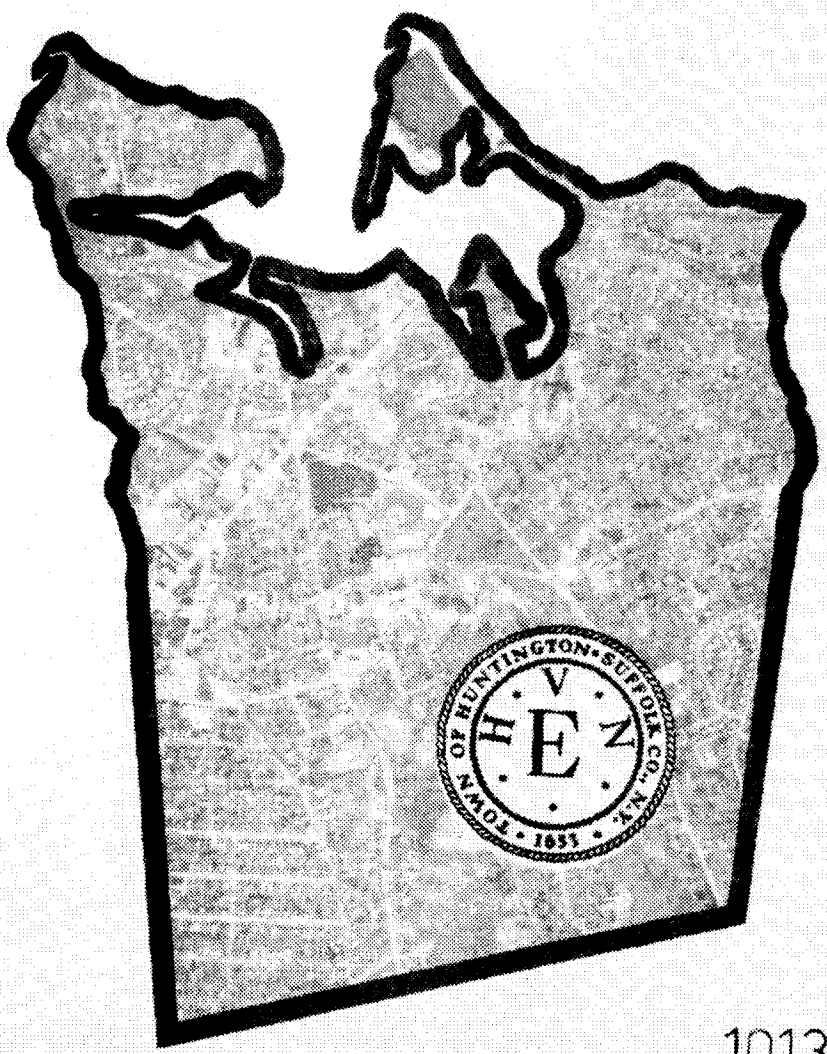
TOWN OF HUNTINGTON

SUFFOLK COUNTY, NEW YORK

COMPREHENSIVE TOWN PLAN



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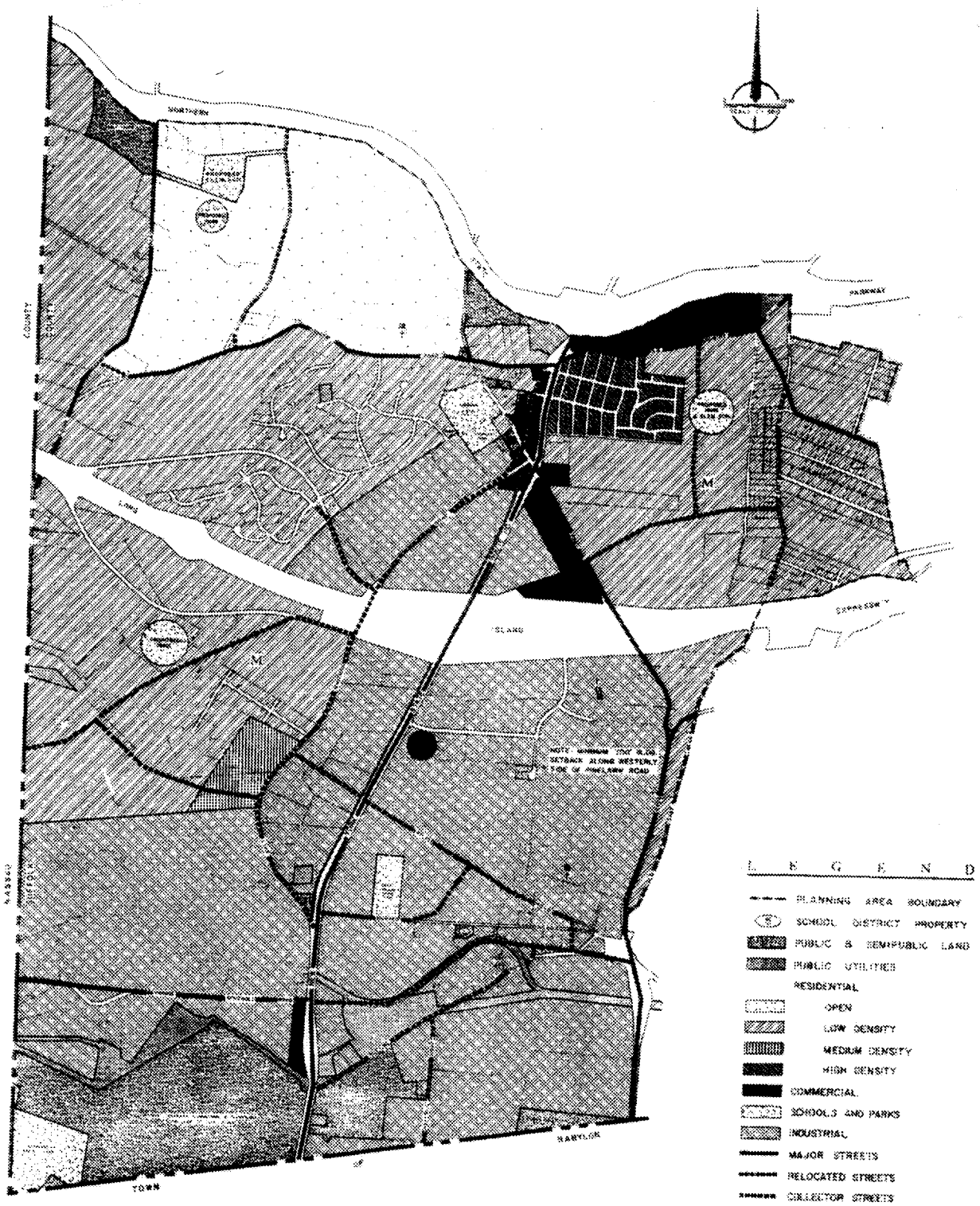
PLANNING STUDY AREA 18



L E G E N D

- PLANNING AREA BOUNDARY
- SCHOOL DISTRICT PROPERTY
- PUBLIC & SEMIPUBLIC LAND
- PUBLIC UTILITIES
- RESIDENTIAL
  - OPEN
  - LOW DENSITY
  - MEDIUM DENSITY
  - HIGH DENSITY
- COMMERCIAL
- SCHOOLS AND PARKS
- INDUSTRIAL
- MAJOR STREETS
- RELOCATED STREETS
- COLLECTOR STREETS
- M MODIFIED DESIGN AREA
- † CEMETERIES & CHURCHES
- ● FIRE STATIONS
- ■ POST OFFICE
- ▲ LIBRARIES

COMPREHENSIVE PLAN AMENDMENTS

THIS IS TO CERTIFY THAT THIS MAP IS AN ACCURATE REPRESENTATION OF THE COMPREHENSIVE PLAN FOR PLANNING STUDY AREA 18 WHICH WAS ADOPTED AS AN AMENDMENT TO THE COMPREHENSIVE PLAN OF THE TOWN OF HUNTINGTON PURSUANT TO SECTION 272-A OF THE TOWN LAW, AFTER PUBLIC HEARING ON OCT. 18, 1966

JAMES E. LAWRENCE
SUPERVISOR

PLATE 7

HUNTINGTON TOWN
PLANNING DEPARTMENT

Price - $12.50

COMPREHENSIVE TOWN PLAN

TOWN OF HUNTINGTON

Suffolk County
New York

Huntington Town
Planning Board
256 Main Street
Huntington
New York

CERTIFICATE OF ADOPTION

This is to certify that this report and the several maps contained herein were adopted by resolution of the Huntington Town Planning Board on February 24, 1965 pursuant to Section 272-a of the Town Law. Insofar as this report deals with land use, it is designed to provide for the continuing growth and development of the Town of Huntington on the basis of a long-term general outline of projected development without specificity as to time. Where land use designations are shown on the maps herein contained, it is not contemplated that such designations shall represent precise boundary determinations for zoning purposes.

HUNTINGTON TOWN PLANNING BOARD

Richard V. Holahan

Richard V. Holahan, *Chairman*

TOWN OF HUNTINGTON

LONG ISLAND, NEW YORK

HAROLD T. LETSON, DIRECTOR OF PLANNING

February 24, 1965

To the Citizens of the Town of Huntington:

Only twice in its 312 year history has the Town of Huntington undertaken a formal study of its physical assets and attempted to forecast its future growth. The first "Plan", presented in the "Schermerhorn Report" was published in 1933. The second "Plan", the Comprehensive Town Plan is contained in the pages that follow.

The 1933 plan report contained 16 pages, and predicted that the 1930 population of 25,582 persons would double in ten years. Among other proposals, the 1933 plan called for a new east-west road through Huntington. This element, Pulaski Road, is a reality. Other proposals, such as one for garden apartments at Huntington Station, have not been realized. The zoning ordinance now in effect, although subsequently amended 170 times, was one of the products of the 1933 plan.

The Comprehensive Plan could very well be the last formal plan for Huntington. It looks ahead to 1980 when the Town will be, for all practical purposes, fully developed. By that year, about 90 percent of the land area will be used in various ways by the expected population of 227,000 persons. Thus, in a comparatively short span of less than 50 years our Town will have grown from a quiet, almost rural, community to one the size of a large city with many of the attendant problems.

The purpose of this plan is to give direction and guidance to the Town government in the most critical years of Huntington's growth. The research has been done, the forecasts have been set down and the necessary actions by the Town are called for in the Plan. The most urgent business before us in the next few years is to see to it that the Plan is backed by effective action, year by year. This will take leadership by Town officials, and understanding and support from the citizens of Huntington.

To the Citizens of the Town of Huntington - February 24, 1965

Along with adoption of the essential elements of the Plan on February 24, 1965, the Planning recommends to the Town Board that the following should be given top priority for action:

(1) Within the next three years, acquisition of all the remaining land specified for parks and green areas.

(2) The appointment of a Park Advisory Board to aid both the Town Board and the Planning Board in the acquisition and development of new parks, and the development of existing parks.

(3) A sustained program of Town highway improvements, and traffic and parking control to keep pace with the growth of population.

(4) The adoption by the Town Board of a Capital Program procedure and a Capital Budget. Huntington is too large and too complicated a town to be without this modern fiscal planning tool. In a separate memorandum to the Town Board the Planning Board sets forth in detail its recommendations on this subject.

(5) The appointment of an Advisory Committee on Civic and Neighborhood Appearance. The committee should be made up of citizens qualified to advise the Planning Board on architectual and landscape design, historic preservation, and conservation matters.

The adoption of the Plan is both an end and a beginning. Its usefulness will depend on our will to put it to work, and this will depend to no small degree on an interested and informed citizenry. In the development of the Plan we have had exceptional participation by our citizens and Town officials.

The Citizens Advisory Committee worked on all twelve reports prepared by our consultants, Harland Bartholomew and Associates. Since February,1962, this group of devoted citizens was actively involved in the study of the Plan. Initially under the direction of former Chairman, H.Gardner Ingraham, and later under Co-Chairmen Chauncey W. Turner and Paul J. Walter, the nine sub-committees held over 300 meetings and turned in 13 reports to the Planning Board.

To the Citizens of the Town of Huntington - February 24, 1965

Our efforts have been sustained and encouraged by Supervisor Robert J. Flynn and Town Board members Ruth F. Corcoran, John F. Dolan, Duncan Elder and Richard D. Kinsella. Former Town Board members James T. Kelly, the late David B. Fairman, Donald J. Driscoll, Fred W. Preston, the late George H. Smith, Felix R. Halton and George Kerr all supported the Comprehensive Plan effort over the past four years.

Town Attorney Frank Mack, and former Town Attorney Leon Lazer gave us valuable and necessary legal counsel. The late Charles P. McFadden worked closely with the Board as does his successor, Town Engineer Jean H. Brayton. The Zoning Board of Appeals under Chairman Leonard Horn has met with us often and given assistance in their area of special knowledge.

Former Planning Board members John J. McGinn, Robert M. Ewing, Jr., the late Emil Andreas, Paul J. Warburgh, Chester Abrams and Mrs. Vincent Macaluso participated in the earlier stages of this work, and the final Plan reflects much of their thinking. Former Planning Board secretaries Henry C. Eurich and Mrs. Alexsandra Sechen gave invaluable service to both the Board and the Citizens Advisory Committee, as did Robert C.E. Carlson, Director of Planning at the time the Comprehensive Plan studies were begun.

To all of the foregoing the Planning Board expresses its profound thanks and appreciation. This has been a cooperative project from start to finish. We wish, also, to thank all those thoughtful citizens who have written to the Board expressing their opinions and especially those who attended the public hearings.

Richard V. Holahan, Chairman

Robert K. Ermatinger

John C. Heid Jr.

James E. Jarvis

Robert B. Palmer

Pierce J. Power

Edgar H. Schulz

PLANNING BOARD MEMBERS

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Gloria Martines
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Co-Chairmen

Chauncey W. Turner — Paul J. Walter

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Henry A. Weiss	Street & Traffic
George Rubinton	Housing & Subdivision Regulations
J. Taylor Finley	Schools & Parks
Mrs. Edwin (Shirley) Marshall	Schools & Parks
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TOWN PLANNING DEPARTMENT STAFF

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John W. Follis, Jr.
Assistant Director of Planning

Peter T. Walter
Planning Aide

George W. Hock
Senior Map Draftsman

Charles R. Tilden
Senior Map Draftsman

Edward Boccard
Map Draftsman

Peter C. Waldheim
Map Draftsman

Gloria Martines
Secretary to the Board

Edith Ducy
Senior Clerk

Jean Porco
Clerk - Typist

Filomena Lacapra
Typist

Stewart Associates Advertising — Layout

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INTRODUCTION

The ultimate object of community planning is to insure a desirable environment in which to live and work. And a comprehensive plan represents a general guide for the future growth and development of a community in order to attain this objective. Many groups and individuals participate in community development through separate projects—homes, stores, churches, schools, parks, streets and the like—which together contribute to the overall pattern of growth. But each neighborhood within Huntington Township must continually face new needs and changing conditions — and the Town itself changes by expansion through new construction, alterations of existing structures and redevelopment in older areas. If order is to be maintained and duplication and waste avoided amid this gradual evolution in the years ahead, a clearly defined and coordinated plan and procedure should be adopted for the changes to come.

In the past, the Town's pattern has been shaped through the often conflicting actions of many individuals and organizations. Frequently, such actions have been taken without regard for the Township as a whole. Because of the many inequities in such uncoordinated development, the Town in 1961 undertook extensive planning studies which have culminated in this Comprehensive Plan. The Plan includes goals for land use, transportation, communications, community facilities, a revision of the zoning ordinance, and a capital budget program. The Plan is not the final word—no plan can be—since the years ahead will bring challenges and problems not anticipated in our time. However, this Plan is the first basic step in discharging our present responsibilities to our own community and represents an important legacy by which we will help preserve the best characteristics of Huntington Township for future generations.

CHAPTER I

THE COMMUNITY TODAY

The Town of Huntington is located at the western edge of Suffolk County, adjacent to the Nassau-Suffolk County boundary. It is about equidistant between Manhattan and Riverhead, the Suffolk County seat. In the Queens-Nassau-Suffolk sector of the New York Metropolitan Area, the Town offers the advantage of a central geographic position.

Natural Features

Huntington embraces the characteristic topography of the Long Island north shore. From the harbor shorelines, the land rises abruptly to an elevation of about 100 feet, thence more gradually to heights of 200 feet or more above sea level across the central part of the Town. The terminal moraine of the last glacier left its own monument in Huntington. High Hill, in the western part of the Town rises more than 400 feet above sea level—the highest point on Long Island.

The landform is a combination of rolling hills, with flatter areas across the central portion, and extending to the south in the Melville and Lower Dix Hills areas. The uplands are irregular enough to be highly valued for residential use, but not so rough as to present a serious obstacle in low density development. The flatter lands in certain areas are adaptable for industrial and commercial, as well as residential use.

The deep sand and gravel formation which were deposited over the entire Town area by glacial action offer both good underground percolation and extensive water storage reservoirs. With Huntington there are no extensive areas unsuited for development because of poor drainage, lack of water, or excessively steep slopes.

HISTORIC BACKGROUND

The history of Huntington is closely associated with the early development of the American Colonies. The community was originally settled in 1653, well within the lifetime of the earliest New England colonists. In the beginning, waterborne transportation gave life to the community. The deep, natural harbors offered ready access to the potentially rich farmlands of the Long Island interior. The harbor was the perfect setting for the early Huntington community, which became the focal point for the movement of agricultural products into the commerce of the colonies.

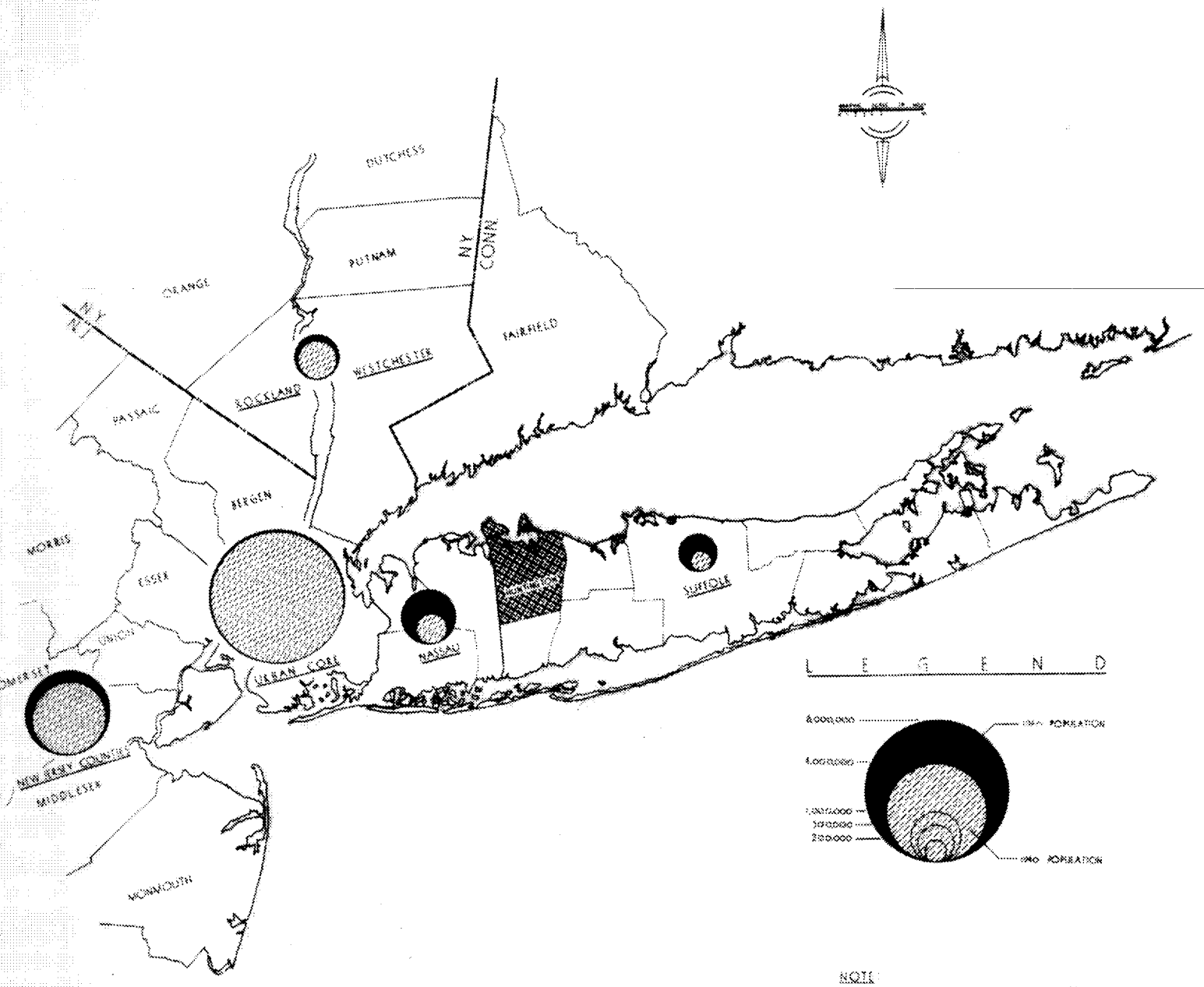
Although the economic activity of the community expanded gradually into handicraft, and limited manufacturing activity, agriculture was its mainstay, and waterborne transportation its lifeline, for two centuries. In later years the whaling industry, and expanded manufacturing activity, broadened the local economy and gave impetus to the expansion of the harbor communities of Cold Spring, Huntington and Northport.

