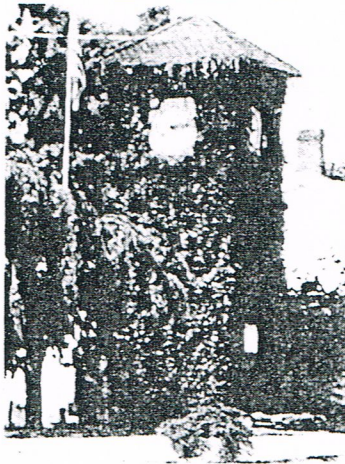
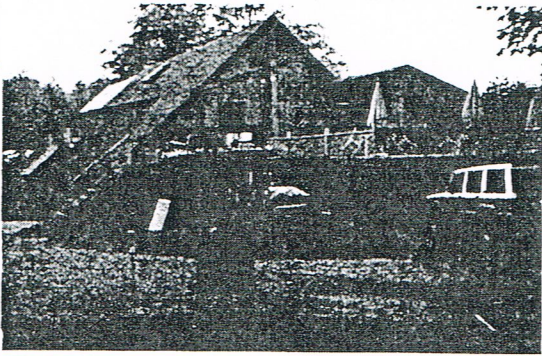


Winds through the towns of Pine Plains, Northeast, Amenia, Washington and Stanford. Pine Plains is the site of what may have been the country's first Christian congregation of Native Americans, ca. 1742. The Town of Northeast, dating back to 1788, is where the quaint village of Millerton is found. Amenia, which was named by Dr. Thomas Young, is from the Latin amoena, meaning "pleasant place." In Washington, named for General George Washington, explore the village of Millbrook, a hub of business and culture, and while in Stanford, enjoy the scenic foothills of the Fishkill range.

Tour 6

*Only part
of the tour
copied
Refer to
full tour
guides*

PINE PLAINS, NORTHEAST, AMENIA, WASHINGTON, STANFORD



Welcome to the Towns of Pine Plains, Northeast, Amenia, Washington and Stanford and Villages of Millbrook and Millerton, Scenic and Historic Tour 6 (Miles 85, Hours 3¼).

The 5 towns and 2 villages in central and northeastern Dutchess are within the boundaries of 3 early patents (royal deeds): the Great Nine Partners (1697), the Little Nine Partners (1706) and the Oblong (1731). With some of the most spectacular views in the U.S., this is farm country dotted with picturesque hamlets where growth occurred mainly because of 18th C. iron mines and 19th C. railroad expansion.

PINE PLAINS (R) is distinguished as the site of what may have been the country's first Christian congregation of Native Americans, ca. 1742. A handful of Shekomeko Indians were converted by Moravian missionaries who fought vainly for their converts in a tragic, losing struggle against local colonists' prejudices and politics. Their work was destroyed and their members, denounced as Papists, were forced to flee to Pennsylvania. During the 19th C. the hamlet became a major railroad center for local agriculture, industry, and mining. Established as a town in 1823 from Northeast, with small population spread over 29.80 sq. mi. in hamlets and farms. Dairy farming is the main industry and Pine Plains hamlet the principal center. Other centers are Pulvers Corners and Bethel. Stissing Mt. is its most visible landmark.

NORTHEAST (S), the most remote of Dutchess' towns was also one of its earliest, est. 1788. Its boundaries were drawn

by the Oblong Treaty with Conn. (1731) which resulted in the county's "chimney," part of a 2 x 40 mile eastern strip ceded to NY, which presses into Columbia and against Mass. and Conn. Links to New England were strengthened by a rugged 18th C. turnpike connecting mines here and in the Berkshires to Hudson River transport. Fertile valleys made agriculture the prime industry, but after 1850 Millerton was also a major railroad junction for 3 northeastern lines. Although farming is still the major industry, the area is being rediscovered by visitors who come for its beauty, history and cultural climate. Taconic Tri-state Park in the chimney is a regional draw. The Village of Millerton is the main population center in its 43.95 sq. mi.. Other centers are Shekomeko, Coleman Station and Northeast. Indian Lake, Rudd Pond and Webatuck Creek are major waterways.