Because it was tied to marine shipping, the Huntington community tended to concentrate in the harbor areas until rail service was brought into the Town in 1868. Thereafter, Huntington Station, Greenlawn, and East Northport grew in significance. Prior to 1930 there was little development other than farming, south of the Jericho Turnpike.

With the advent of the automobile, followed by the extension of arterial roads such as the Northern State Parkway and the Long Island Expressway, no part of Huntington is inaccessible. Three centuries were required for the first half of Huntington's physical development to take place. The second half will run its course before a child born in 1964 reaches voting age.

POPULATION CHANGE 1940-1960
METROPOLITAN NEW YORK

TOWN PLANNING BOARD
HUNTINGTON NEW YORK



NOTE:
THE URBAN CORE INCLUDES NEW YORK CITY AND HUDSON COUNTY, NEW JERSEY

SOURCE:
HARLAND BARTHOLOMEW AND ASSOCIATES
CITY PLANNERS, CIVIL ENGINEERS, LANDSCAPE ARCHITECTS
SAINT LOUIS MISSOURI WASHINGTON D.C.
OCTOBER 1961

PLATE 1

POPULATION

Population growth is related to the expansion of the economy, and for Huntington—as well as the rest of Long Island—it is affected by metropolitan trends. As the economy grows, the population pressures stimulated by new job opportunities will continue to be exerted on suburban communities. Since 1940, New York City has run out of space for new residential development, and the population pressures have shifted outward. More recently, industry has joined the move, and these added local job opportunities will sustain the population growth.

Plate 1 illustrates the recent population movement to Long Island. Between 1940 and 1960, Nassau and Suffolk exceeded other metropolitan area counties in population growth. Together they absorbed about 28 percent of the total population growth for the metropolitan area between 1940 and 1950. In the following decade (1950-1960), the two counties provided the space for 55 percent of metropolitan area growth.

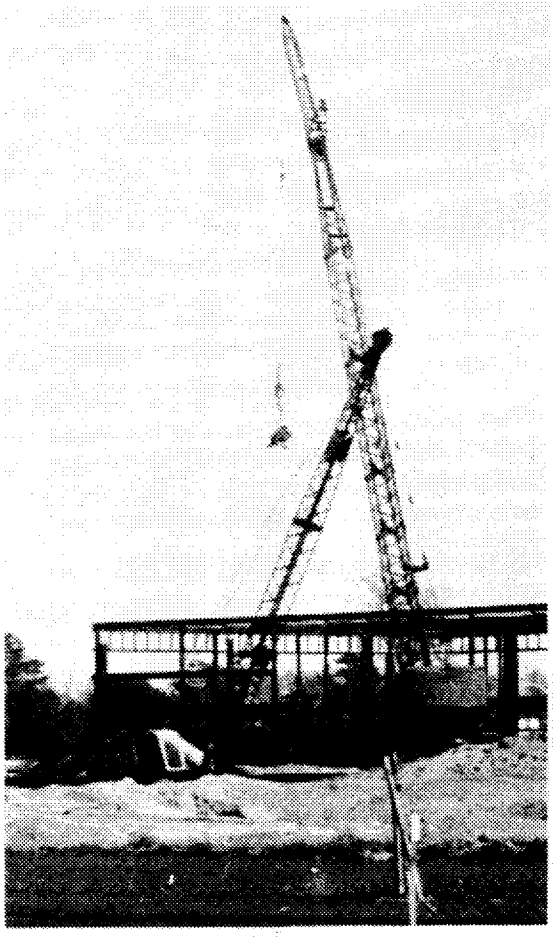
Population in Huntington

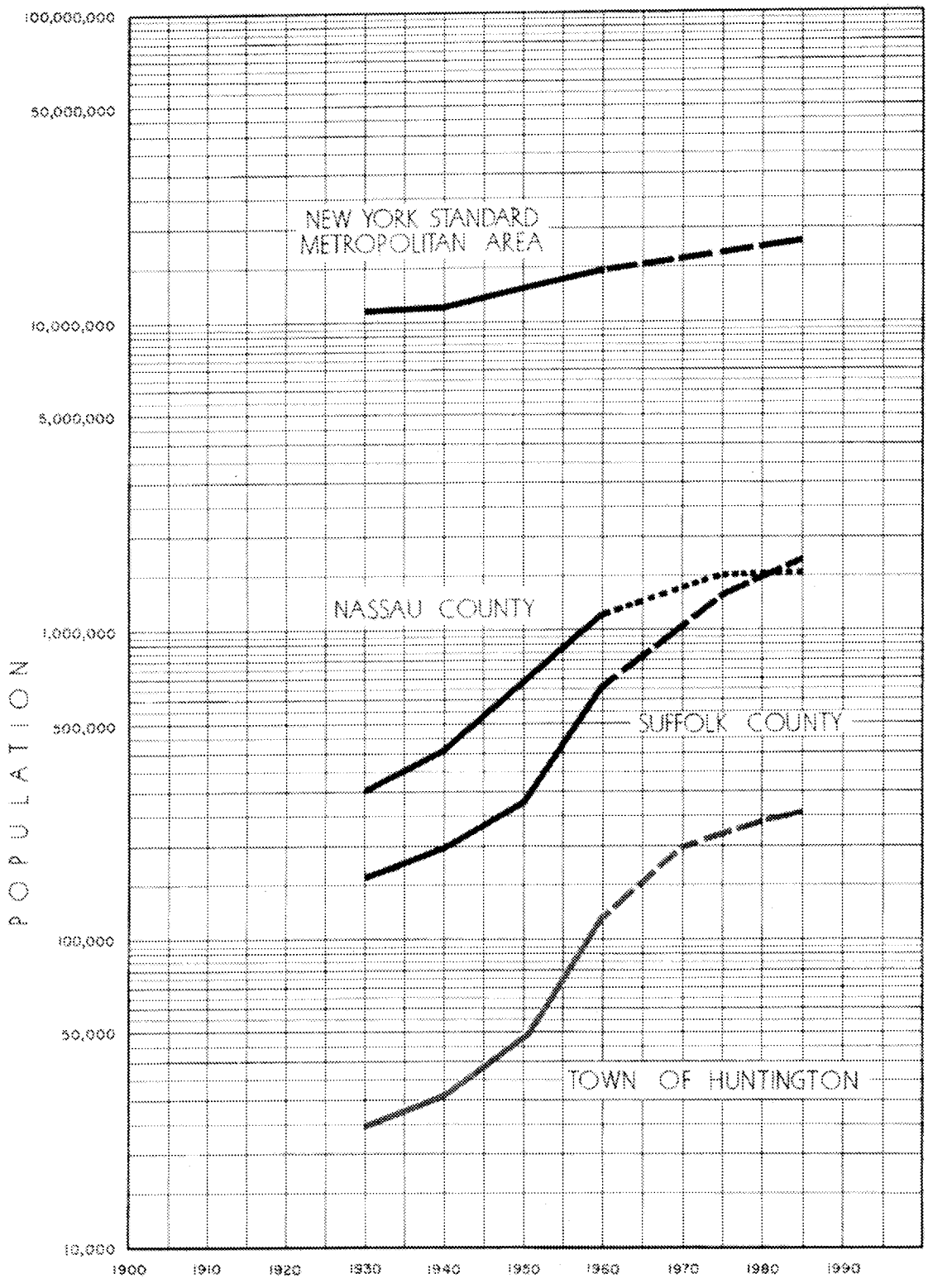
In 1950, the population of Huntington was 47,506 persons. Rapid growth began soon thereafter, and by 1960 the Town had a population of 126,221 persons. This represents an increase of 165.7 percent for the decade. By April, 1963 the population of the Town had increased to 150,650 persons.

From 1950 to 1960 the average population increase per year was 7,872 persons, compared to an average of 8,143 persons per year between 1960 and 1963. If this higher average continues for the rest of the decade, the 1970 population will be approximately 207,600 which compares favorable to the estimate of 210,000 persons made by Harland Bartholomew and Associates.

Plate 2 compares the past and estimated future rate of population growth of Huntington with the growth of Nassau and Suffolk Counties, and the metropolitan area. On this graph, the slope of the line is most significant. Thus, from 1960 to 1970 the Huntington and Suffolk County growth rates are similar, but after 1970 the rate of population increase for the Town will be slower. The trend of numerical population growth for Huntington is shown on Plate 3.

The number of building permits issued for new homes in 1964 exceed those for each of the three previous years, and new subdivisions processed by the Huntington Planning Department have resulted in a record number of building sites. Thus, the population trend is expected to continue. The 1965 population of Huntington will exceed 165,000 persons.



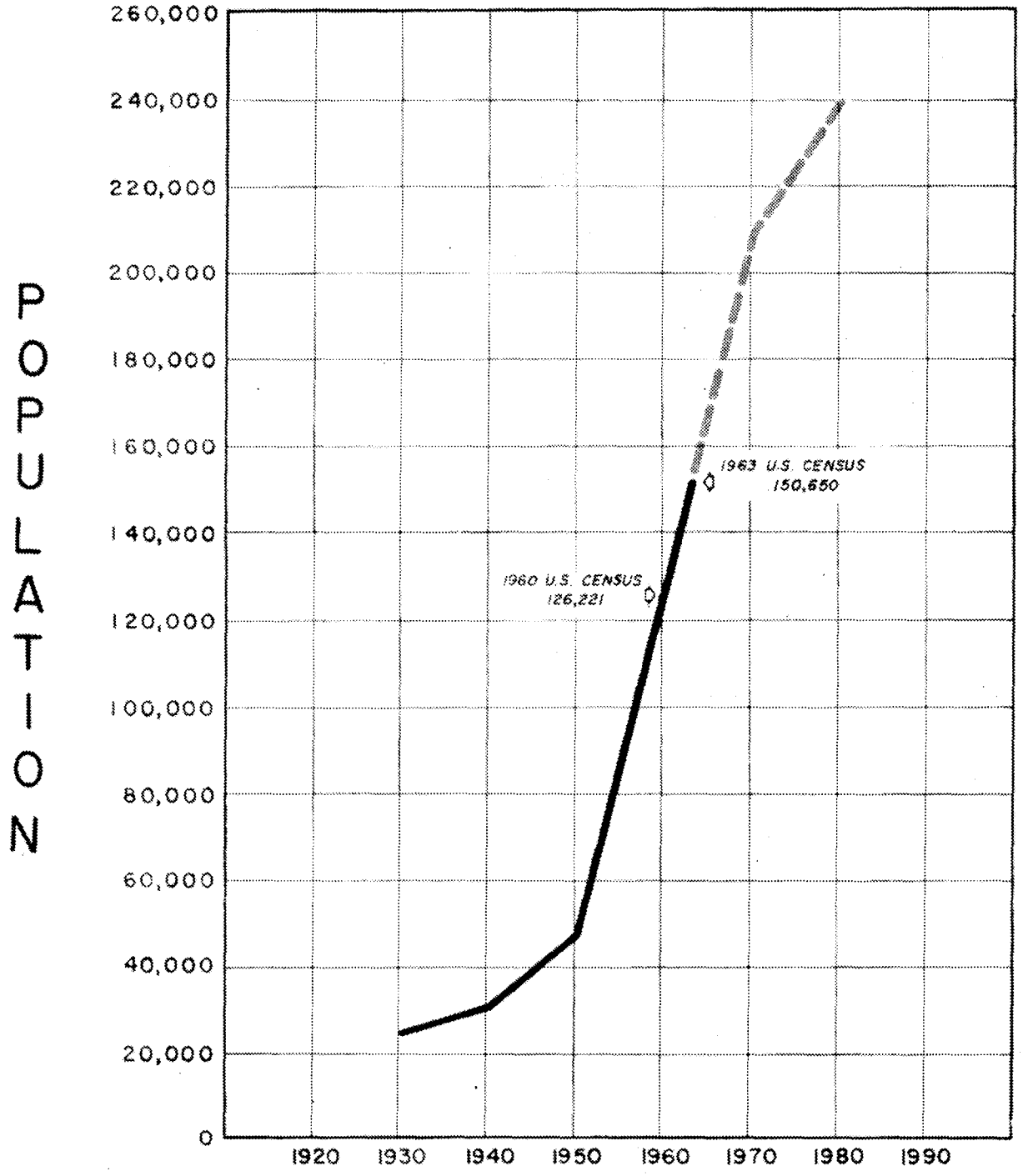


POPULATION GROWTH

HUNTINGTON, NEW YORK

PLATE 2

TOWN PLANNING BOARD
HUNTINGTON NEW YORK



GROWTH TREND

PLATE 3

Population Composition

For planning purposes, the composition of the population is as important as sheer numbers. The size of households, for example, is of significance in estimating needs for facilities such as schools. Age composition is significant as an aid in programming not only schools, but recreational requirements and the needs of the elderly.

Between 1950 and 1960, the movement of large numbers of new families to Huntington caused an increase in average household size from 3.4 to 3.7 persons. Sizes of household vary from 4.1 persons in Lloyd Harbor to 3.2 in Asharoken. In general, the household size tends to be highest in the most rapidly growing areas, and lower in the more stable sectors. With the continuing high levels of growth in housing and population, the average household size is likely to increase as well.

Age composition in the Huntington population has shifted considerably in recent years, as shown in Table 1. The characteristics for 1950, 1960 and 1963 are shown with estimates for 1970 prepared by Harland Bartholomew and Associates. Of greatest significance is the substantial shift to the younger age groups. In 1950, less than 20 percent of the population was under age 10, but by 1960 the proportion had risen to 26.4 percent. From 1960-1963 there was a decline in the percentage of children under 5, but this was offset by an equivalent gain in the 5-9 year group. Huntington's population is a substantially "younger" one now, as compared to 1950. The number of children under 14 continues to increase, and the number of persons 50 years of age or more to decrease, proportionally.

TABLE 1 — AGE COMPOSITION, 1950-1970 (1)— TOWN OF HUNTINGTON, NEW YORK

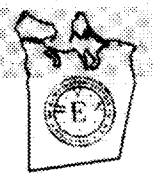
Age Group	1950 (2) Number Of Persons	1950 (2) Per Cent Of Population	1960 Number Of Persons	1960 Per Cent Of Population	1963 Number Of Persons	1963 Per Cent Of Population	Estimated 1970 Number Of Persons	Estimated 1970 Per Cent Of Population
Under 5	4,711	10.7	17,018	13.8	19,125	12.9	30,600	14.8
5-9	3,980	9.0	15,532	12.6	20,147	13.6	27,200	13.1
10-14	2,847	6.5	11,794	9.6	15,389	10.4	21,900	10.6
15-19	2,560	5.8	6,934	5.6	10,107	6.8	17,200	8.3
20-24	2,571	5.8	4,476	3.6	5,751	3.9	12,600	6.1
25-29	3,257	7.4	7,470	6.1	7,614	5.1	10,600	5.1
30-34	3,643	8.3	10,921	8.8	11,425	7.7	11,000	5.5
35-39	3,732	8.5	11,270	9.2	13,092	8.8	13,700	6.6
40-44	3,350	7.6	9,286	7.5	11,645	7.9	14,900	7.2
45-49	3,019	6.9	7,113	5.8	8,733	5.9	13,500	6.5
50-54	2,635	6.0	5,551	4.5	6,609	4.5	10,800	5.2
55-59	2,189	5.0	4,413	3.5	5,072	3.4	7,900	3.8
60-65	1,956	4.4	3,603	2.9	4,054	2.7	6,000	2.9
65 & over	3,578	8.1	8,045	6.5	9,199	6.2	9,300	4.5
TOTAL:	44,028	100.0	123,426	100.0	147,962	100.0	207,200	100.0

(1)

Source: Bureau of the Census, 1950, 1960, and 1963.
1970 Estimated, Harland Bartholomew and Associates
Totals exclude Northport Veterans Hospital

(2)

Five-year age distributions for total town in 1950 are estimated from published data for incorporated and unincorporated villages equal to 61 per cent of the population.



ECONOMY

The encouragement of a sound economic base is one of the major objectives of planning. A strong community plan is one which will foster the growth of activities that sustain the community through generation of the income needed to provide services for the growing population.

In the economic sphere, the plan must recognize the existing development pattern, the desires of the community, and the broader economic base of the metropolitan area. An indiscriminate rush to encourage industrial and commercial development within the community can work to the detriment of the community if the amount which can be sustained is overestimated. The soundly based plan must be realistic, yet cautious. The Town must play a role in the larger metropolitan area, but also guard against the establishment of a jerry-built local economy.

The regional economy shows generally favorable characteristics. The 22 county area that comprises the New York Region embraces 9 percent of the nation's population, and 11.8 percent of its manufacturing jobs. Wholesale trade and finance activity are notably strong; 39.3 percent of the nation's jobs in wholesale trade, and 34.9 percent in finance are concentrated in the New York area.

Economic growth in the Nassau-Suffolk area in the past decade has been more rapid than in the state or metropolitan area, as shown by Table 2. From 1954 to 1958 the number of manufacturing establishments declined both statewide and in the metropolitan area, while in Nassau and Suffolk Counties there was an increase of 37.5 percent. Almost three quarters of employed Huntington residents work in the two-county area as shown in Table 3.

Huntington has the unique advantage of being close to New York City, the present center of economic strength, and also centrally located in the rapidly growing Nassau-Suffolk economic complex.

Employment Characteristics

Huntington has an unusually high proportion of its resident labor force in the professional and technical employment categories, as shown in Table 4. This group includes 9,066 workers of a total employed group of 42,958, or 21.1 percent, compared to 14.4 percent for Suffolk County, and 16.6 percent for Nassau. Skilled and semi-skilled workers (Craftsmen, Foremen, Operatives and Kindred Workers) represent the second largest group. These categories represent 26.7 percent of Huntington's labor force compared to 25.2 percent for Nassau County and 33.6 percent for Suffolk County. In 1960, a large part of the labor force (27.6 percent) was engaged in manufacturing. Business and personal services accounted for another 23.8 percent. About one worker in three provides services (business, professional and personal) as compared to one in five in trades, and one in four in manufacturing.

TABLE 2

COMPARISON OF MANUFACTURING ACTIVITY 1954 AND 1958

YEAR	NUMBER OF MANUFACTURING ESTABLISHMENTS	VALUE ADDED BY MANUFACTURERS ($000)	NEW CAPITAL EXPENDITURE ($000)
STATE OF NEW YORK			
1954	50,402	$14,140,524	$572,125
1958	48,523	$15,891,767	$676,852
Increase	—1,879	1,751,243	104,727
Increase	—3.7%	12.4%	18.3%
NEW YORK METROPOLITAN AREA*			
1954	41,012	$ 8,133,224	$183,325
1958	39,396	$ 9,388,523	$305,987
Increase	—1,616	1,255,299	122,662
Increase	—3.9%	15.4%	66.8%
NASSAU AND SUFFOLK COUNTIES			
1954	1,710	$ 900,768	$ 18,571
1958	2,352	$ 1,008,054	$ 33,939
Increase	642	107,286	15,368
Increase	37.5%	11.9%	82.7%

SOURCE: 1954 AND 1958 U. S. CENSUS OF MANUFACTURES

No comparable census conducted in 1962.