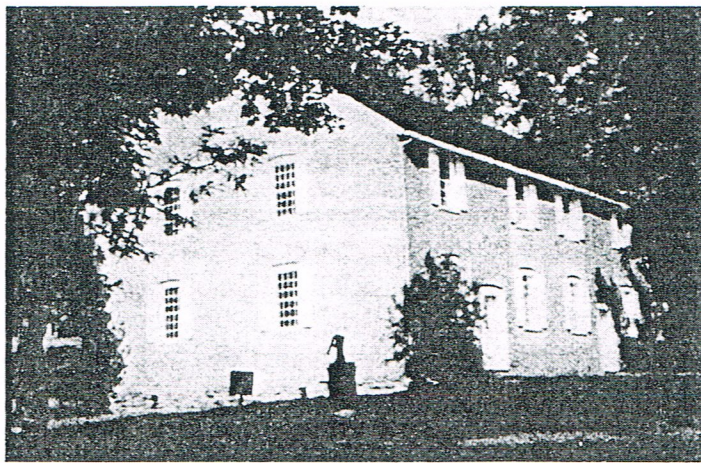
AMENIA (T), one of Dutchess' first 9 towns, is said to have been named by Dr. Thomas Young, a poet, from the Latin, "Amoena," meaning "pleasant place." It was known locally in the 19th C. as "the milky way" for its many dairies. The first settler, sea capt. Richard Sackett, petitioned the crown for permission to purchase 7,500 acres near Washiac (Wassaic) in 1703. Palatines from Germany, French Huguenots and New Englanders seeking land and religious freedom were its earliest families. Settlements grew in the

Charcoal Pits. *(Off route)* Two beehive-shaped stone charcoal kilns of the Noah Gridley & Son Iron works Co. 1825 still stand near Rte. 22 (PVT).

T-23 (43.6-44.6) **WASSAIC HAMLET** at the northern edge of Harlem Valley was a major industrial hamlet. **Turn (R) (44.0) around Firehouse Rd. loop to CR 81.** This was a center of the dairy industry where in 1853 Gail Borden opened the nation's first plant for condensing, pasteurizing and bottling milk. **MAXON MILLS (R) (44.1)** is built around a 19th C. hotel near the RR line beyond. The red brick Borden complex, now **PAWLING RUBBER CORP., (R) (44.2)** is near **WORKER ROW HOUSING at (R) (44.3).** South of the hamlet was a Revolutionary War steel works along the **WASSAIC CREEK** near the turn. **Turn (R) (44.5) (CR 81) to Old Rte. 22. *SIDE TRIP 4 to "TROUTBECK" CAUTION at RR underpass on Old Rte 22. Turn (L) (45.1) to Rtes. 22/343 south. Commercial recreation area (R) at (I).**

T-24 (R) (45.9-46.3) **WASSAIC STATE FOREST MULTIPLE USE AREA** parallels the route offering 488 acres, for hunting, fishing, hiking, camping. Call 914-831-3109 for (?). **WASSAIC DEVELOPMENTAL CENTER (L)** a NYS facility est. during the depression era as a state training center for the mentally disabled housed up to 3500. *(Off route)* **The World Peace Center, site of a summer folk/peace festival is on CR 4, off CR 105 behind the Developmental Center in an area known locally as "Sinpatch" for 19th C. residents' behavior. Bear (R) at (48.3) and (48.7) at Rte. 343 signs East to Millbrook.**

U-25 (48.9-54.8) **DOVER TURNPIKE/RTE. 343**, leading over the Fishkill range, was a branch of the Dutchess Turnpike, a toll road. *(Off route)* **CR 24, Chestnut Ridge Rd., passes near the site of Lossing Manor, (R) at Holsapple Rd., home of 19th C. historian Benson Lossing, author of the Pictorial Field Book of the Revolution. Lossing tracks the route taken by Burgoyne's defeated army after Saratoga along Rte. 343 where they stopped at LITTLE REST hamlet (53.3) before turning south to Fishkill Landing. Stone walls and locusts framing scenic views of horse and cattle farms reflect the quiet of 19th C. farm life.**



Nine Partners Meeting House, Washington

U-26 (55.2-55.5) **NINE PARTNERS MEETING HOUSE (R) (55.2) (NR) MARKER**, est. 1780. (CEMETERY along Church St.) was the site of Orthodox and Hicksite Quaker "Separation" (1828). This area, called Mechanic, was settled ca. 1750 by Quakers who organized the Meeting. East of the Meeting House was Nine Partners School, the first Quaker co-ed boarding school in America, est. 1796, an ancestor of Oakwood School in Poughkeepsie. Opposite Church St. was Thorne's store (1795). The **MILLBROOK GOLF AND TENNIS CLUB (PVT)** is site of **WILLETS ACADEMY (R) (55.5) MARKER** where distinguished Quaker educators, Jacob and Deborah Willets, taught.