*NEW YORK CITY AND ROCKLAND, WESTCHESTER, NASSAU, SUFFOLK COUNTIES

PLACE OF WORK OF HUNTINGTON RESIDENTS, 1960

TABLE 3

EMPLOYED IN:	NUMBER OF PERSONS	PER CENT
Suffolk County	22,595	53.3
Nassau County	8,070	19.0
Westchester County	111	0.3
Bronx	169	0.4
Brooklyn	1,006	2.4
Queens	2,347	5.5
Manhattan	5,425	12.8
Other	427	1.0
Not Reported	2,250	5.3
TOTAL:	42,400	100.0

SOURCE: 1960 U. S. Census

TABLE 4—EMPLOYMENT BY OCCUPATION GROUP, 1960

	TOWN OF HUNTINGTON		SUFFOLK COUNTY		NASSAU COUNTY	
	Number of Persons	*Per Cent*	*Number of Persons*	*Per Cent*	*Number of Persons*	*Per Cent*
Professional, Technical and Kindred Workers	9,066	21.1	31,071	14.4	78,714	16.6
Managers, Officials and Proprietors, including Farm	5,271	12.3	20,517	9.5	69,871	14.8
Clerical and Kindred Workers	5,878	13.7	28,591	13.3	79,572	16.8
Sales Workers	3,537	8.2	14,929	6.9	50,145	10.6
Craftsmen, Foremen & Kindred Workers	7,183	16.7	41,068	19.1	68,138	14.4
Operatives and Kindred Workers	4,307	10.0	31,259	14.5	51,265	10.8
Private Household Workers	764	1.8	3,322	1.5	15,524	3.3
Service Workers	3,032	7.1	21,233	9.9	30,481	6.5
Laborers, excluding Mine	1,461	3.4	10,349	4.8	12,904	2.7
Occupation Not Reported	2,459	5.7	13,097	6.1	16,308	3.5
TOTALS:	42,958	100.0	215,436	100.0	472,922	100.0

Source: U. S. Census—Refers to the employed population according to place of residence.

Gains in employment in the Nassau-Suffolk area from 1950-1960 were substantial, as shown in Table 5. Non-agricultural employment rose by 119.4 percent compared to an increase of 96.6 percent in the labor force. Non-manufacturing jobs, in total number, were twice those in manufacturing. In manufacturing, instruments and electrical equipment continue to increase while transportation equipment, though remaining high, lost 12,700 jobs between 1954 and 1960. A gain was again shown after 1960. During the period 1960-1963, non-agricultural employment increased by 14.5 percent. In manufacturing activity both food and fabricated metal sub-classes show decreases. The largest increases in employment were in wholesale and retail trades and in finance, insurance and real estate.

Basic and Secondary Employment • Studies of economic base usually take account of the differences between basic and secondary employment. Basic employment is that which is directed towards providing goods and services for markets outside the community. Thus, it brings in "new" money, or basic income. As the name implies, basic employment is the most significant because its stimulates the secondary employment which provides for the community needs. In Suffolk County there are 1.5 secondary jobs for each basic job, while in Huntington the estimated ratio of secondary to basic employment is 1.3 to 1. Hence, there is somewhat greater strength in the Huntington pattern than for the County.

Industrial Growth • Suffolk County experienced a net gain in manufacturing employment during the period 1954-1958 when both the State and the Region declined. New capital expenditure per establishment for the same period also increased. The Long Island Association reports that since 1958, the County has averaged 92 new industrial plants per year.

TABLE 5—AVERAGE MONTHLY EMPLOYMENT IN THE NASSAU-SUFFOLK LABOR MARKET AREA

(NON-AGRICULTURAL EMPLOYMENT COVERED BY SOCIAL SECURITY)

	1950		1952		1954		1956		1958		1960		1963		Per Cent Increase 1950-60	Per Cent Increase 1960-63
	No.	Per Cent	No.	Per Cent	No.	Per Cent	No.	Per Cent	No.	Per Cent	No.	Per Cent	No.	Per Cent		
TOTAL NON-AGRICULTURAL EMPLOYMENT	195.3	100.0	262.4	100.0	297.2	100.0	327.0	100.0	386.0	100.0	428.5	100.0	498.9	100.0	119.4	14.5
TOTAL MANUFACTURING	48.5	24.8	87.5	33.3	104.2	35.1	98.9	30.3	112.5	29.1	126.5	29.5	137.3	28.0	160.8	10.8
Fabricated Metals	2.4	1.2	6.2	2.4	9.8	3.3	11.8	3.6	11.9	3.1	13.7	3.2	11.3	2.3	470.8	—17.5
Instruments and Elec. Equipment	10.8	5.5	19.9	7.6	22.9	7.7	25.1	7.7	31.8	8.2	38.0	8.9	39.0	7.9	251.8	2.6
Transportation Equipment	16.7	8.6	37.9	14.4	45.6	15.3	34.4	10.5	32.6	8.4	32.9	7.7	39.9	8.1	97.0	21.3
Other Durable Goods	3.7	1.9	5.3	2.0	7.0	2.4	7.9	2.4	10.5	2.7	12.9	3.0	14.6	3.0	248.6	13.2
Food	1.4	0.7	1.2	0.5	1.3	0.4	1.3	0.4	4.3	1.1	4.4	1.0	3.8	0.8	214.3	—13.6
Textiles	1.3	0.6	1.0	0.4	1.1	0.4	0.8	0.2	1.0	0.2	1.3	0.3	1.5	0.3	0.0	15.4
Apparel	3.9	2.0	5.2	2.0	4.9	1.6	5.9	1.8	6.1	1.6	6.8	1.6	7.9	1.6	74.4	16.2
Printing and Publishing	4.3	2.2	5.2	2.0	5.8	2.0	5.7	1.7	6.5	1.7	6.9	1.6	8.1	1.6	60.5	17.4
Other Non-Durable	3.9	2.0	5.3	2.0	5.7	1.9	5.9	1.8	7.8	2.0	9.5	2.2	11.1	2.3	143.6	16.8
TOTAL NON-MANUFACTURING	146.8	75.2	175.1	66.7	193.0	64.9	228.0	69.7	273.6	70.9	302.0	70.5	353.5	72.0	105.7	17.0
Construction	19.6	10.0	24.0	9.1	28.6	9.6	31.2	9.5	32.6	8.4	34.9	8.1	37.0	7.5	78.1	6.0
Transportation and Utilities	16.5	8.4	19.7	7.3	20.3	6.8	21.8	6.7	22.8	5.9	22.7	5.3	23.3	4.7	37.6	2.6
Wholesale and Retail Trade	41.2	21.1	51.6	20.0	58.3	19.6	72.6	22.2	87.1	22.6	98.4	23.0	123.3	25.5	138.8	27.3
Finance, Insurance and Real Estate	7.5	3.8	8.3	3.2	9.5	3.2	11.5	3.5	14.6	3.8	17.6	4.1	22.1	4.5	134.7	25.6
Government	33.5	17.2	38.0	14.5	42.7	14.4	52.9	16.2	54.5	14.1	62.5	14.6	74.2	15.1	86.6	18.7
Services and Other Industries	28.5	14.6	34.1	13.0	33.6	11.3	38.0	11.6	62.0	16.1	65.7	15.3	71.6	14.6	130.5	9.0

Source: New York State Department of Labor and Bureau of Labor Statistics

—Numbers are in Thousands—e.g. 1950 Total Employment is 195,300

Until 1960, industrial growth in Huntington had been relatively slow, but the pace has increased over the past four years. From 1960 to 1963 major new industries moving into the Town included Professional Printing Company, Underwriters Laboratories, Technical Research Group ("TRG") and the Filtors Corporation. These joined existing large industries such as Hazeltine Corporation, Airborne Instruments Laboratories, Huyck Systems, Telephonics Corporation and Superior Surgical Manufacturing Company.

In 1964, eight new industrial plants were constructed in the Melville area, stimulated by the rezoning of approximately 900 acres of land for industry in keeping with the comprehensive plan. These include International Electronics Corporation, Alloys Unlimited, Superior Folding Box Company, A. Holmberg, Kensol-Olsenmark, Beck Automotive Distributors, Brooklyn Seven-Up Bottling Company, and Tranco Industries. The characteristics of the 1964 industrial growth are most favorable for the Town of Huntington. The new plants, while moderate in average employment, represent a widely diversified pattern of activity and product, and lessening dependence on national defense contracts. Thus, reductions of activity within a particular segment of the industrial economy would not cause widespread economic distress in the community. The area is establishing a bulwark against the economic strain of cutbacks in production and employment in a single large installation such as that experienced by Republic Aviation Corporation. The trend is toward a more stable local economy, and greater numbers of jobs in basic activities.

Income and Buying Power

Huntington is within an area which enjoys relatively high income levels. Median family income for Huntington in 1959 was $8,107. This is lower than the median family income of $8,684 in Nassau County, but significantly higher than the $6,795 in Suffolk County. Thus, the Town is favored in level of income, and therefore favored in ability to support local services, compared to the rest of Suffolk.

BASIC AND SECONDARY EMPLOYMENT

Basic employment is directed towards providing goods and services for markets outside the community and thus is a generator of basic income. Secondary employment provides the community needs. These are expressed as a ratio of secondary to basic and is 1.3:1 for Huntington as compared with 1.5:1 for Suffolk County.

TABLE 6

COMPARISON OF 1959 INCOME

	TOWN OF HUNTINGTON	SUFFOLK COUNTY	NASSAU COUNTY
Number of Families (1960)	31,272	158,411	326,420
Median Family Income	$8,107	$6,795	$8,684
Families with Income under $5,000			
Number	5,543	40,982	46,016
Per Cent of All Families	17.7	26.0	14.1
Families with Incomes over $10,000			
Number	10,206	31,494	122,827
Per Cent of All Families	32.6	19.9	37.6

Source: 1960 U. S. Census

On the basis of income, Huntington is more comparable to Nassau County than to Suffolk. Nearly a third of Huntington families (32.6 percent) had 1959 incomes of $10,000 or greater, compared to 37.6 percent for Nassau, and only 19.9 percent for Suffolk. In the lower income limits (See Table 6) the Town is similarly favored. Less than a fifth of local families (17.7 percent) had 1959 incomes of less than $5,000. Analysis of median income characteristics for 22 census tracts in Huntington indicates that the lowest median income was $7,017, and the highest was $11,457 per family. Thus, even the most modest median income measure for an area within Huntington exceeds the median income for Suffolk County as a whole.

More recent average income and "buying power" estimates also show a relatively high financial capability on the part of local families. "Effective buying income" for an average Huntington household in 1961 was $13,821 compared to $8,302 for the average Suffolk County household.[1] These estimates prepared by Sales Management Magazine. *Total* effective buying income (annual) for that part of Huntington included in the study was $464,400,000. This measure for the County as a whole was $1.5 billion ($1,579,821,000). That part of the Town included in the buying power survey contained less than 20 percent, (19.3%) of Suffolk County households, but provided 29.3 percent of the net effective County income in 1961.

Huntington has the capacity to sustain a comparatively large retail sales establishment, and thereby generate substantial numbers of sales jobs. During the period 1954-1958 the dollar value of retail sales for Suffolk County increased 48.1 percent, and the number of sales establishments increased by 22 percent. These gains resulted in more than 8,000 new jobs. Since then, many new commercial establishments have located in the County and in Huntington. Chief among them are the three large shopping centers, Walt Whitman, E. J. Korvette, and the "Big H". Exact figures are not available, but it is estimated that 21 percent of the Suffolk County retail sales establishments are located in Huntington.

[1]*Excluding south of Northern State Parkway, Wolf Hill Road, and Vanderbilt Parkway, and including a part of Smithtown.*

TABLE 7

1961 LAND USE — TOWN OF HUNTINGTON

Type of Land Use	UNINCORPORATED AREA Acres Used	Per Cent of Developed Area	Acres Per 100 Persons[1]	TOTAL TOWN AREA Acres Used	Per Cent of Developed Area	Acres Per 100 Persons[1]
Total Residential	14,734.2	54.59	12.14	18,411.0	54.98	13.96
One and Two Family	14,676.6	54.38	12.08	18,343.4	54.76	13.91
Multiple Family	57.6	0.21	.06	67.6	0.22	0.05
Commercial	868.8	3.22	.72	937.2	2.80	.71
Industrial and Rail	1,125.6	4.17	.93	1,278.6	3.82	.97
Parks & Playgrounds	743.7	2.76	.61	2,408.7	7.20	1.82
Public & Semi-Public Uses	4,342.5	16.09	3.58	4,764.6	14.24	3.62
Streets	5,175.3	19.17	4.26	5,676.7	16.96	4.31
Water	78.7			131.9		
Vacant	24,469.2			26,510.5		
Developed Area	26,990.1		22.24	33,466.8		25.39
Total Area	51,538.0			60,109.2		

[1] Excludes Northport Veterans Hospital.

LAND IN USE

Knowledge of the amount of land area used for various purposes is a guide with respect to probable future needs as well as the key to an understanding of the existing community.

Harland Bartholomew and Associates conducted a detailed survey of land uses in Huntington during the summer of 1961, as a basis for the land use plan. At that time, 55.68 percent of the land area was in some "urban" use. Of the total of 60,109 acres in the Town, 33,467 acres were used for some purpose other than agriculture. This includes lands within the incorporated villages. Plate 4 presents the generalized pattern of land uses in 1961.

The low-density character of land use in Huntington can be appreciated by comparing it to population, as presented by the consultants in Table 7. The amount of land used per 100 persons is unusually high in Huntington. A total of 25.39 acres of land is used for each 100 persons in the population, compared to 15.01 acres in other towns of generally similar population, and 12.72 acres in the 39 urban areas used by Bartholomew and Associates for comparison*. The details of these comparisons were presented by the consultant in the preliminary report "Land Use and Zoning" dated April, 1962. Precise data for 1961 land use by sub-areas of the Town are presented in the appendix of this report.

Residential Land Uses

At this point in the development of Huntington, the most significant feature of residential land use is the distribution of small subdivisions. The older portions of the Town have been closing in while the more rugged areas, such as Fort Salonga, Half Hollow Hills and West Hills have little development. However, during 1964 considerable subdividing took place in the southern part of Town.

Residential land uses occupied 54.98 percent of the developed land in 1961 and only .22 percent was in multiple housing.

* "Land Use in American Cities", Harland Bartholomew, Harvard Univ. Press 1955

TOWN OF HUNTINGTON

SUFFOLK COUNTY NEW YORK

EXISTING LAND USE

LEGEND

- RESIDENTIAL
- COMMERCIAL
- PUBLIC AND SEMI PUBLIC
- INDUSTRIAL AND RAILROAD

TOWN PLANNING BOARD
HUNTINGTON, NEW YORK

SOURCE:
HARLAND BARTHOLOMEW AND ASSOCIATES
CITY PLANNERS, CIVIL ENGINEERS, LANDSCAPE ARCHITECTS
SAINT LOUIS, MISSOURI WASHINGTON, D.C.
SUMMER 1945

PLATE 4

TOWN OF HUNTINGTON

SUFFOLK COUNTY NEW YORK

RESIDENTIAL SUBDIVISION

LEGEND

- 1944 OR EARLIER
- 1945 - 1949
- 1950 - 1955
- 1956 - 1960 (SEPTEMBER)
- OCTOBER 1961 - MARCH 1964

SOURCE: RECORDED SUBDIVISIONS BY DATE OF FILING

TOWN PLANNING BOARD
HUNTINGTON NEW YORK

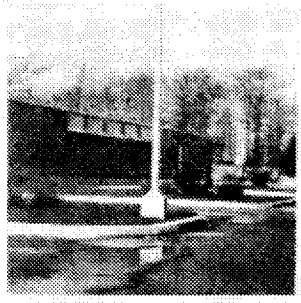
PLATE 5

Residential Subdivision

To supplement the existing land use study (Plate 4), residential subdivision activity by the date of map filing has been summarized and shown on Plate 5, complete to April 1964. The additions since September, 1961 reflect the subdivision activity that has been undertaken during the period of preparation of the Comprehensive Plan.

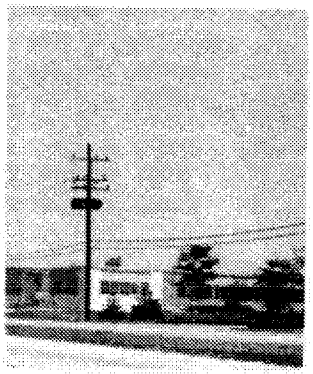
Commercial Use

A large part of the commercial land use is adjacent to the major streets, particularly Jericho Turnpike and Route 110. There are four other types of commercial use; the type found in Huntington Village, the secondary or neighborhood business area, such as Greenlawn, small neighborhood shopping centers and the large regional centers such as Walt Whitman. Commercial uses occupy .71 acres per hundred persons compared to less than .5 acres in other areas used for comparison. This is because of the several large regional shopping centers which were planned in anticipation of the population "boom."



Industrial Uses

Industrial land uses are to be found mainly in the Melville area, and adjacent to the Long Island Railroad. Two large areas delineated as industrial on Plate 4 include the Long Island Lighting Company's generating station property on Long Island Sound and the large sand and gravel quarry in Melville.



Industry in 1961 occupied 1,278.6 acres in the total Town. Railroad lands and utilities such as water district installations account for 628.8 acres, thereby leaving 649.8 acres devoted to uses which provide significant employment for the population. The new industries which have located in Huntington during 1961 to 1964 have absorbed an additional 115 acres of land. There has been an acceleration of light industrial development, particularly during 1964. This indicates a willingness on the part of industry to locate in a community where high development standards have been established for industry as well as for other uses.

Public and Semi-Public Uses

This category of use varies in size from small churches and clubs to larger school and neighborhood park sites, and very large public holdings such as Caumsett State Park and the Northport Veterans Hospital. The total land occupied in this manner in 1961 was 7,713.3 acres.

CHAPTER II

THE FUTURE OF HUNTINGTON

Chapter I has offered a brief overview of the basic facts and forces of this and earlier years which have shaped the Huntington of 1964, and which serve as background for the Comprehensive Plan. These foundations for planning were presented in detail in the preliminary reports of Harland Bartholomew and Associates. The Bartholomew firm prepared the initial studies from which the final plan presented in this report was developed. Using these studies of the Town's structure and function, it is possible to project the needs of the future and the requirements for community action to fulfill them. From these projections we may plan soundly for the kind of town Huntington should be in the years to come.

The Comprehensive Plan looks ahead to 1980. Such a date is flexible; it may be shortened or extended, depending upon growth pressures in the near future. The date was selected in 1961, and from actual growth experience in the three years since then, it is a valid objective. The year 1980, is a most significant one for Huntington, because it will be the point at which the town achieves practical full development. On the basis of growth trends already validated, it can be said that only those areas which are unsuited to development will remain vacant by that time.

FUTURE POPULATION

From population trends previously discussed, and presented in Plates 2 and 3, it was estimated that the Town of Huntington will be called upon to accommodate a population approaching a quarter of a million persons by 1980. The factors of regional population trends, potential housing construction, high birth rate combined with low death rate, and increases in household size, have all been considered in relation to this estimate.

The consultants estimated that recent growth patterns will continue until 1970, resulting in a population of 210,000 persons by that time. Thereafter, a leveling off of the trend is anticipated with a resulting population of 240,000 persons by 1980. This "final" estimate is based generally upon land use patterns originally proposed for study by Harland Bartholomew and Associates.

Population estimates are dependent on so many variables, that no figure for a future year can be presented as an absolute. The Bartholomew estimate was the most conservative one developed for Huntington by any independent study group which had previously studied the potential of the Town. The Suffolk County Planning Commission, and others, who had made estimates based on existing zoning predicted populations ranging from more than 250,000 to 300,000 persons at full development. The Bartholomew final report estimated a population of 233,700 persons, based on revisions in the preliminary land use plan.

The final land use plan presented herein reflects some departures from the preliminary plans for land use, and these in turn suggest a somewhat more conservative population estimate for 1980. However, shifts in variables such as birth rate and family size, which can significantly affect the size of the ultimate population, could occur over the long range. Thus, the 1980 population estimate of 240,000 persons has been generally accepted in this report, as the basis for long-range planning.

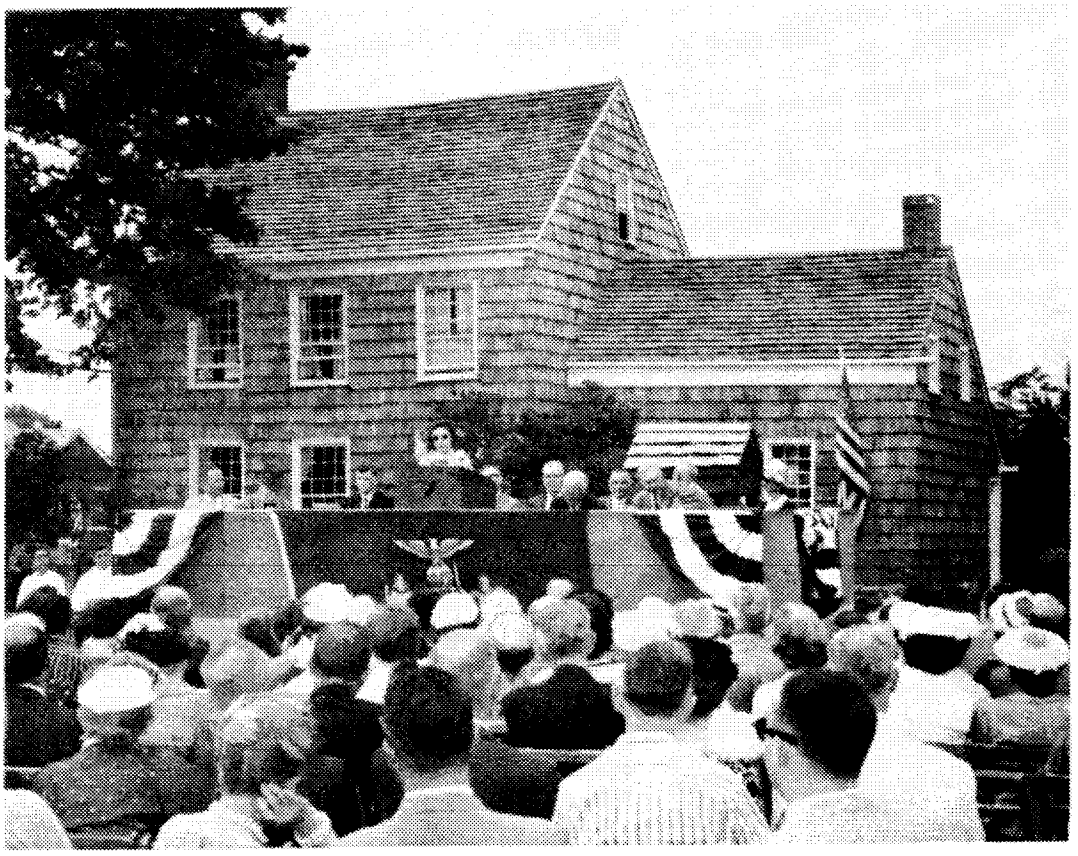
TOWN OF HUNTINGTON

SUFFOLK COUNTY NEW YORK

POPULATION DISTRIBUTION 1980

PLATE 6

Plate 6 shows the distribution of population in the Town by 1980. As is presently the case, the greatest concentrations will be in and adjacent to the older established communities of Huntington Village, Huntington Station, Greenlawn, Northport and East Northport. Other areas will reflect intermediate to low population densities depending upon their relation to the older centers, and to natural features such as topography.



FUTURE ECONOMY

The trends, changes and decisions which affect economic activity are many and complex. And they render any long-range estimation of the future of a small area hazardous at best. The information presented herein does, however, indicate the major factors and trends that affect the Town of Huntington. In combination, they suggest the direction in which Long Island is proceeding, and the elements of economic expansion as they will affect the Town. Huntington must move to take advantage of the forces that will work to the economic benefit of the Town and its residents.

With the expanding population, there will be increasing need for employment opportunity. In addition to newer residents, the many young people now present who will be leaving high school and college will be entering the labor force. In 1960 the employed labor force totalled 42,958 persons, and by 1970 will probably equal 65,500 persons. And, if present ratios held over the long-range, 1980 will see a need for 79,000 jobs—approximately 36,000 more than in 1960. Probably, 9,000 to 10,000 of these jobs should be in manufacturing. This compares with an estimated increase of 110,000 jobs in manufacturing and wholesale trade in Nassau and Suffolk Counties by 1985, as derived by the Regional Plan Association.

Industrial Development

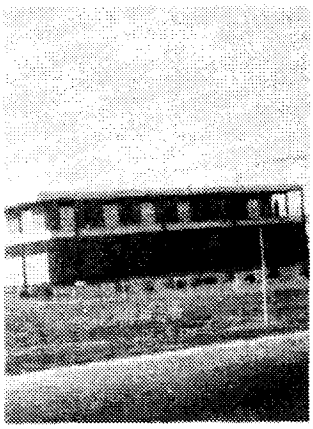
Huntington is in an advantageous position to attract light manufacturing and other industrial activities. Some of the advantages which can be offered are:

1. Desirable living conditions combined with an adequate level of cultural, educational and recreational facilities, and municipal services.

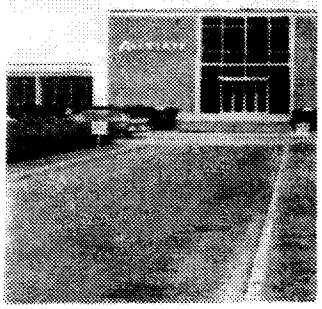
2. Excellent potential building sites in several locations as recommended in the Comprehensive Plan.

3. Good rail and arterial highway transportation facilities combined with an advantageous central location in the Nassau-Suffolk section of Long Island.

4. A pool of skilled technical and professional personnel in and around the community.



Huntington has attracted a number of new industries in the past ten years, and most of the larger installations now present have located during that time. The trend began with Waldorf Instrument, now Huyck Systems, in 1956. The Allstate Insurance Company building was started the same year. These were followed by Airborne Instruments Laboratory, and the I.B.E.W. Union headquarters in 1957. Lermit Plastics came to Huntington in 1959, followed by Lambda Electronics in 1960. Between then and 1963, buildings were constructed for Underwriters Laboratories, Filtors Corporation, The Technical Research Group, Educational Developmental Laboratories, and the Professional Printing Company. Other industries which came to Huntington in 1964 were mentioned in Chapter I. These are the major installations, but the list is not all-inclusive. Much interest in planned industrial park development has been stimulated by the recent rezoning of lands in Melville for industrial use.



The industrial development which has occurred in recent years, and that which has been established in 1964 in conformance with the Comprehensive Plan, has set an enviable pattern and has established Huntington as a desirable location for light industrial expansion. In numerous instances the industries themselves are exceeding the already high standards established by planning and zoning regulations. Stability is reflected in the recent growth by a pattern of diversification. Also, it has been found that the coverage of land by new buildings is, in most cases, less than permitted by zoning. This indicates that new industry locating in the Town is anticipating future expansion. The Lermit Plastics Company undertook an expansion of more than 50 percent in 1964.

New industries will develop at a high standard comparable to earlier development. On the basis of local experience, and a study of 89 new manufacturing plants established in the Nassau-Suffolk area in 1960, it is probable that 10 to 12 plants per 100 acres would be built. The average number of employees per plant for those studied on Long Island was 46, but the Huntington pattern suggests a typical industry size of 50 to 150 employees. Therefore, the likely potential for the Town would be 1,000 to 1,500 manufacturing employees for each 100 acres of industrial land developed. Approximately 950 acres have been set aside for industry in Melville alone. Therefore, the Town can readily accommodate a potential of 10,000 or more jobs in manufacturing and related activities.

Trade Activity

Expansion of jobs in manufacturing would also involve an expansion in the retail and wholesale trade areas and in services. Estimated secondary jobs have a ratio of 1.3 for each basic job, and the ratio of non-manufacturing to manufacturing jobs is 2.4:1. Based on county and local patterns, future growth in Huntington should stimulate approximately one job in retail and wholesale trade for each job in manufacturing. Wholesale and retail trade activities are expected to provide an additional 11,000 local jobs during the period covered by the Comprehensive Plan.

Total Future Employment

Potential future employment in manufacturing and trades within Huntington would provide 20,00 to 22,000 new jobs by 1980. An added 13,000 to 15,000 jobs would be required in services, and other areas. These estimates are believed attainable in Huntington, but they involve only required new employment opportunities. The great many jobs now held by Huntington residents outside the Town would still be required. Hence the close economic inter-dependence between the Town and the two Counties —and New York City—is expected to continue in the future.

In consideration of trends and expectations for the future, Huntington's potential to provide employment and other economic advantages to its residents is even greater than estimated in this study.

FUTURE LAND USE

The Comprehensive Plan is concerned essentially with the physical community, and the major components—residential, commercial and industrial—of which it is composed. Thus, the major element is the pattern of future land use which it establishes. The future is the structure of the Plan, but the present is its foundation. It will be strong to the degree that it both protects and strengthens those parts of the community which are essential to its character.

First and foremost, Huntington is a residential community. As such, it has been both stable and prosperous, and these advantages are more likely to be retained in the future by keeping the essential residential character rather than by changing it. In addition, the Town has long been a trade center. This it can profitably continue to be, as long as its facilities are conserved and strengthened, but expanded only as necessary to meet the needs of its citizens.

Huntington is obviously not a basic manufacturing or processing town. But in spite of the prosperity and stability that it enjoys, there is always a tendency to weakness in the economic structure of any town which is heavily devoted to local trade and service. A broader tax base and a wider selection of activities, of a size and kind that are appropriate to the character of the Town is desirable.

The basis for planning should be that the Huntington of the future will be a Town much like the Huntington of today; more populous and with a more diversified employment structure, and certainly with its living conditions improved, but still essentially a residential community of a high order with the necessary services and social and cultural institutions.

The Land Use Plan

More than half of the land within the Town has been put to some use, and Huntington has begun the second phase of its development. For most of the area, future land use patterns have been established by development which already has occurred. However, future land use ratios will be altered and the land will be used more effectively as "filling in" occurs.

It is estimated that by 1980 the Town will be about 91 percent developed. The uses of land as set forth by the Comprehensive Plan are shown on Table 8, and on the map enclosed with this report.

TABLE 8

ESTIMATED FUTURE LAND USE (1980)

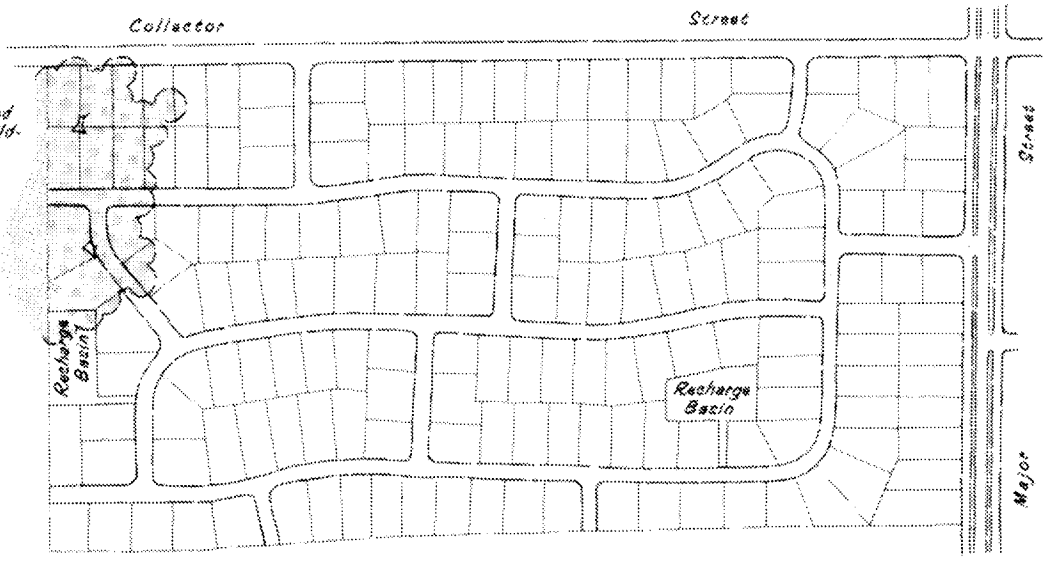
	Acres	Per Cent of Developed Land	Acres Per 100 Persons *
RESIDENTIAL	30,730	56.49	13.55
Open Density	6,530	12.01	2.88
Low Density	12,100	22.24	5.34
Medium Density	5,750	10.57	2.54
High Density	6,350	11.67	2.80
COMMERCIAL	1,540	2.83	.68
PUBLIC AND SEMI-PUBLIC	10,400	19.12	4.58
INDUSTRY	2,330	4.28	1.03
STREETS	9,400	17.28	4.14
VACANT[1]	5,700	—	—
DEVELOPED AREA:	54,400	100.00	23.98
TOTAL AREA:	60,100		

*Population — 226,800

(1) Does not include water areas in Long Island Sound and the Harbors.

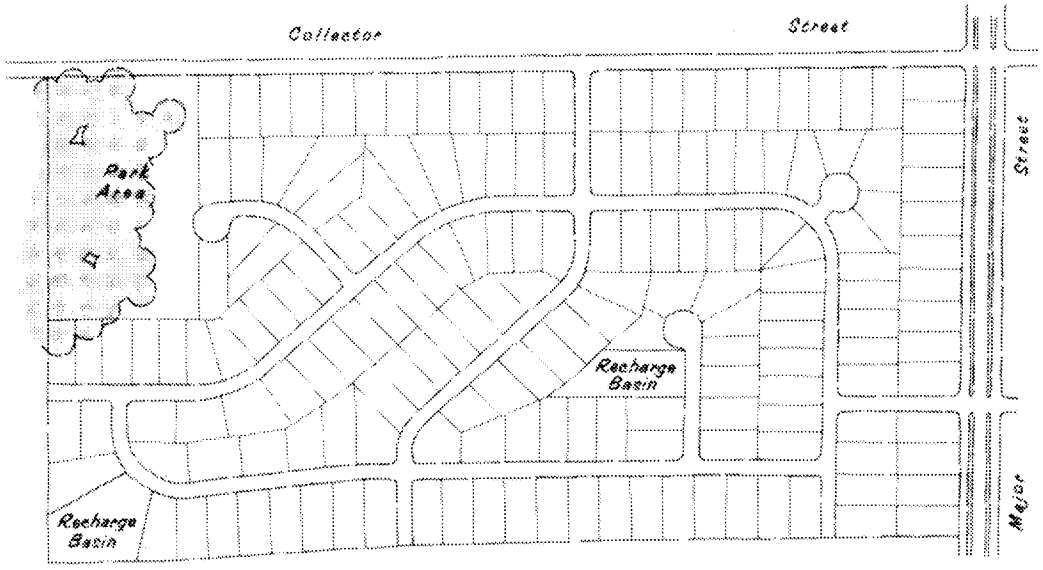
AN EXAMPLE OF DENSITY SUBDIVISION

existing trees removed for development of building sites.



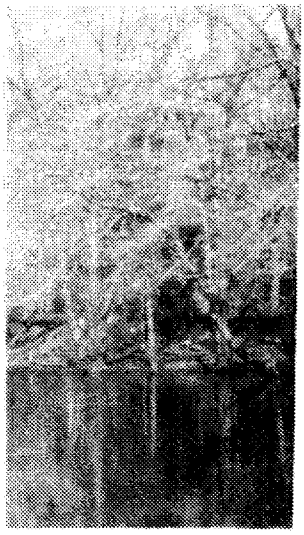
minimum lot size under zoning is 20000 sq. ft. based on this, the maximum use of the land would result in 175 lots.

existing trees remain in park



this is the same 100 acre tract of land divided into 175 lots, all perimeter lots conform to existing zoning and the interior lots have a minimum area of 18000 sq. ft.

this design results in 1800 feet less street and utility lines and safer access points to collector and major streets, and provides needed recreation space for the neighborhood.



The totals shown on Table 8 are refinements of the alternate land use proposals presented in the preliminary land use report prepared by Harland Bartholomew and Associates. They have also been refined to include changes in the allocation of land for parks and other public and semi-public uses, for streets and highways, and for the reduction in size of some commercial and industrial areas.

This plan represents the combined thinking of the consultants, the Citizens Advisory Committee, and the Planning Board, resulting from thorough study of the alternative preliminary plans.

This plan is adaptable to unanticipated requirements and changes in technology. It recommends several areas where the density concept of "clustering" homes can be used to great advantage to the Town. "Cluster" or modified development is a subdivision procedure which results in the preservation of open space. For example, a tract of 100 acres might be divided into 80 building sites for homes. Under regular subdividing, all of the land would be used for building sites and streets. Under cluster subdividing, the 80 homes might be built on 70 acres and the remaining 30 acres would be deeded to the Town for open space or Park use. For an illustration of this concept see Plate 7.

The plan indicates sites for schools and parks sufficient to serve the anticipated needs and presents general locations for future libraries, fire stations and public buildings. The proposed major street system is also shown.

This plan sets forth the "best use" for the land, not on an expedient basis, but with the probable needs of future generations in mind. The land use plan notifies the community of long-term development intentions, and thereby gives strength and direction to daily planning and zoning activity.

In the four major categories of land use, the plan does the following:

Residential Development

It recognizes existing patterns of land use, of density, and is generally based upon them, consistent with the established low density residential character. In limited areas the Plan proposes changes in residential density where such changes afford better transitions. To a greater extent, however, the Plan encourages good transitional planning by designating areas which are adaptable for "clustering" or modification. In these areas, designated as "M" on the Comprehensive Plan map, transition would be accomplished without changing the overall density pattern already established.

Commercial Development

The plan contains proposals for extending commercial use areas in depth to allow better site planning, wherever this can be done without detriment to adjoining residences. Where possible, the narrow commercial strips along the highways should be extended to permit more off-street parking, safer and more efficient traffic circulation, and to provide land for buffer landscaping between residential and commercial uses. Thus, the Plan recognizes modern planning principles for commercial uses.

Industrial Development

Three new areas are proposed for industrial use. One is located between the railroad and Pulaski Road, and extends from Cuba Hill Road in Greenlawn to the Manor Field Park in Huntington Station. This is an expansion of an existing industrial use area. A tract located on the west side of Commack Road between Vanderbilt Parkway and the Long Island Expressway is also designated on the Plan. It lies opposite an industrial area in Smithtown, and is well served by major streets and highways. Differences of topography insulate it from residential lands to the west.

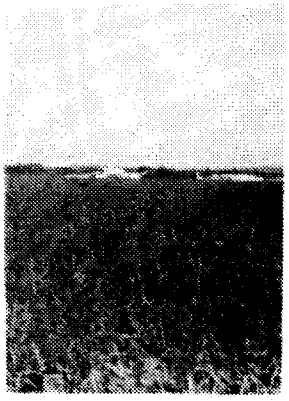
Public and Semi-Public Lands

The Comprehensive Plan map outlines sites to be used for schools and parks as necessary to serve the expected population. Other smaller public lands which will be needed in the future for such uses as public buildings or churches are not shown on the Plan, but have been provided for in the measurements of future land use.

ZONING

Zoning regulations for the control of land use have been in effect in Huntington since 1931. A major revision was adopted in 1934, and this basic ordinance is still in effect. Technological changes, and hundreds of subsequent amendments have rendered it both obsolete and cumbersome.

In conjunction with the preparation of the Comprehensive Plan, Harland Bartholomew and Associates submitted a major redraft of the Huntington zoning ordinance. This has been under intensive study by the Planning Board, Zoning Board of Appeals, and Town Officials. It will form the basis for a revised ordinance to be recommended to the Town Board for adoption, following the adoption of the Comprehensive Plan.



Adequate and modern zoning regulations are essential to effective long-range planning. The zoning ordinance and map is the principal legal tool with which the land use plan is put into effect. Many Plan proposals, which are put into effect by public agencies such as the Town itself and the school districts, do not require land control regulation. However, most of our lands are privately owned and developed, and in this private sector the Plan can only be implemented by formal regulation.

MAJOR STREETS

The major street plan for Huntington must provide for adequate highways to serve both the traffic within the Town, and through traffic originating and terminating beyond the Town limits. The plan presented herein is long-range, keyed to estimates of 1980 traffic requirements. Most of the major streets in Huntington which require improvement both now, and in the future, are under the jurisdiction of State and County agencies. These are listed according to jurisdiction in the appendix of this report.

The Town has little or no direct control over the policies under which County and State routes are established, improved or maintained. However, they are essential to the efficient movement of traffic within the Town, and Huntington must therefore represent its needs for action, and make known its plans for the Town, to the responsible highway agencies. The major street plan has been developed with this objective in mind.