U-27 (55.6-57.9) **WASHINGTON P.O.**, a 19th C. post office covering Mechanic and South Millbrook, created delivery problems for items marked "Washington, D.C." (for Dutchess Co.). At the **CIRCLE (55.8)** is an eagle capped WW1 **FLAGLER MONUMENT**, the gift of estate owner Harry Harkness Flagler, son of the developer of Florida. At **(R)** is **HALCYON HALL**, a late 19th C. resort that became the main building of Bennett School. Est. 1907 by May Friend Bennett as a woman's junior college, it closed in the 1970s. **Continue on Rte. 343 at circle to (I) Rtes. 44/82 east and at light (56.1) east on Rte. 44. THORNDALE, ca. 1848 (R) (56.5) (PVT)**, noted for its gardens, is owned by descendants of Isaac Thorne, a L.I. Quaker who settled here ca. 1725. Thorne family successes that began with their Mechanic store spread to NYC, branched into livestock breeding and public affairs. The former George H. Brown estate opposite **(L) (56.9)** called "MILLBROOK FARMS", lent its name to the village.

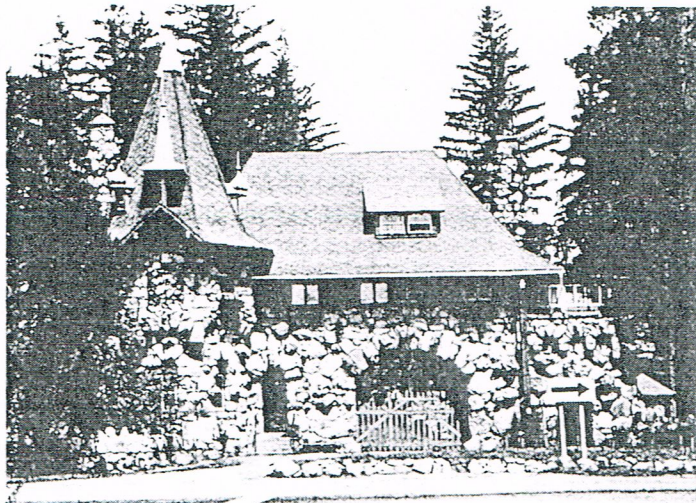
Turn (R) (57.9) to Rte. 44A

(Off route) **[REST ROOMS] weekdays, at FARM AND HOME CENTER on Rte. 44 just west of the (I) (R) (.1). *SIDE TRIP 5 to INNISFREE GARDENS**

U-28 (57.9-60.5) **SHARON BRANCH** of the Dutchess Turnpike, chartered 1804, is Rte. 44A. Portions of the **MARY FLAGLER CARY ARBORETUM** est. 1971 (1924 acres) line the road. Free visitor permits are at **GIFFORD HOUSE** Visitor and Education Center **(L) (58.7)**. Nature trails, gardens, exhibits, classes. Call 914-677-5359 for (?). **HARTS VILLAGE, (60.3-60.5)** named for the Hart family was the town's economic center (ca. 1750) until the mid 19th C. Family homes are on both sides of the road. Phillip Hart's carefully restored Georgian frame home (1800) **(NR) (PVT)** is set back **(R) (60.0)**. **Turn (R) (60.2) at Harts Village Rd.**

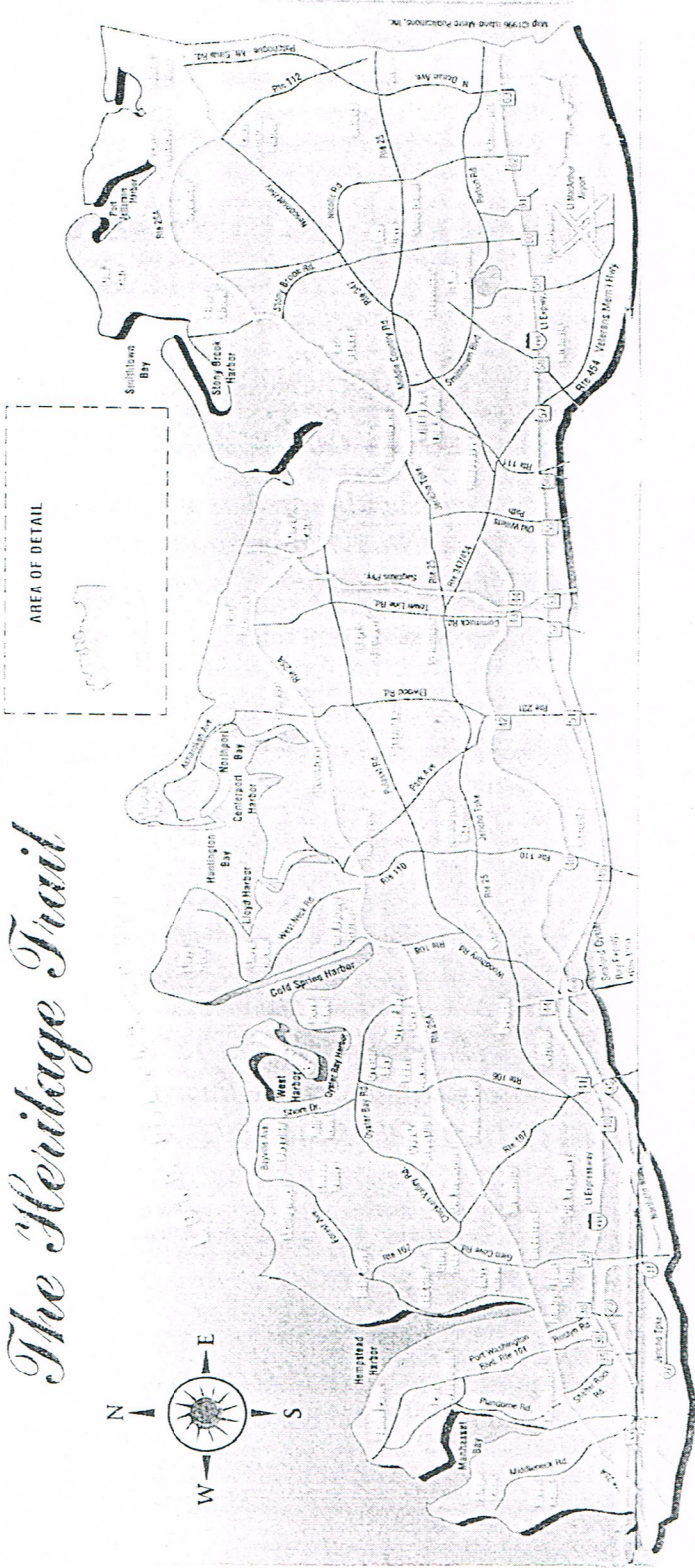
U-29 (60.6-61.1) **HARTS VILLAGE RD.** was the hub of industry powered by water from numerous falls in the deep gorge along Mill Brook. Hart's grist mill 1755, enlarged by Phillip Hart in 1790, was the first, followed by fulling, dye cutting, saw, cotton (1830) and flour (1856) mills. The corner residence **(PVT)** and the apartments **(R) (60.7) (PVT)** were mills. **Follow the road to Millbrook Village center (stop sign) at Front and Franklin Sts. (60.8)**

U-30 (61.1-62.0) **MILLBROOK VILLAGE** emerged as a result of the acumen of local businessmen like George H. Brown, owner of the United States Condensing Co. (est. 1864), who brought in the Newburgh, Dutchess & Columbia RR in 1869. **Park in lots or along streets.** Tree-lined Franklin Ave. invites strollers to galleries, antique shops, bookstores, restaurants and attractions e.g. **TRIBUTE GARDENS (R)**, a public park at **(I)**.



Dunham - former Deitch estate, Millbrook

The Heritage Trail



WELCOME TO THE LONG ISLAND HERITAGE TRAIL

Stretching west to east along Long Island's North Shore, Route 25A has its origins in the early 1700s when it was called "King's Highway." President George Washington traveled this route in 1790 in a horse-drawn carriage, depicted on the cover of this guide. He came to thank his Long Island supporters and spy ring for their help in winning the American Revolution. In honor of this presidential journey, the span of Route 25A from Great Neck to Port Jefferson is now known as the *Long Island Heritage Trail*.