Huntington has kept pace with its growth in providing many of the necessary public facilities, but many elements of its major highway network need improvement and modernization. In an area that encompasses about 90 square miles and is growing at a rate of 8,000 to 10,000 persons per year, a regular program of street improvements is essential. Land is becoming more expensive and is being absorbed by other urban developments. Elements of the street system can be built in stages, but they must be in accordance with an overall plan.

The 1962 24-hour traffic volumes on the existing major street network are shown on Plate 8. The greatest use of highways normally occurs with the daily movements to and from work. Generally, this movement at peak hour represents ten per cent of the 24-hour volume. Special attention was given in the development of the plan to delays at intersections, the number and location of accidents, and to certain isolated trouble spots.

Projections of average daily traffic for the year 1980 must take into consideration increases in population, new land uses, the increase in the number of motor vehicles and the average use of each vehicle. For any given study area, the anticipated overall increases in motor vehicle travel is reflected by a combind increase factor based on individual increases in population, vehicle ownership and use.

The traffic increase factor for Huntington was found to be 2.08. *That is, townwide traffic activity can be expected to more than double by 1980.* This is shown by the comparison of 1962 and 1980 Corridor Volumes on Plate 9. The through movement between points to the east and west of Huntington will also double. Individual rates of increase differ, of course, in various sections of Town depending on the existing extent of development. It is expected that traffic will increase much more than 2.08 times in undeveloped areas. Individual increase factors for various areas were determined, and related to the required number of lanes needed to serve these increases. The difference between the existing travel lanes and those required for future needs is called "capacity-deficiency" and is shown on Plate 10.

TOWN OF HUNTINGTON

SUFFOLK COUNTY NEW YORK

L E G E N D

24 HOUR VOLUME

NOTE: VOLUMES LESS THAN 2000 ARE NOT INDICATED

PEAK HOUR AS PER CENT OF 24 HOUR VOLUME

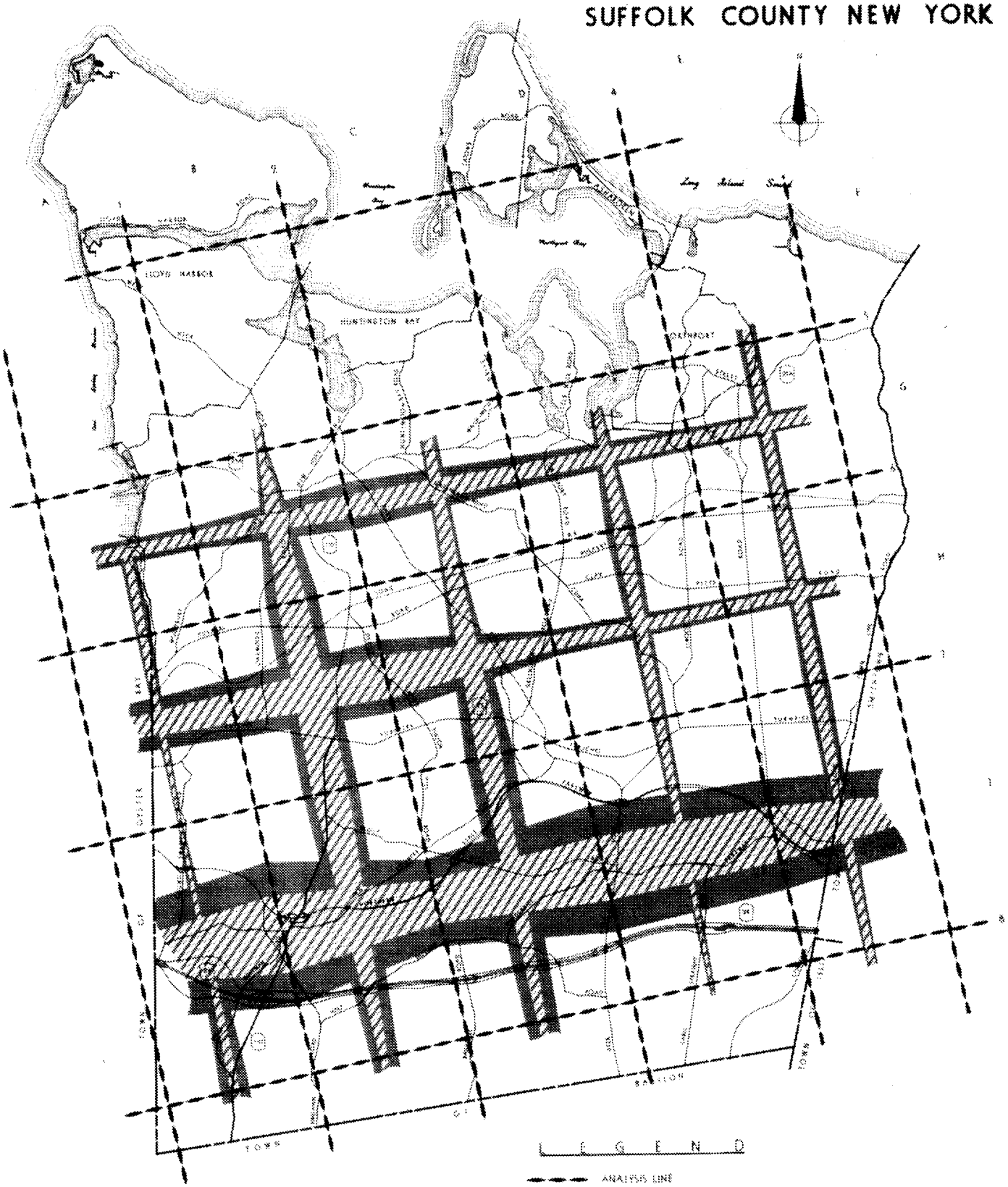
SOURCE:

1962 24 HOUR VOLUMES

PLATE 8

TOWN OF HUNTINGTON

SUFFOLK COUNTY NEW YORK



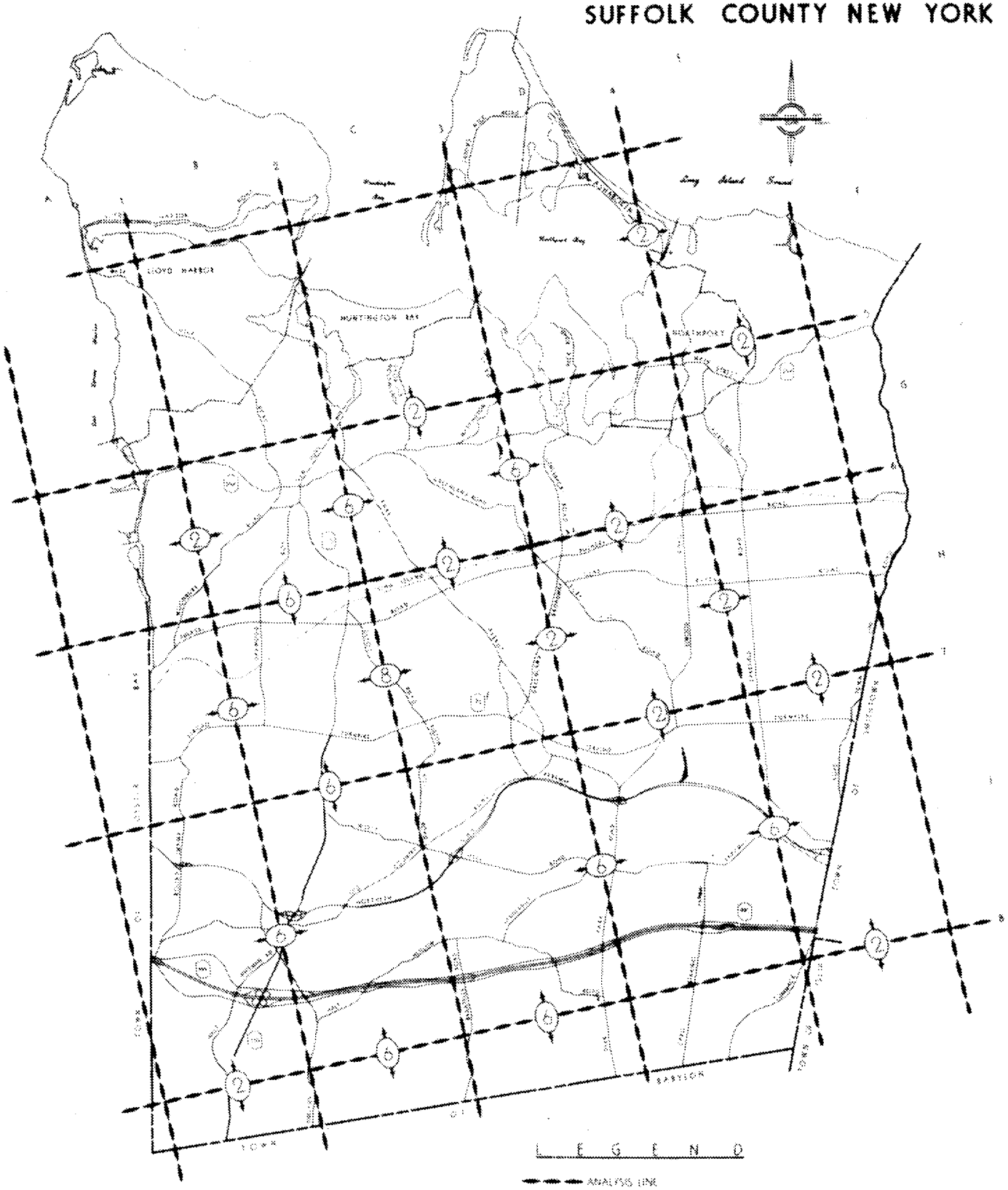
1962 AND 1980 CORRIDOR VOLUMES

TOWN PLANNING BOARD
HUNTINGTON NEW YORK

PLATE 9

TOWN OF HUNTINGTON

SUFFOLK COUNTY NEW YORK



1980 CAPACITY DEFICIENCY

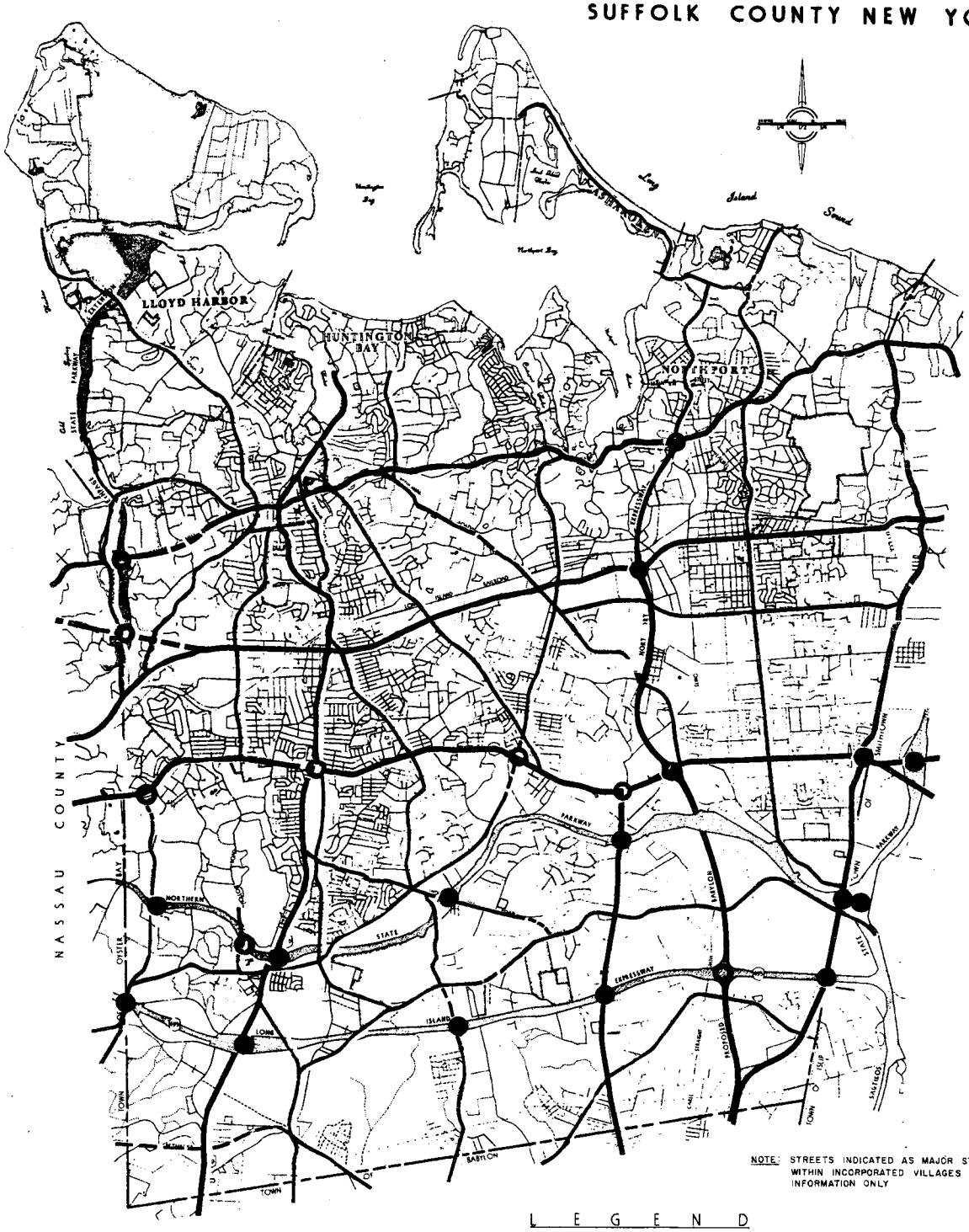
LONG ISLAND STATE REGIONAL PLANNING BOARD HAUPPAUGE, NEW YORK

PLATE 10

SOURCE: HARLAND BARTHOLOMEW AND ASSOCIATES CITY PLANNING CIVIL ENGINEERS LANDSCAPE ARCHITECTS CHIEF ENGINEER WASHINGTON, D.C.

TOWN OF HUNTINGTON

SUFFOLK COUNTY NEW YORK



NOTE: STREETS INDICATED AS MAJOR STREETS WITHIN INCORPORATED VILLAGES ARE FOR INFORMATION ONLY

L E G E N D

TYPE FACILITY	EXISTING LOCATION	MAJOR RELOCATION OR NEW RIGHT-OF-WAY
LIMITED ACCESS		
PRIMARY ARTERIAL		
SECONDARY ARTERIAL		

INTERCHANGE AREAS
EXISTING OR UNDER CONSTRUCTION ●
PROPOSED ○

MAJOR STREET PLAN

PLATE II

TOWN PLANNING BOARD
HUNTINGTON NEW YORK

THE MAJOR STREET PLAN

In developing the major street plan, shown on Plate 11, many physical elements were considered; the location of major traffic generators, existing grade separations at railroads and limited access highways, topography, existing right-of-way widths and adjacent land uses. It is the object of this plan to place the heavy traffic volumes on relatively few major streets. In this manner traffic is best controlled, and residential neighborhoods are protected from through traffic.

In any Town which faces the rapid growth of Huntington, early right-of-way acquisition is the key to a properly functioning major street system in the future. These rights-of-way need only be developed as traffic demand warrants, and as funds are made available. Too much right-of-way is not a problem because that which is unneeded in the future need not be developed. However, too little right-of-way to accommodate future traffic can result in serious congestion, and adverse effect upon residential neighborhoods. Typical cross-sections for the various types of streets are illustrated on Plate 12.

Estimated requirements for both traffic volume and design for each element of the major street system are listed in the appendix of this report. Brief descriptions of the major proposals follow:

Jericho Turnpike
N. Y. 25

This highway should eventually be widened to accommodate six lanes of traffic across the Town of Huntington. Provision should be made for constructing interchanges with other major streets including Round Swamp Road, New York Avenue, Greenlawn-Broadway, Babylon-Northport Expressway and Commack Road, in order to expedite north-south traffic flow.

New York Ave.
N. Y. 110

New York Avenue will require four to six travel lanes in the future. In areas of congestion in Huntington Station and near the Walt Whitman Shopping Center, six lanes will be necessary. On-street parking must be considered a luxury on this street and should be removed to provide the necessary circulation capacity. This would necessarily be considered in connection with a plan for off-street parking to serve the concentration of business along the route.

Pulaski Road

The estimated 1980 volumes will require six travel lanes. These improvements are preferable to more expensive and less effective improvements on other streets to accommodate projected volumes. It is proposed, over the long-range, that a connection between Pulaski Road and the existing N. Y. 25A be made at the Nassau County Line. This would establish a more effective bypass for thru traffic now using Route 25A, and would reduce the need to widen this scenic route.

Lawrence Hill Road

The plan proposes that Lawrence Hill Road be widened and relocated where necessary to accommodate four travel lanes. This will prevent the extensive removal of buildings in Cold Spring Harbor Village that would be required in a major widening of Route 25A.

Oakwood Road to Jericho to Round Swamp Interchange

This improvement is needed as a supplement to Route 110 to carry expected north-south volumes. It is believed better suited to the movement of traffic than the Oakwood-Sweet Hollow improvement recommended by Harland Bartholomew and Associates. Together with Round Swamp Road, it will provide a north-south alternate from Huntington Village to the Northern State Parkway and Long Island Expressway without passing through areas of congestion or difficult topography.

Round Swamp Road

Round Swamp Road between Jericho Turnpike and Old Country Road has been designated as a major street. A relocation, and interchange is shown at Jericho Turnpike. This element of the plan will replace the Sweet Hollow Road improvement recommended by Harland Bartholomew and Associates. It is potentially a valuable element in the major street system since it will serve as a connection between Jericho Turnpike, the Northern State Parkway, and the Long Island Expressway.

Northport-Babylon Expressway

The route of this limited access highway has now been established by the N. Y. State Department of Public Works. It follows the original

route of the so-called "Deer Park Extension" from N. Y. 25A to Cuba Hill Road, and then follows a line east of Carll Straight Path to the Babylon Town Line.

Deer Park Road

This road will serve the surrounding properties in much the same manner as it does today. However, increased travel will require widening and improvement. It should eventually be extended to Jericho Turnpike over the vacant right-of-way owned by the State of New York.

Park Avenue

By 1980, four traffic lanes will be required from Main Street to Jericho Turnpike. This secondary arterial serves as a radial route between the southeast portion of Town and Huntington Village.

Larkfield-Vernon Valley Road

This element requires four lanes to meet the needs of 1980 traffic. This can be achieved by removing parking in the business areas, and expansion of the use of service roads in residential areas. Intersection improvements will be necessary to provide turning lanes at connections with major east-west highways. Removal of on-street parking in commercial areas will require some provision for off-street parking facilities.

Greenlawn-Broadway

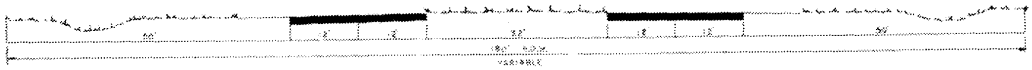
To permit improvement of this road as a major street, a small section at the intersection with Jericho Turnpike would be relocated, and sufficient right-of-way provided for a diamond interchange.

High Street Distributor Route

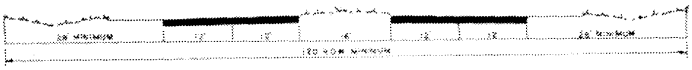
This improvement on the south side of the Huntington Village business district would extend from Woodbury Road to Spring Road. From Woodbury to Nassau Road, it will be over existing streets. The distributor is included in the major street plan as part of an eventual loop system around the business district.

MAJOR STREETS

(A) LIMITED ACCESS

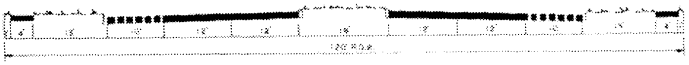


(B) LIMITED ACCESS



NOTE: LIMITED ACCESS AND PRIMARY ARTERIAL CROSS-SECTIONS ARE RECOMMENDED FOR USE ON STATE AND FEDERAL AID ROUTES.

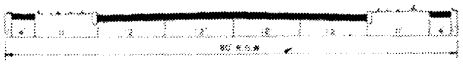
(C) PRIMARY ARTERIAL



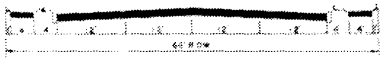
(D) PRIMARY ARTERIAL

(E-M) PRIMARY OR SECONDARY ARTERIAL

(E) PRIMARY OR SECONDARY ARTERIAL

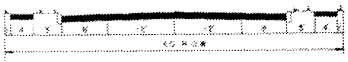


(F) SECONDARY ARTERIAL OR ONE-WAY STREETS

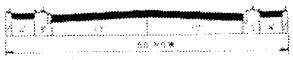


MINOR STREETS

(G) COLLECTOR STREETS



(H) LOCAL STREETS



(I) SERVICE ROADS

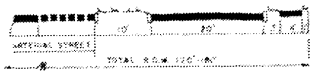


PLATE 12

STANDARD CROSS-SECTIONS

TOWN PLANNING BOARD
HUNTINGTON NEW YORK

Gwynne Park Interchange

An interchange between the Northern State Parkway and Sweet Hollow Road is included in the major street plan. This improvement would allow traffic bound for the county park from eastern Suffolk towns to enter the park directly from the Northern State Parkway without excessive movement over local streets.

Waterside Ave.-Eatons Neck Road

This local major street between Route 25A and the Village of Asharoken is included in the major street plan as an alternative to the Asharoken Avenue-Ocean Avenue route through the Village of Northport which was proposed by Harland Bartholomew and Associates. Improvements to Waterside Avenue will be needed in connection with Crab Meadow Park. Further improvement, through realignment of Dug Way from Waterside Avenue to Eaton's Neck Road makes this an appropriate access to the Eatons Neck-Asharoken area. Ocean Avenue continues to be shown on the plan as a reminder of its status as a through street. However, the planning for this street is a responsibility of Northport Village.

Wolf Hill Road

The major street designation for Wolf Hill Road between Caledonia Road and Deer Park Road, as proposed by Harland Bartholomew and Associates has been changed in the major street plan. A relocation between the present Wolf Hill Road and Vanderbilt Parkway is shown in the plan. This new connection would traverse land which is at present open and undeveloped.

Old South Path

Old South Path between Old Country Road and Half Hollow Road has been reclassified as a major street in the final plan. The status of this road as a public way thru the property of the School for the Mentally Retarded has recently been re-established. It is designated as a major street

to provide access between the shopping centers and new residential development in the Half Hollow Hills area, and to supplement the Bagatelle-Carman Road system.

Bagatelle-Carman Road

With a short relocation of Bagatelle Road at Half Hollow Road, this element of the Major Street plan will provide access to the shopping centers, and other facilities to the north, from developing residential areas south of the Long Island Expressway. Four lanes will be required by 1980.

Huntington Bay Road Extension

A short extension at the southerly end of Huntington Bay Road, between Route 25A and Greenlawn Road, is shown on the plan. This would improve the flow of traffic by reducing turning conflicts, and providing more direct access to the new junior high school at Greenlawn Road.

CHAPTER IV

BUSINESS DISTRICTS

HUNTINGTON VILLAGE

Over the past five years, Huntington has experienced a radical shift in business patterns. Historically, Huntington Village served as the primary business center, supplemented by centers at Huntington Station, Greenlawn, Cold Spring Harbor, Northport and East Northport. Today, with the advent of high-speed highways and the regional shopping centers, the role of the older areas has been substantially altered.

In considering business districts, the Comprehensive Plan deals mainly with two problems, land use and traffic.

1. *Land Use.* The plan establishes proper physical limits for business development, and promotes regulations which will both encourage modern development and help to preserve the vitality of existing business.

2. *Traffic and Parking.* Given the proper land use and traffic regulation, business activity will function soundly to serve the needs of Huntington both now and in the future.

The role of Huntington Village, in serving the entire Township, has been altered considerably. While it retains a great deal of vitality, problems of geography, traffic congestion and competition from the three major shopping centers have had a restraining effect upon retail business growth. The Village has not grown in relation to the population of the entire Town. Nevertheless, it retains its importance as the commercial center for Cold Spring, Lloyd Harbor, Huntington Bay and Halesite, and its specialty shops continue to serve a much larger area.

TABLE 9 —

COMPARATIVE TABLE OF LAND USE (1962)

LAND USE — HUNTINGTON VILLAGE	*(IN ACRES)*
Residential	25.21
Commercial	34.43
Industrial	4.62
Public and Semi-public	19.44
Vacant	6.88
TOTAL:	90.58

BUILDING USE — HUNTINGTON VILLAGE	*(IN SQUARE FEET)* FIRST FLOOR	UPPER FLOORS
Commercial	477,850	46,775
Office	113,810	107,785
Automotive, Industrial, Wholesaling, Storage	118,325	35,575
Attached Dwelling Units		51,700
Other	96,630	69,905
TOTAL:	806,615	311,740

RETAIL SALES AREA	*(IN SQUARE FEET)*	
Huntington Village	477,850	first floor use
	46,755	second floor use
Total — Huntington Village	524,625	
Walt Whitman Shopping Center	628,910	
Huntingtron Shopping Center	281,600	
Korvette City	258,224	
Total in Shopping Center	1,168,794	

Land and building use characteristics for Huntington Village in 1962 are shown in Table 9. These, along with the floor area comparisons for the three new shopping centers, indicate some of the recent changes which have taken place. Twice as much retail sales area has been created in the three centers compared to what existed in the village in 1962. Hence, it is not likely that the Village will grow in new retail sales area to any great extent in the next decade or more. Even with a near-doubling of Town population, it is difficult to expect that Huntington Village can recapture its former position as the principal retail concentration of the Town.

However, the Village has a vitality based upon diversification which is not duplicated elsewhere in Huntington. It is a cultural, governmental, and office center, and it is upon these functions as well as retail trade that the Village can profitably build in the future.

Future Land Use

The land use plan for Huntington Village recognizes present conditions and conversion trends. A principal departure from the present pattern is the inclusion of an "office-residential" category of use, designed to serve as a buffer or transitional area between commercial uses and single-family neighborhoods. It recognizes the appropriateness of the area for rental housing and office activity, as indicated by the trend of conversion of older residential properties on the business periphery to office use. This is a trend which is characteristic of many older business centers and has been a problem for some. The plan seeks to turn the problem into an advantage for Huntington by encouraging—with adequate regulation—the use of residential "white elephants" for activities which are compatible with the character of the Village area.

Traffic

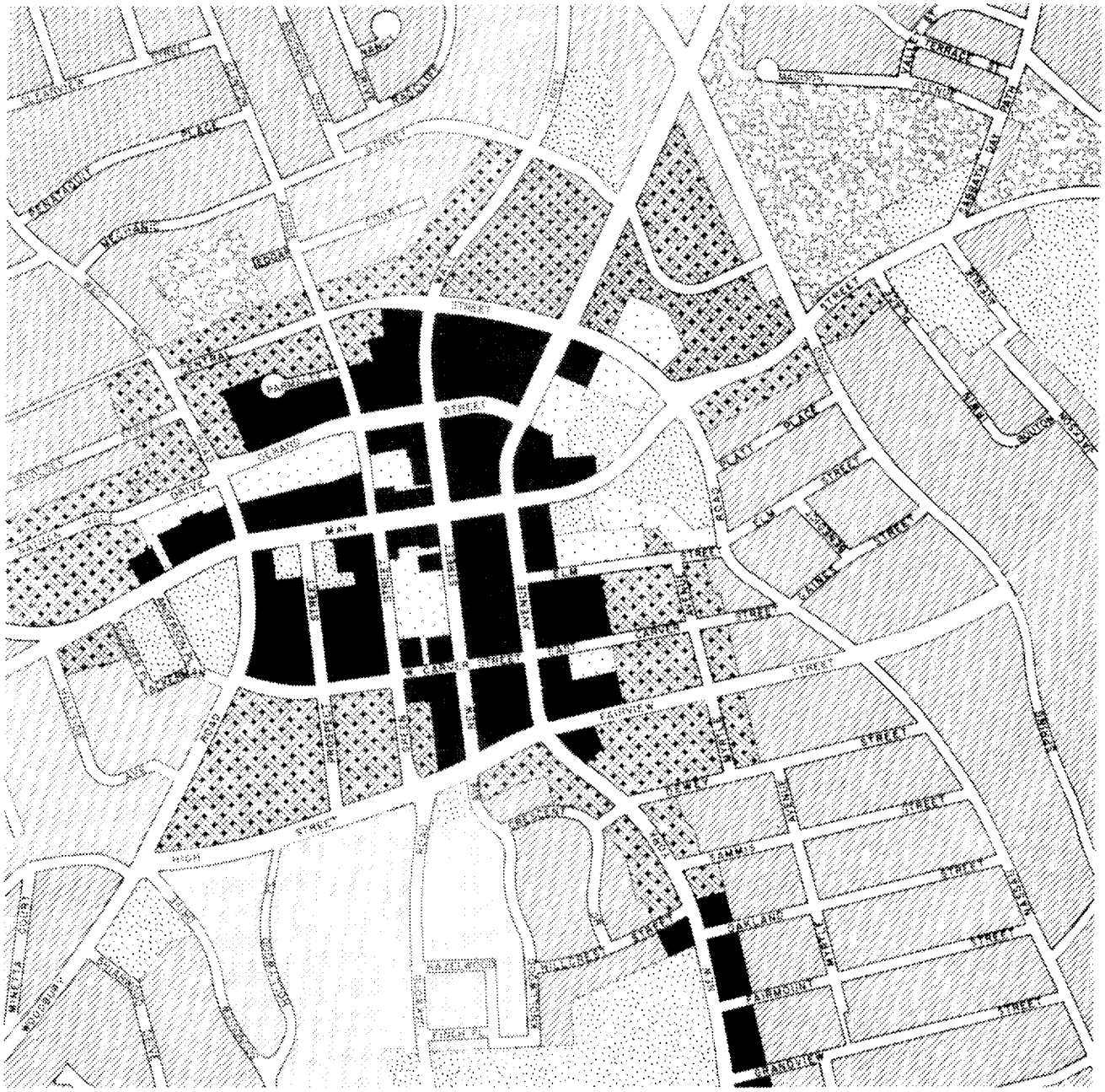
The plan (see Plate 13) shows a more efficient street pattern. It contains, with modification, the "distributor route" proposed by Harland Bartholomew & Associates. The route shown on the final plan extends from Woodbury Road to Spring Road, using the existing High and Fairview Streets. It would eventually become part of a circumferential system around the business district, and provide faster, more efficient access to the parking areas.

The planned circulation system includes:

1. An "outer loop" using Central Street, Woodbury Road, High and Fairview Streets, and Nassau Road.
2. An "inner loop" using Gerard and Carver Streets. The present one-way flow on Carver between New York Avenue and Nassau Road would be reversed.
3. An alternate route from the Village to South Huntington over Green Street and Oakwood Road. Two-way traffic flow would be restored on Green Street, with curb parking limited to one side of the street.
4. A one-way "couple" using New and Prospect Streets. The present southbound flow on Prospect would be reversed.
5. Improved access to the parking lots on the north side of Main Street.

Problems of environmental and structural deterioration exist in the area immediately north of the business district. The future plan must provide the means whereby such deterioration can be arrested and, over the long-range, corrected. Land acquisitions in the vicinity of the Town Hall have been systematically made over the past three years in anticipation of expanded municipal office facilities, and an improved circulation system. These activities, and the stimulus to private initiative which they are expected to provide, will renew the area.

HUNTINGTON VILLAGE BUSINESS DISTRICT



LAND USE PLAN

L E G E N D

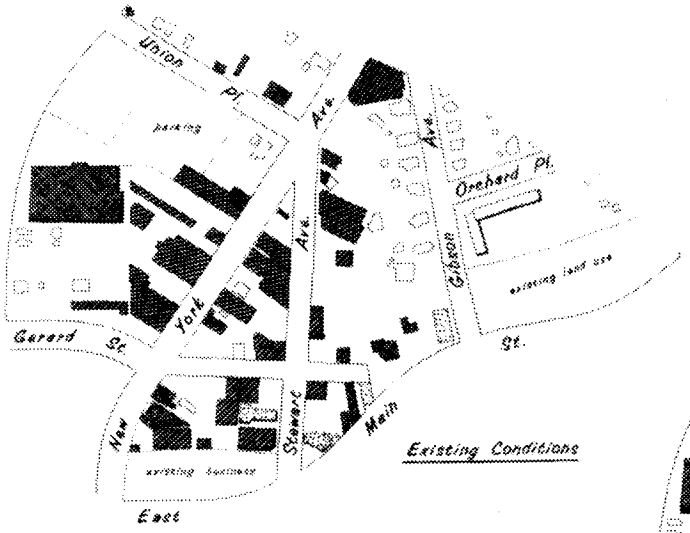
- RESIDENTIAL USE
- OFFICE - RESIDENTIAL
- COMMERCIAL
- PUBLIC AND SEMIPUBLIC
- MUNICIPAL PARKING
- RECREATIONAL USE

TOWN PLANNING BOARD
HUNTINGTON NEW YORK

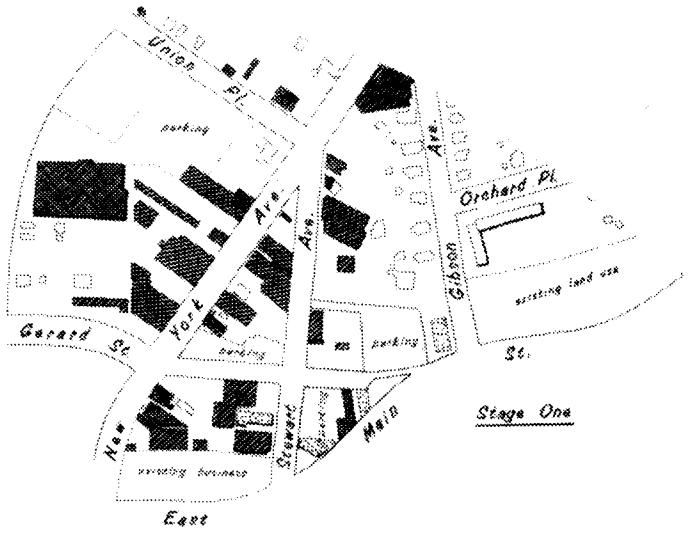
PLATE 13

A STUDY PLAN
FOR STAGED DEVELOPMENT

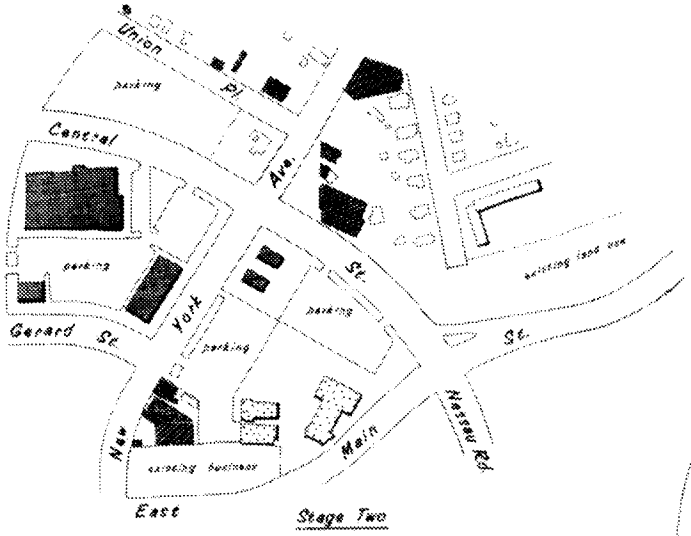
For A Portion of Huntington Village



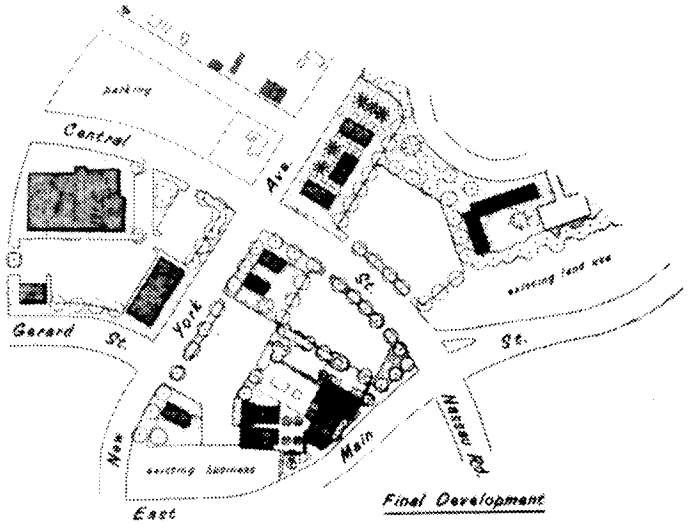
Existing Conditions



Stage One



Stage Two



Final Development

LEGEND

- Residential
- Commercial
- Industrial
- Public and Semipublic
- Key Buildings

PLATE 14

Harland Bartholomew & Associates gave detailed consideration to the area, and to the desirability of retaining town offices in the Village, in the preliminary reports of the Comprehensive Plan. The consultant's staged development plan, with modifications, is shown on Plate 14. Municipal offices are the focal point of the plan. Over the long-range, the implementation of the plan will provide adequate parking and improved traffic circulation. Substantial structures now existing, such as commercial buildings, the fire station, and apartment buildings are retained.

Parking

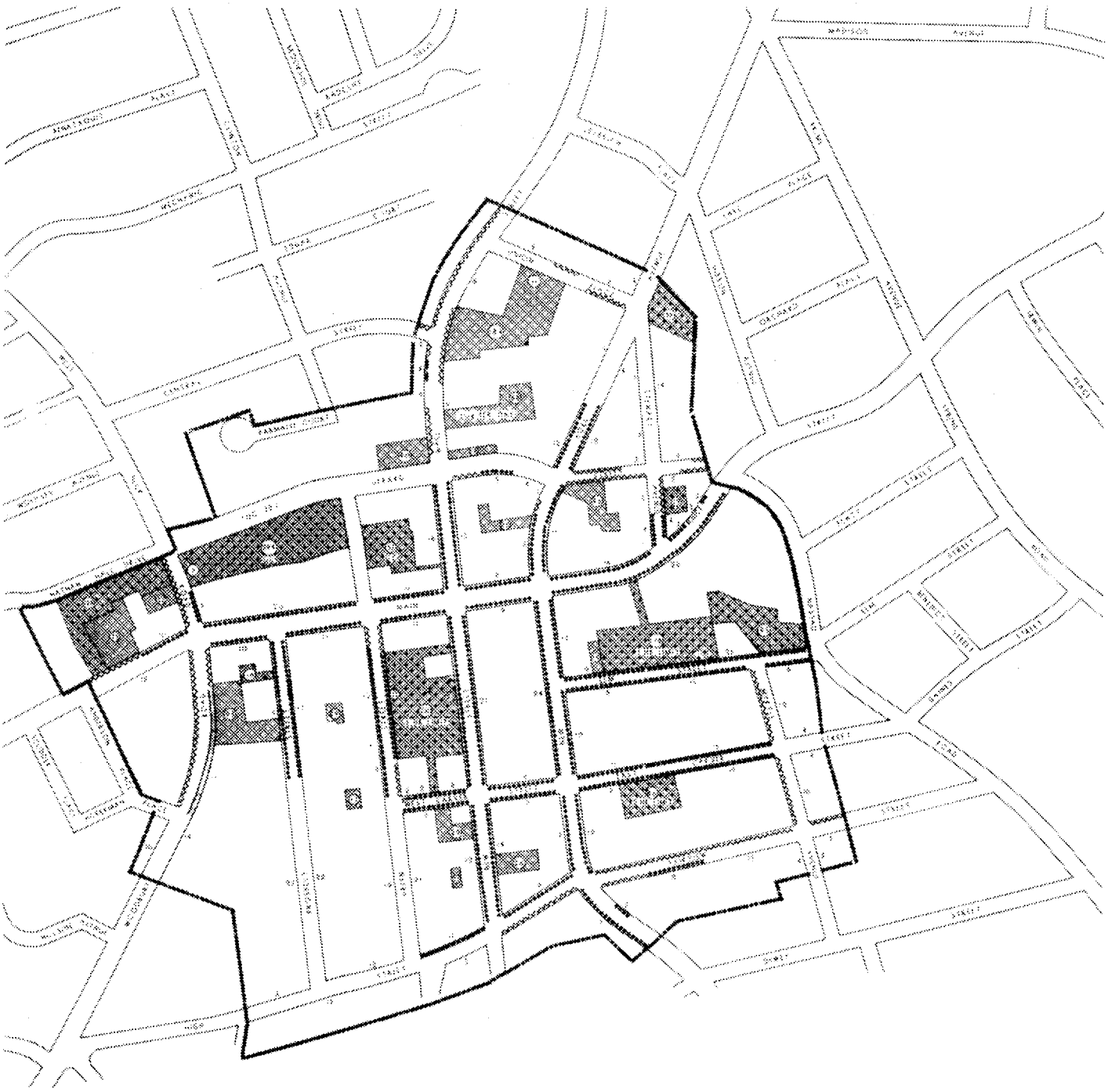
In most instances, new business establishments now being created find it expedient to provide off-street parking for the prospective clientele. However, in older business centers developed prior to the current automotive economy, individual initiative cannot cope with the problem. Municipal effort is needed to provide the resources, and to establish a coordinated system of off-street parking facilities and good traffic circulation.