Driving along the trail, you can travel back in time, from the early 1900s Gold Coast Mansions at the western end to 17th century farmhouses in the east. In fact, the eastern end of the trail that winds through Smithtown, Stony Brook and Setauket is considered to be the best preserved stretch of Route 25A. In this area you can see many of the same structures that Washington saw on his journey two centuries ago.

This official *Heritage Trail Guide* was developed by the North Shore Promotion Alliance, a group formed to promote Long Island's historic North Shore. The brochure organizes over 100 miles of the Heritage Trail's attractions into one-day itineraries, each focusing on a specific area. You may wish to combine itineraries with overnight stays at some of the quality lodging featured here. For more information about the North Shore Promotion Alliance, call (631) 751-2244 or write c/o Ward Melville Heritage Organization, P.O. Box 572, Stony Brook, NY 11790.

We are pleased to have American Express' Travel Related Services as official sponsor of the *Heritage Trail Guide*. With its unique combination of historical, cultural, dining and recreational attractions, the Heritage Trail offers American Express Cardmembers a wide breadth of travel and entertainment experiences. American Express has featured a variety of special partners in this guide to highlight some of the many places where you can use The American Express Card. So enjoy the Heritage Trail and make sure to bring along your American Express Card.

Cover credits: NYS Dept. of Parks & Historic Preservation (top) and Cold Spring Harbor Whaling Museum (bottom). Cover and map design by Andrew Garofalo.



Cards

Appendix C

Ithaca HOURS Local Currency



Making a Community While Making a Living!

- ALL ABOUT HOURS — FAQ
 - VISITING ITHACA HOURS
- Here's how Ithaca HOURS BENEFIT OUR COMMUNITY
Here's how Accepting HOURS BENEFITS YOUR BUSINESS

SHORT LISTS: [Eat with HOURS](#) ● [HOURS on the Commons](#)

HOUR Town FREE! making a community while making a living

annual
directory

GOODS & SERVICES
Offered by People who Accept...

**ITHACA
HOURS
LOCAL CURRENCY**

January-December

2001

The 2001 *HOUR Town* directory, listing thousands of ways to spend HOURS, is available at GreenStar, AFCU, Viva Taquería, Farmer's Market, and dozens other places in the Ithaca area.

HOURS are:

- Raising the minimum wage
- Adding spending power to Ithaca
- Benefitting workers and businesses
- Making grants to community groups
 - Helping start new businesses
- Reducing dependence on imports
 - Providing zero-interest loans
 - Promoting shopping locally

[HOME](#)

Ithaca HOURS Local Currency

ALL ABOUT HOURS

FREQUENTLY ASKED QUESTIONS ABOUT HOURS

Ithaca HOURS are local currency, a legal form of paper money which can only be used within the regional boundary. This regional boundary helps keep local wealth recirculating within the community.

ARE ITHACA HOURS REAL MONEY?

Yes, they are just as valid as U.S. dollars, or French francs. But HOURS are transactions which are ordinarily taxable are taxable when HOURS are used, and it's

WHAT IS AN HOUR WORTH?

Five denominations of HOURS have been issued:

One Ithaca HOUR is worth one hour of basic labor or \$10

The Two HOUR note = two hours of basic labor or \$20

1/2 HOUR = one half hour of basic labor or \$5

1/4 HOUR = one quarter hour of basic labor or \$2.50

1/8 HOUR = one eighth hour of basic labor or \$1.25.

WHY ARE THEY CALLED "HOURS"?

They are called HOURS to remind us that the real source of money's value is create our time, skills, and energy. The One HOUR to \$10 equivalence is based on the average in Tompkins County when HOURS were developed in 1991. By encouraging people to t

DOES THIS MEAN THAT I SHOULD NEVER PAY MORE THAN ONE HOUR PER HOUR OF LABOR?

Not at all. The COST of providing a service is not necessarily very closely related to the TIME it takes to provide a service. In addition to the service provider's time, considerable overhead and background costs may be involved. Exchanges involving HOURS are entirely voluntary, at whatever fee or price is agreeable to all people involved.

WHY DON'T ALL MEMBER BUSINESSES ACCEPT 100% HOURS FOR GOODS OR SERVICES?

We recommend that businesses have an acceptance policy which brings in HOURS at a important for businesses and for the HOURS System as a whole that HOURS can be spent soon after they are received. Individual business circumstances differ, and all businesses always have the right to determine--and change--their own acceptance policy.

WHO CAN USE HOURS?