In Huntington Village, there is need for both shopper parking and all-day parking for the large number of professional and service personnel employed in the business district. Such space has been provided both by private and by public initiative, but principally the latter. Harland Bartholomew & Associates prepared an exhaustive survey of parking space availability and usage in the village as part of the Comprehensive Plan preliminary studies. (See Plate 15).

The consultants found that in September 1962, 2,429 spaces were available in the study area. Of this total, 1,467 spaces were in "off-street" areas and more than half of these were in municipal lots. An additional 351 spaces have since been added at the Gerard Street lot. These were not included in the Bartholomew studies. Even without Gerard Street spaces, the consultants found that a sufficient amount of space was available, and that the essential problems were: (1) inadequate enforcement of parking regulations, and (2) unrealistic time limits.

Field surveys at peak hour on a typical day disclosed that 867 vehicles were parked in the 1,396 municipal spaces available. Thus, 529 spaces were vacant. It was determined that the vacant spaces were in outlying locations, and all day parkers were using the prime spaces, thus denying them for the use of shoppers. The consultant's findings are summarized in Tables 10 and 11.

HUNTINGTON VILLAGE BUSINESS DISTRICT



PARKING FACILITIES

L E G E N D

CURB PARKING

- UNRESTRICTED
- 1 HOUR METERED
- NO PARKING
- 30 MINUTE POSTED
- 1 HOUR POSTED
- 2 HOUR POSTED

OFF-STREET PARKING

- MUNICIPAL LOT
- PRIVATE LOT
- # NUMBER OF SPACES
- BOUNDARY OF STUDY AREA
- UC UNDER CONSTRUCTION

SOURCE:

TABLE 10

LENGTH OF TIME VEHICLES PARKED AVERAGE WEEKDAY — SEPTEMBER 1962 — HUNTINGTON VILLAGE

	Less Than 1 Hour	1 - 2 Hours	2 - 3 Hours	3 - 4 Hours	Over 4 Hours
Percentage Parked	71.0	10.9	4.2	3.1	10.8 %
Average Length of Time per Parking Category	0.9 hr.*	1.5	2.5	3.5	7.1
Space-Hours Parked per 100 Cars Parking	63.9	16.4	10.5	10.8	76.7
Distribution of Spaces Required per 100 Cars Parking	35.8	9.2	5.9	6.1	43.0 %
Existing Distribution of Spaces per 100 now Available	43.9	6.9	29.2	—	19.8

*Estimated

Source: Harland Bartholomew & Associates

TABLE 11

PERCENTAGE OF VEHICLES PARKED FOR VARIOUS PERIODS OF TIME
HUNTINGTON AVERAGE WEEK DAY SEPTEMBER 1962

ON STREET	1-Hour Meters	10-Minute Posted	1-Hour Posted	2-Hour Posted
1 Hour or Less	84.1	60.0	64.1	42.8
1 Hour to 2 Hour	9.3	20.0	11.5	28.6
2 Hour to 3 Hour	2.4	—	3.8	—
3 Hour to 4 Hour	1.3	—	2.3	14.3
Over 4 Hour	2.9	20.0	18.3	14.3
	100.0	100.0	100.0	100.0

OFF-STREET	3 Hour Posted	2 Hour Posted	Unrestricted
1 Hour or Less	47.9	31.5	71.3
1 Hour to 2 Hour	15.9	16.1	5.1
2 Hour to 3 Hour	7.8	11.4	2.5
3 Hour to 4 Hour	7.5	5.4	1.4
Over 4 Hour	20.0	35.6	19.7
	100.0	100.0	100.0

Source: Harland Bartholomew & Associates

Special Parking Study

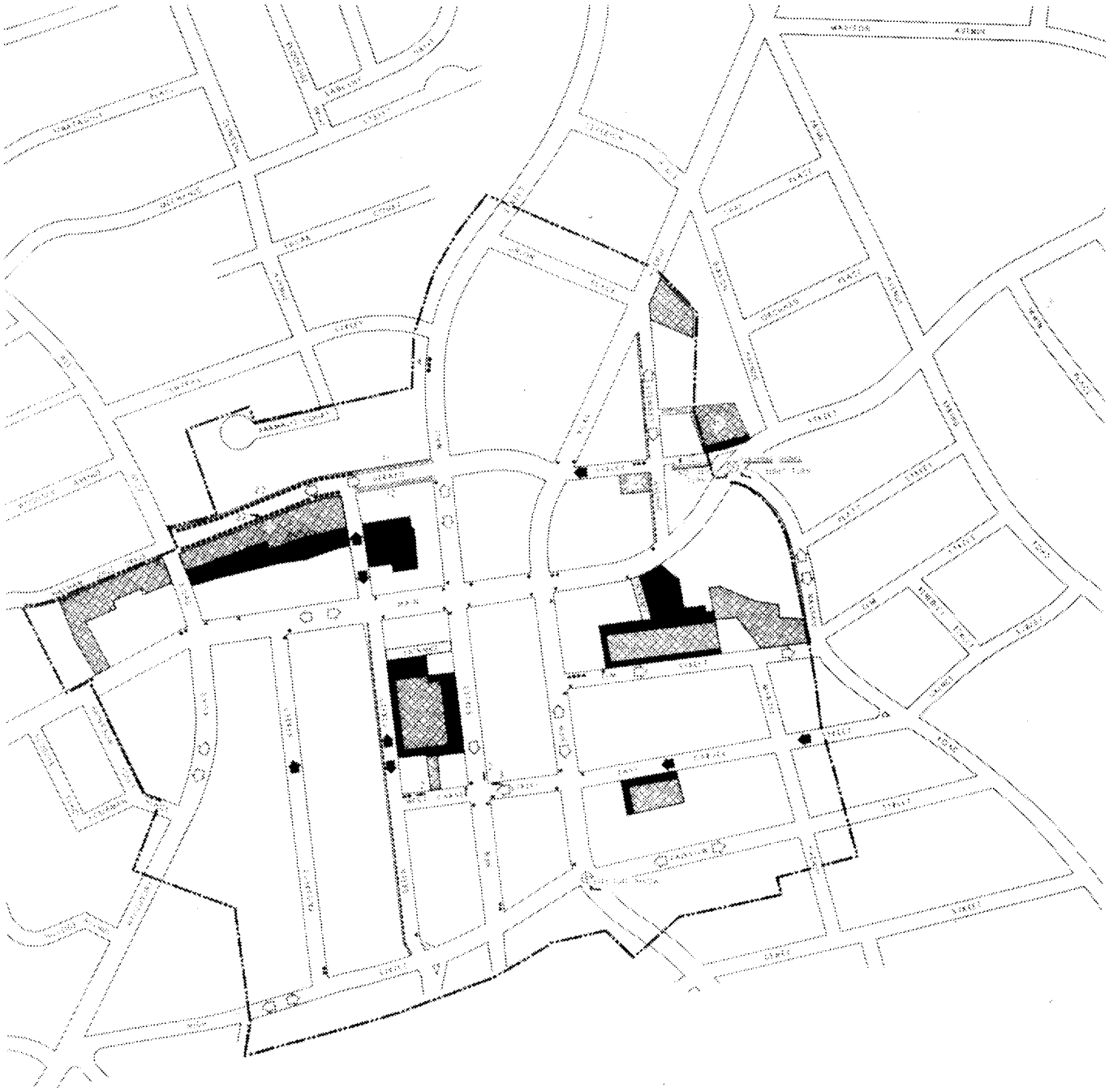
Early in 1964 a joint committee of Town officials and Chamber of Commerce representatives was formed to review the recommendations, and prepare a plan for the more effective use of existing parking facilities. The committee prepared an inventory of all-day parking demand, and detailed studies of each parking lot. It recommended:

1. Rigid enforcement of parking regulations both in the lots and at the curb, through the use of "meter maids."
2. Establishment of new time limits in the municipal lots with "prime" spaces limited for two-hour parking, and other spaces made available for all-day use.

The proposals were accepted by the Town and implemented in time for the 1964 Christmas shopping season. The availability and distribution of parking facilities in 1964 are compared with the 1962 findings of Harland Bartholomew & Associates in Table 12.

Planned improvements for the parking and circulation systems in Huntington Village are shown on Plate 16. Mainly, these proposals relate to parking time limits in the municipal lots, and to the direction of traffic flow. They include recommendations made by the planning consultants, as modified by local studies and determinations. Time limits in the parking lots are as recommended by the special study committee, and already adopted by the Town. New traffic signals at Oakwood Road and High Street, as recommended by Harland Bartholomew & Associates, were installed in 1964.

HUNTINGTON VILLAGE BUSINESS DISTRICT



TRAFFIC IMPROVEMENTS

L E G E N D

- 15 MINUTE METERED
- 1 HOUR METERED
- 2 HOUR METERED
- ALL DAY PARKING
- UNRESTRICTED CURB
- NUMBER OF SPACES
- CURB PARKING SPACE TO BE REMOVED (EACH DOT IS 1 SPACE)
- TRAFFIC FLOW TO REMAIN AS SHOWN
- TRAFFIC FLOW TO BE CHANGED AS SHOWN
- TRAFFIC SIGNAL CHANGE
- REMOVE PARKING THIS SIDE
- BOUNDARY OF STUDY AREA
- NOTE: UNLESS NOTED PARKING RESTRICTIONS CONTINUE TO APPLY

TOWN PLANNING BOARD
HUNTINGTON NEW YORK

PLATE 16

TABLE 12

PARKING FACILITIES — HUNTINGTON VILLAGE

ON-STREET SPACES	1962 STUDY[1]	1964 STUDY
One-Hour Meters	510	546
One-Hour Meters (Temporary—No Parking)	9	—
TOTAL METERS	519	546
10-Minute Posted[1]	6	6
One-Hour Posted	95	84
Two-Hour Posted	11	11
Unrestricted[1]	331	352
TOTAL ON-STREET	962	999
OFF-STREET SPACES		
Municipal —		
3 Hour Limit	408	—
2 Hour Limit	86	441
Unrestricted	277	820
TOTAL MUNICIPAL	771	1,261
Non-Municipal —		
50c per day charge[2]	68	
Unrestricted[2]	628	1,035
TOTAL NON-MUNICIPAL	696[3]	1,035[4]
TOTAL OFF-STREET	1,467	2,296
TOTAL SPACES IN STUDY AREA	2,429	3,295

NOTE:
(1) See Plate 15.
(2) Not included in Turnover or Vacancy Studies.
(3) Bartholomew did not report unpaved spaces.
(4) Including unpaved spaces.

Other elements of the plan involve reversing the present one-way traffic flow on Prospect Street from south to north, and on Carver Street between New York Avenue and Nassau Road from east to west. Also planned is restoration of two-way traffic on Green Street. This will provide more direct access from the Gerard Street parking field to Oakwood Road. To accomplish this, it will be necessary to prohibit curb parking on one side of Green Street.

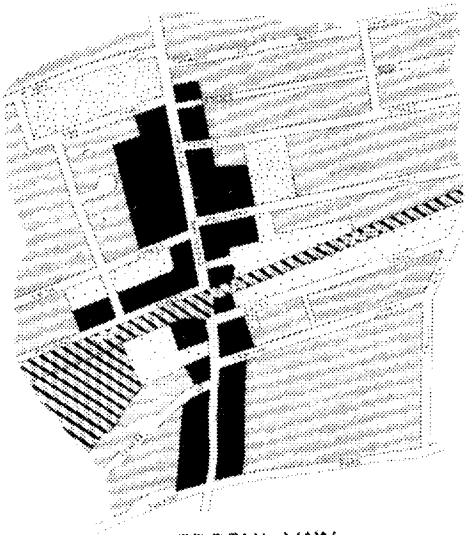
SECONDARY BUSINESS CENTERS

Future land use proposals for the secondary centers at Huntington Station, East Northport and Greenlawn are shown on Plate 17.

Huntington Station

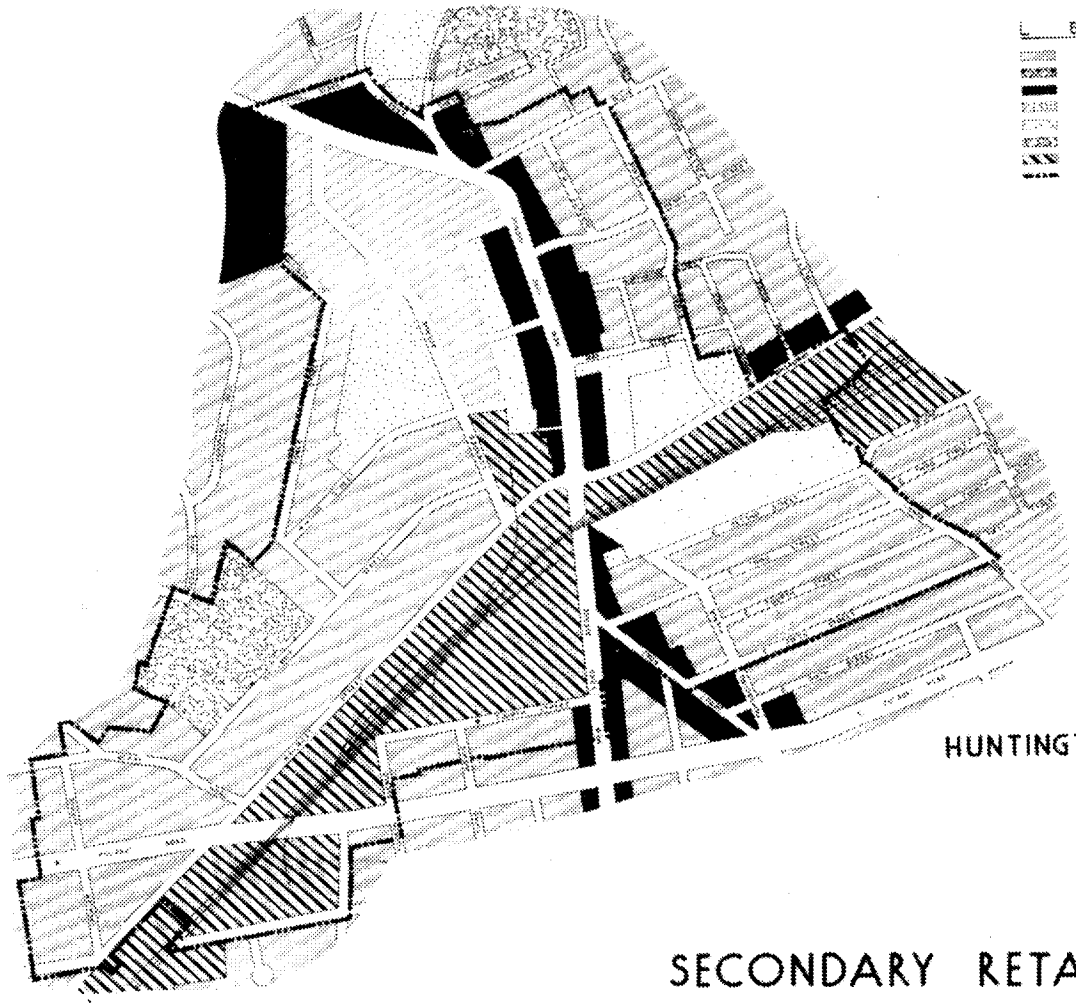
The approved General Neighborhood Renewal Plan provides for the redevelopment or rehabilitation of about 325 acres in Huntington Station. The future land use plan takes into consideration the changes which are occurring in this part of Huntington. The amount of commercial area is decreased, and the new commercial development is expected to be more neighborhood oriented. Additional right-of-way, and a new underpass of the railroad at New York Avenue, are proposed. Improvements to Pulaski Road, and a continuation of Broadway westward to Railroad Street are incorporated in the plan. More parking for both shopper and commuter use would be provided.

Enlargement of the site of Roosevelt Elementary School to provide an adequate area for a 600 pupil school is shown. A twelve-acre, partially wooded tract has been designated as a neighborhood park. As this report is written, the Town has begun negotiations to acquire part of this site. Some refinements in the land use plan for Huntington Station may be made in the future as a result of the final urban renewal studies begun in 1964.



GREENLAWN

EAST NORTHPORT



HUNTINGTON STATION

SECONDARY RETAIL CENTERS

PROPOSED LAND USE

East Northport

The immediate key to East Northport improvement lies in the ability to improve the flow of traffic. This will require the acquisition of additional land for commuter parking, as well as providing four traffic lanes on Larkfield Road. Economy dictates that this be accomplished by the removal of on-street parking. The lost spaces, however, must be replaced by providing adequately located off-street lots. Congestion in this area amounts to strangulation which results in a serious stoppage of traffic flow during peak hours. Traffic improvements must be designed to favor through traffic rather than the commuter movement.

East Northport will need additional commuter parking in the future. The deterioration of some structures, and the mixture of land uses indicates that the area south of the railroad station will be appropriate for this use.

The proposed land use plan indicates enlargement of the commuter parking fields, and use of the East Northport Park as a buffer between commercial and residential uses. At such time as redevelopment of the area can occur, the development of the section between Larkfield Road and the Park as a single commercial unit would allow for more efficient commercial development.

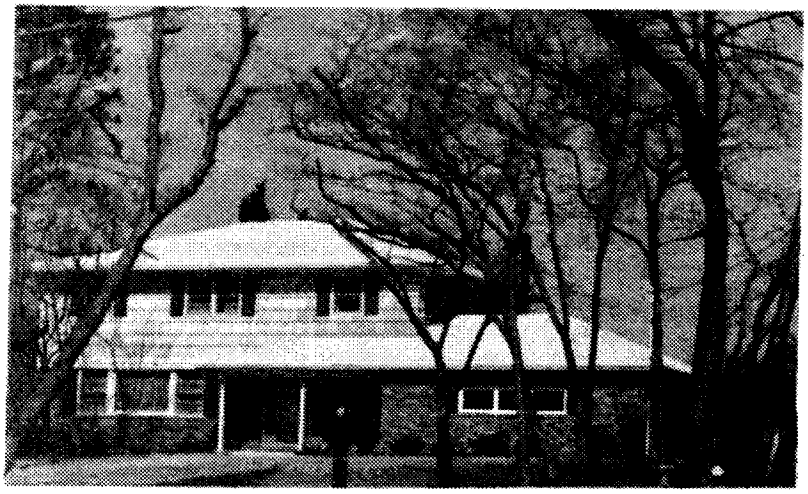
Greenlawn

Expanded commuter parking will also be needed at Greenlawn to serve future needs, but there is not enough readily available vacant land which could be utilized for the purpose. Eventually, the present lot south of the railroad should be extended east to Taylor Avenue, and in 1964 the Town acquired a portion of this tract. In addition to this area, a second parking lot location is shown west of Broadway and south of the railroad.

The Greenlawn business area displays a considerable charm, and is one of few places where a uniform architectural character is developing. Every effort should be made to encourage this

trend, principally through the medium of self-imposed architectural review and sign control by the business community.

Extension of depth for the business district which fronts on both sides of Broadway is proposed in the land use plan in order to allow for building setback, and off-street parking. Commercial depth on both sides of Greenlawn-Broadway should be sufficient to provide good site planning for commercial use as well as adequate protection for adjacent residential areas.



HOUSING

The character of the housing in Huntington has resulted from the effort, or lack of effort, of the individual home owner. Most of the housing in Huntington has been constructed during the past fifteen years. It is primarily single-family (96 percent) and owner occupied (87 percent), as reported in the 1960 census of housing. Existing housing codes and subdivision regulations provide the basis for a good level of housing quality. Lack of ordinance enforcement, in some instances, has resulted in "pockets" of deterioration, but some of the deteriorated housing was constructed prior to the introduction of these newer codes. Changes in architecture, plumbing and heating have rendered others obsolete. A study conducted in 1959 revealed that 90 percent of the substandard units were constructed prior to 1920. There are also, about 300 summer homes considered to be substandard because of inadequate sanitary facilities.