Anyone can use HOURS. Members of Ithaca Hours, Inc. have made a written commitme on a regular basis. But lots of people use HOURS on a regular or occasional basis

HOW CAN I GET HOURS?

One way is to offer goods or services in the HOUR Directory. You will receive your first two HOURS in the mail after your listing form is processed. You can earn additional HOURS (or dollars) when people contact you about your offer(s).

Even if you're not listed, you can accept HOURS as payment at a yard sale, for doing chores, or for any other exchange you arrange. Making HOUR deals is a lot like old-fashioned barter--only using beautiful money!

You can also buy HOURS, or ask for them as change from businesses that receive a steady flow of HOURS (like Alternatives Federal Credit Union or Greensta
HOW CAN I JOIN ITHACA HOURS?

There are three membership categories:

- A) people with listings in the HOUR Directory,
- B) employees of member businesses which accept HOURS as a regular part of their pay, and
- C) people who agree to support the system in other ways.

The listing form for offers is available in HOUR Town. Forms for all three member categories, including employees who accept HOURS and general supporters, are available by calling 272-3738 or emailing ithacahours@ithacahours.org
HOW DO NEW HOURS GET OUT INTO CIRCULATION?

When new members in category A [listings in the HOUR Directory] or B [employees who regularly accept HOURS] join Ithaca Hours, Inc., they are issued These members are also eligible for an additional two HOUR annual payment when they renew their membership. [Category C system supporters do not receive sign-up or renewal payments, but are encouraged to purchase HOURS.]

Ithaca Hours, Inc. also issues new HOURS when it makes loans to member businesses or when it gives small grants to local community organizations. Finally, Ithaca Hours, Inc. issues a limited number of HOURS to itself to help cover basic system expenses such as printing new currency, office supplies, etc.

HOW MANY ITHACA HOURS ARE IN CIRCULATION?

Over 8,500 HOURS have been issued--that's more than \$85,000 worth! Each time they circulate, value is added to the local economy. We estimate that transactions worth several million dollars have taken place since

WHO CONTROLS THE SUPPLY OF HOURS?

The issuance of new HOURS is managed by the Circulation Committee of Ithaca Hours.

WHAT DO I DO IF SOME OF MY HOURS GET WORN OUT OR TORN?

Autumn Leaves Bookstore (108 the Commons) keeps a supply of HOURS available and will exchange your worn-out notes for fresh ones. If you can't easily get to Autumn Leaves, you can mail your old notes to Ithaca HOURS, with a self-addressed stamped envelope. We'll return the same value notes in good condition.

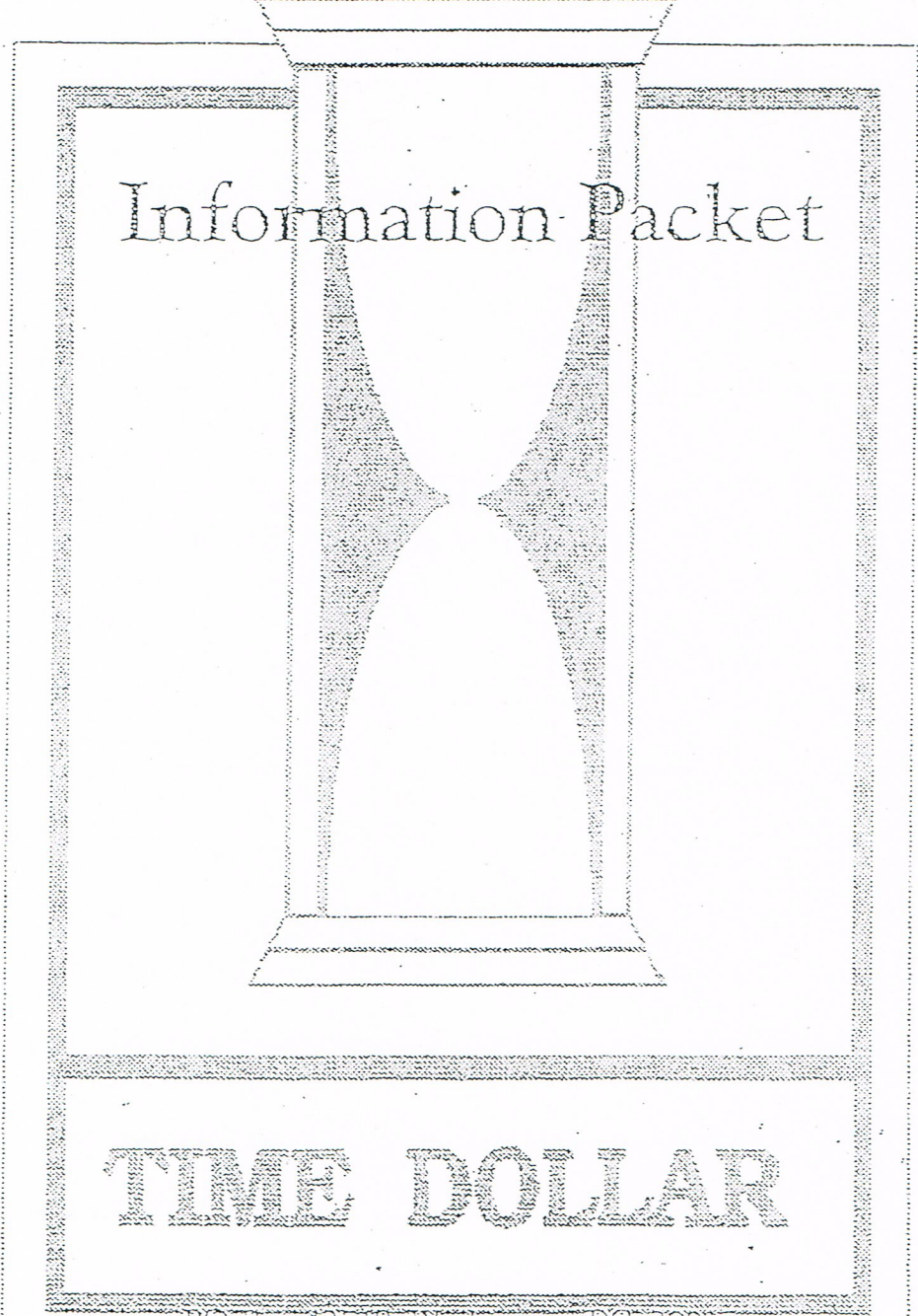
HOW CAN I LEARN MORE ABOUT ITHACA HOURS?

Contact us in one of the ways listed below.

For background on the early days of Ithaca Hours or to purchase the Hometown Money Starter Kit & video (\$40), founder Paul Glover can be reached at 2

HOURS@LIGHTLINK.COM or
www.lightlink.com/hours/ithacahours

Time Dollar Institute



Information Packet

TIME DOLLAR

PO Box 42519, Washington, DC 20015

(202) 686-5200

(202) 537-5033 fax

timedollar@erols.com

<http://www.timedollar.org>

Time Dollar

Time Dollars

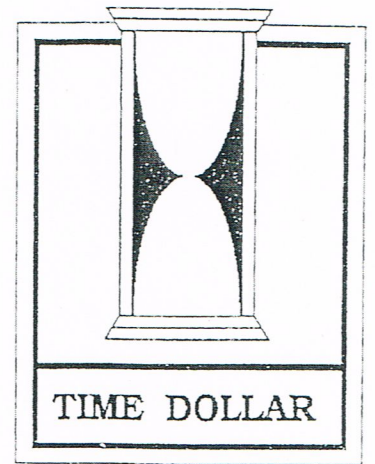
Time Dollar Institute

5500 39th Street, N.W.
Washington, D.C. 20015

FOR MORE INFORMATION, CONTACT:

Edgar S. Cahn
(202) 686-5200 Fax: (202) 537-5033

timedollar@erols.com
<http://www.timedollar.org>



How can we redefine WORK so that all who are willing to help others can earn sufficient purchasing power to secure a decent standard of living?
That is the question that drives Time Dollars.

Time Dollars: A new, tax exempt currency that empowers people to convert their personal time into purchasing power by helping others and by rebuilding family, neighborhood, and community.

Right now, a global market economy defines what work is, who works, how much one earns, and what standard of living one can enjoy. Events beyond our control determine the worth of the dollar and the worth of our labor. Under this market economy, millions of people – senior citizens, teens, single heads of household, the unemployed, persons with disabilities – have been designated as ‘takers’ and consigned to the scrap heap for using society’s resources without giving back.

Time Dollars create initiatives so that ‘takers’ or ‘beneficiaries’ of social programs – clients, recipients, patients, at-risk populations – become co-producers of health, education, self-sufficiency, opportunity, community development, and social change.

Time Dollars are at work in communities across this nation. Participants bank one Time Dollar for each hour they contribute; that credit can be redeemed for needed goods and services, or it can be transferred to others.

Using Time Dollars as a tax-exempt currency, communities are:

- ⊗ Improving schools
- ⊗ Supporting adoptive and foster parents
- ⊗ Providing food
- ⊗ Fighting violence in public housing
- ⊗ Caring for the elderly
- ⊗ Expanding quality child care
- ⊗ Building civic partnerships
- ⊗ Co-producing justice and opportunity
- ⊗ Reforming welfare
- ⊗ Securing long-term health care

What are Time Dollars?

Time Dollars are a tax-exempt currency that people can earn by using their time, energy, and skills to help others and to participate in supporting and building their neighborhoods and communities. One hour of service provided earns one Time Dollar.

In some communities people earn Time Dollars by providing such services as child care, elder care, transportation, tutoring, cooking, and home improvement services. People can spend their Time Dollars by getting help for themselves and their families. They can use their Time Dollars to purchase food at a food bank club. In the future, Time Dollars will also be used to obtain discounts for products and services from merchants.

Time Dollar transactions are supported by the Timekeeper software. People earning Time Dollars have an account at the Time Dollar "bank." They deposit the hours that they earn in their accounts and record expenditures of Time Dollars by submitting time sheets to timekeepers who enter the hours earned and spent in each person's account on the computer.

There are four basic themes that are the foundation of Time Dollars.

- ✓ **Residents of communities are assets.** They have the time, energy, skills, and willingness to learn and to help each other.
- ✓ **The work of building community and helping each other is real work.** Why have outsiders do the work that we can do?
- ✓ **People who have been categorized as "receivers" of services can also be contributors.** Time Dollars emphasize reciprocity...building two-way streets between professionals and clients, and those who help and those who receive.
- ✓ **The result of community residents' Time Dollar work generates a powerful economic and community building asset known as social capital.**

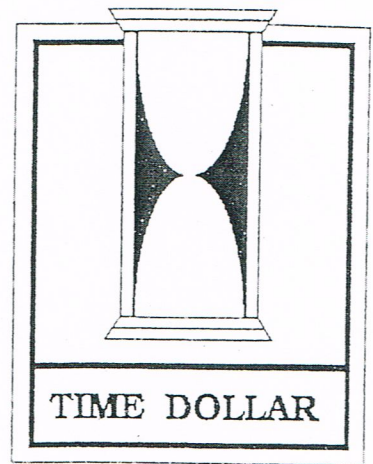
Time Dollar Community Neighbor-to-Neighbor Network

Time Dollar Institute

5500 39th Street, N.W.
Washington, D.C. 20015
<http://www.timedollar.org>
timedollar@erols.com

FOR MORE INFORMATION, CONTACT:
Rita Epps

(202) 686-5200 Fax: (202) 537-5033



The Time Dollar Institute's Community Neighbor-to-Neighbor Network in Washington, D.C., strengthens community of place, builds social and economic infrastructures, and enables housing residents to control and enhance quality of life factors ranging from social services to safety and security to micro-enterprise development. Since August 1996 the Institute has provided training to hundreds of residents, and over 400 Time Dollar members have earned in excess of 70,000 Time Dollars.

Specific activities of Time Dollar members have included:

- ⊙ Helping neighbors in need of various services such as child care, transportation, escort services, errands, etc.
- ⊙ Organizing a community-wide effort to reduce crime by forming an Orange Hat patrol.
- ⊙ Obtaining bulbs and flowers from a local nursery which senior residents planted as a beautification effort.

- ⊙ Operating the Institute's Timekeeper computerized banking system.
- ⊙ Creating and operating a Food Bank and two Clothing Banks with Time Dollar staff who pick up, sort, tag, and distribute thousands of pounds of food and clothes each month to resident members.
- ⊙ Painting over graffiti on building walls.
- ⊙ Working with the Time Dollar Youth Court to sponsor hearings in the housing complexes and provide placements for youths sentenced to community service.
- ⊙ Designing and implementing a Window-Watch report system to assist police officers with problems observed in the housing complexes.
- ⊙ Giving presentations to a number of foundations including the Annie Casey Foundation, the Points of Light Foundation, and the Children's Defense Fund to raise additional funds for the program.
- ⊙ Obtaining approval for residents