Since almost 60 percent of the housing is less than fifteen years old, it is reasonable that there would be a small amount of substandard housing. Only 5.2 percent of the housing units in the total town were considered to be deteriorated or dilapidated in 1960. This low figure indicates that eradication of these conditions is possible without massive "renewal" activity.

TABLE 13

AGE OF STRUCTURES

Years Built	*Number*	*Per Cent of Total*
Prior to 1940	10,999	29.9
1940 - 1950	4,531	12.3
1950 - 1960	21,246	57.8
TOTAL:	36,776	100.0

VALUE OF OWNER-OCCUPIED HOUSING UNITS*

Value	*Number*	*Per Cent of Total*
Less than $5,000	155	0.66
$5,000 to $9,900	1,235	4.43
$10,000 to $14,900	5,781	20.71
$15,000 to $19,900	10,197	36.55
$20,000 to $24,900	4,900	17.56
$25,000 or more	5,634	20.19
TOTAL:	27,902	100.00

GROSS RENT**

Value	*Number*	*Per Cent*
Less than $20	20	0.47
$20 to $39	35	0.82
$40 to $59	152	3.55
$60 to $79	911	21.29
$80 to $99	989	23.12
$100 to $149	1,722	40.25
$150 or more	449	10.50
TOTAL:	4,278	100.00

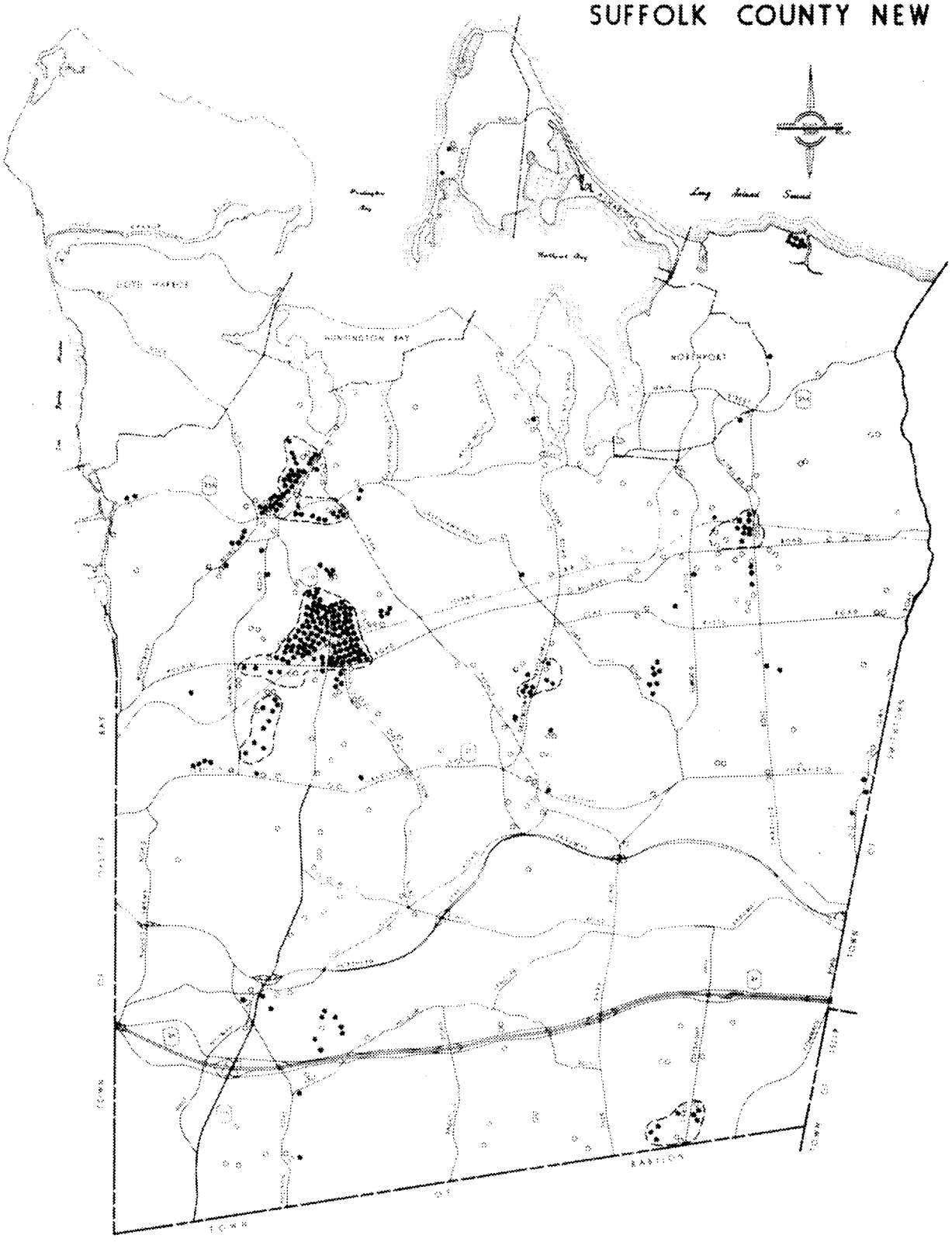
*Limited entirely to detached single-family units.

**Excludes units for which no cash rent was paid.

Source: 1960 Census.

TOWN OF HUNTINGTON

SUFFOLK COUNTY NEW YORK



PROBLEM HOUSING AREAS

LEGEND

PROBLEM HOUSING AREA
• 5 SUBSTANDARD DWELLING UNITS
○ 1 SUBSTANDARD DWELLING UNIT

NOTE: DATA BASED ON LAND USE SURVEY - 1970. DOES NOT INCLUDE INCORPORATED VILLAGES

SOURCE:
HARE AND BARTHOLOMEW AND ASSOCIATES

PLATE 18

Table 13 indicates the age of structures, the value of owner occupied housing and the gross rent of housing in Huntington. These measures give a good indication of the soundness of the housing. Normally, substandard housing is found in the older homes, in housing valued at less than $10,000, or renting for less than $40.00.

At the time of the 1961 land use survey, notations as to the condition of housing were made, based on external inspections. Plate 18 represents these findings and indicates the areas where major housing problems exist.

The method of improving problem housing areas depends on the degree of deterioration. The worst areas must eventually be classified for clearance and redevelopment. The major problems to be encountered in this type of program are; to find an economical reuse for the land, and to provide safe and adequate housing for displaced families.

In areas where there are scattered dilapidated structures and others in a declining condition, a program of spot clearance and rehabilitation and code of enforcement will be adequate. These areas generally tend to be in need of improvement of public facilities such as street paving, curbs, sidewalks, drainage and sanitary facilities.

Plate 19, as prepared by Harland Bartholomew & Associates, delineates the three different approaches to solving the housing problem; conservation, rehabilitation and clearance. There are three areas requiring substantial clearance, and six where rehabilitation will suffice. The remaining areas in Town must be protected by the removal of spot deterioration, good subdivision and zoning procedures and a constant watch for potential problems.

There are six "problem" areas within the Town, the largest in Huntington Station. Another large problem area is north of Huntington Village to the harbor. Smaller areas exist in the Craven Street area east of Oakwood Road, East Northport near the railroad, an area on Greenlawn-Broadway, and on Carll Straight Path near the Babylon Town Line.

The Housing Code adopted in 1959 provides the basis for the review of housing conditions within the Town. However, if the program is to move forward, a number of trained persons responsible for enforcing the housing code must be added to the staff of the Department of Building and Housing.

Although the number of substandard units in Huntington is relatively small, there are 2,220 units that do not represent safe and adequate housing. There are also indications of neighborhood deterioration and mixed industrial, commercial and residential land uses. Older large houses have been converted to multiple housing or commercial use. The scatteration of substandard units presents the "rotten apple" which must be removed if the spread of blight is to be arrested.

Housing Program

Harland Bartholomew & Associates estimated that 29,100 dwelling units will be constructed by 1980 in addition to those which existed at the time of the comprehensive plan studies. It is vital that these homes be properly located and constructed in accordance with the zoning ordinance, subdivision regulations and other codes. The strict enforcement of these codes and regulations can prevent further development of blighted conditions.

An improvement program to protect good development through conservation methods will include:

1. Protection and maintenance of the existing desirable characteristics, thus insuring the continuation of good development where patterns have already been set.

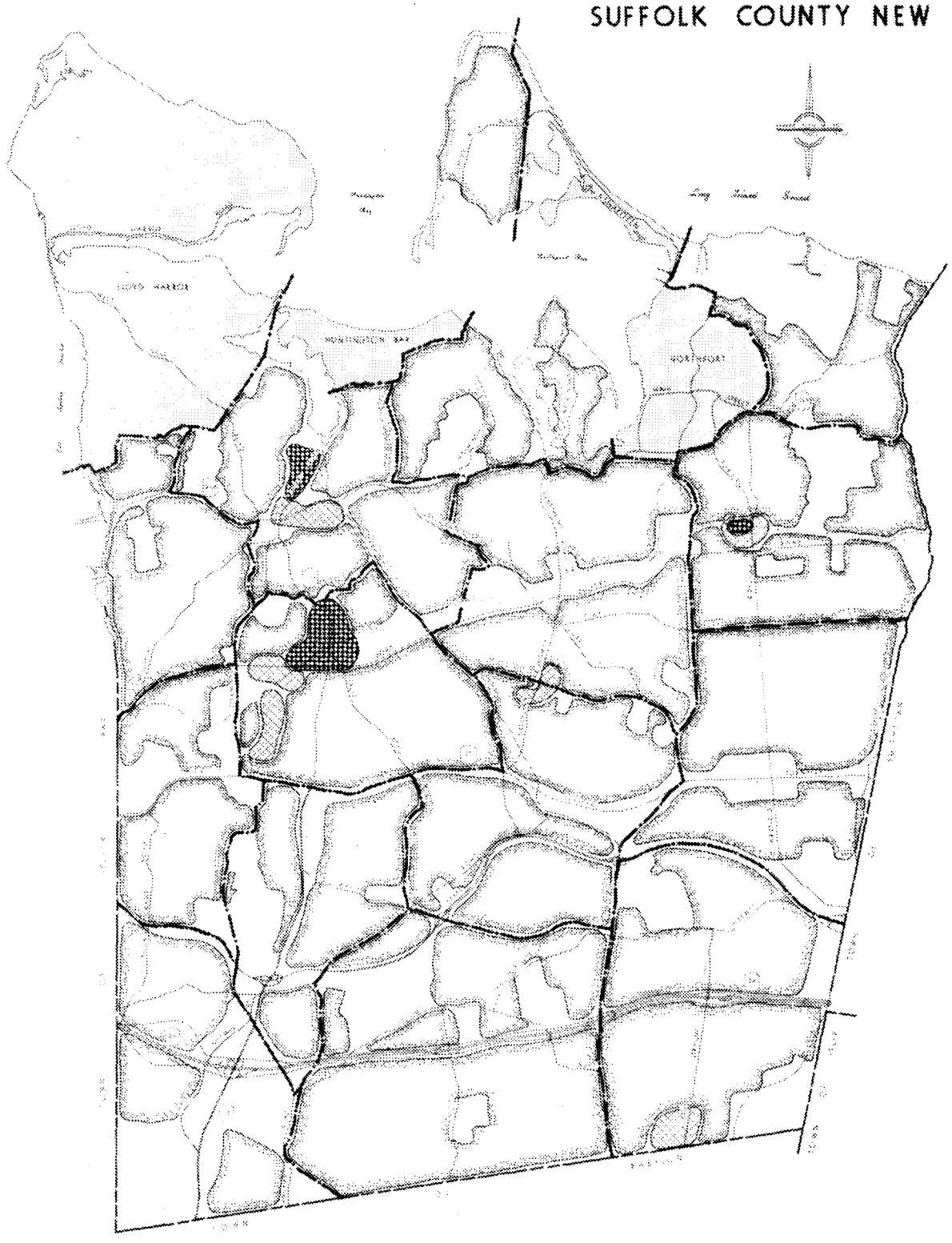
2. Strict enforcement of zoning and other regulatory measures.

3. Provision of essential minimum neighborhood facilities wherever they are inadequate, and

4. Encouragement of a high degree of interest in each neighborhood on the part of the residents. A neighborhood organization of property owners interested in protecting their neighborhood can be one of the most important elements in maintaining sound housing.

TOWN OF HUNTINGTON

SUFFOLK COUNTY NEW YORK



HOUSING PLAN

L E G E N D

- PLANNING STUDY AREAS
- INCORPORATED VILLAGES - NOT INCLUDED
- AREAS REQUIRING SUBSTANTIAL CLEARANCE
- AREAS REQUIRING SUBSTANTIAL REHABILITATION
- CONSERVATION AND NEW GROWTH AREAS
- NON RESIDENTIAL AREAS

PLATE 19

CLEARANCE AREAS

Of the three areas designated for substantial clearances in the Housing Plan (Plate 19) the largest is at Huntington Station. This is the 325-acre area discussed in the chapter on Business Districts. A "General Neighborhood Renewal Plan" for this section has been approved, and the final detail studies and plans for the first project within the General Neighborhood area are underway. Thus, substantial progress toward implementation of the Housing Plan has been achieved.

A second "clearance area" is located at East Northport, south of the railroad and west of Larkfield Road. This is known locally as the "pickle works" area. It is not large in size, and contains little housing. However, it is characterized by substantial deterioration and undue mixing of uses which are potential blighting influences on nearby residential areas. This section is well adapted to use primarily for off-street commuter parking.

The third area shown on the Housing Plan lies north of the Huntington Village business district to the Harbor. A study plan for this area prepared by Harland Bartholomew & Associates proposed certain general concepts for renewal over the long range. Several of these concepts which would be beneficial are:

1. Establishment of a maximum amount of "green" area or open space, with the Mill Dam Park and the Harbor as the focal points.

2. Preservation of wooded slopes west of Wall Street and West Short Road, with proper rehabilitation where necessary, and elimination of mining and the processing of sand and gravel.

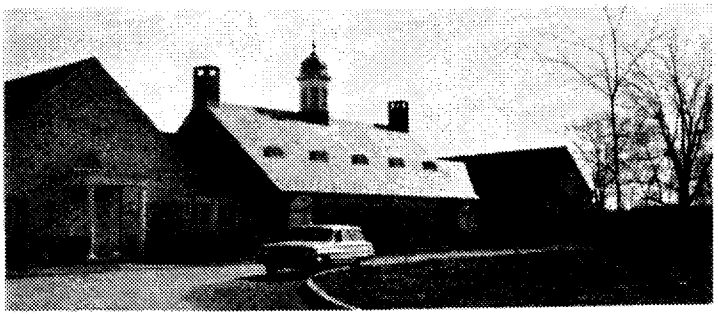
3. Long-range acquisition of all privately-held lands bounded by West Shore Road, Mill Dam Road, and Creek Road, for eventual development as a major park and recreation complex.

4. Elimination of the undue mixing of residential, commercial and industrial use, and establishment of a residential-commercial use pattern with commercial uses to be limited to local retail service and harbor-oriented activity.

5. Simplification of the street pattern.

Substantial progress towards improvement of this section of Huntington has been made in recent years. The Gerard Street urban renewal project has enabled clearance of a large area of mixed residential and commercial use, and establishment of substantial off-street parking. A new post office is in the planning stages for the area. Continuing land acquisitions have been made in the vicinity of the Town Hall. Also, the regular acquisition program for lands adjacent to the Mill Dam Park has resulted in public ownership of most of the required property, excluding only an industrially zoned parcel on the west side of Creek Road, and a series of small properties adjacent to Creek Road and West Shore Road which are being used residentially.

CHAPTER VI



SCHOOLS

Huntington is presently served by eight school districts, five of which are entirely within the Town. The other three serve portions of the Towns of Smithtown, Babylon and Oyster Bay, in addition to parts of Huntington.

The growth of schools in Huntington reflects the rapid growth of the Town over the past ten years. In mid-1962, when the preliminary school study for the Comprehensive Plan was prepared, there were 39 elementary schools[1] within Huntington. Two-thirds (27 schools) had been constructed since 1950, and five of the older 12 elementaries had been expanded in the preceeding ten years. Three of the six junior high schools were built since 1957. At the time of the study, there were four junior-senior high schools and four senior high schools, all of which were constructed after 1955.

Between the time of the preliminary report of Harland Bartholomew & Associates and the writing of this final report, construction has begun or has been completed on five new schools. Two are elementaries, one of which is located in District 5, and one in District 13. Three junior high schools are under way, one each in Districts 3, 5 and 13. Additions have been made to two elementary schools and three high schools.

Some parts of Huntington are approaching full development, and the need for elementary school construction can be expected to decline in districts which have little remaining land to accommodate large numbers of new houses. But the need for secondary schools will be of concern in the future due to a maturing of the population, and the progression of large numbers of elementary school age children into the junior high and senior high school grades.

(1) Excluding two "temporary" buildings in District 2, and one such building in District 1.

Long-range building plans based on the growth experience of the past 5-10 years could result in the programming of an excessive amount of elementary school construction, and insufficient space at secondary school levels. Thus, flexibility is needed in the planning of future construction, particularly with regard to elementary and junior high school buildings so that they may be adapted to shifting pressures at the various enrollment levels.

Enrollment Growth Factors

Public school enrollments are principally affected by four factors. Most important in Huntington is "migration"—the movement of families with children into the community. A second factor is the number of children born each year. The birth rate exerts an effect upon school enrollment as significantly, but not as immediate, as the migration factor.

In addition to these growth factors, there are two moderating influences. Attendance of children in parochial and private schools tends to reduce public enrollments. Finally, enrollments in the senior high school grades are affected by the "dropout" of students who, for various reasons leave high school before graduating.

Public School Enrollment Trends

In a mature urban community, a long-range analysis of school enrollment patterns is valuable as a basis for planning. Trends and "constants" may be isolated and applied as factors for estimating future enrollment. In Huntington, however, the significant growth period has been of very short duration in a majority of the school districts.

The higher levels of new housing construction began in 1954 and, since this has been the principal factor in the growth of the school enrollment, the record of earlier years is of little value. The school enrollment trend for alternate years since 1955 is shown on Table 14.

TABLE 14

ESTIMATED PUBLIC SCHOOL ENROLLMENT* TOWN OF HUNTINGTON

1955 - 1963			
	Grades	Grades	
Year	K-6	7-12	Total
1955	11,147	5,381	16,528
1957	15,189	7,532	22,721
1959	18,609	10,269	28,878
1961	23,761	12,982	36,743
1963	28,926	16,659	45,585

*Total enrollment for eight districts, including areas outside the Town of Huntington.

Within six years, from 1955-1961, public school enrollments increased from 16,528 to 36,743 pupils, a gain of 122.5 percent. From 1955 to 1959, enrollments increased approximately 3,000 per year. Thereafter they gained about 4,000 pupils per year due mainly to an increase in elementary school attendance. The 12,614 elementary school children who entered district schools between 1955 and 1961 represent an equivalent need of 3 or 4 new schools each year.

The elementary school trend illustrates the effect of the birth rate. From 1957 to 1959, the increase in kindergarten to grade 6 enrollments averaged about 1,700 children per year compared to 2,000 annually in the two years previous. However, the increase from 1959-1961 rose to 5,152 children, an average gain of about 2,500 per year. This reflects in part the substantial increase in Huntington births which occurred in 1954 and 1955.

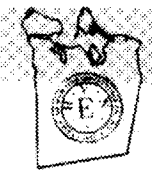
Enrollment in the junior and senior high school levels (grades 7-12) has increased proportionally more than the elementary grades. The 1955-1961 increase of 7,601 pupils represented a gain of 141.3 percent compared to 113.1 percent in grades K-6. However, the major increases in high school enrollment have not yet been felt. These can be expected between 1965 and 1970, as the large groups of elementary age children now in the schools reach high school age.

The continuation of public school enrollment growth trends reported by Harland Bartholomew & Associates is shown in Table 14 by the addition of 1963 enrollments. At the elementary level, enrollments have increased by 5,165 pupils, an average of 2,582 per year compared to the 1955-1961 average of 2,102. The shift of pressures to the secondary school level is illustrated by the increase of an average of 1,838 students per year (grades 7-12) from 1961-1963 compared to the average annual gain of 1,267 students between 1955 and 1961.

ESTIMATES OF FUTURE ENROLLMENT

Enrollment estimates are subject to many variables, some of which may change substantially in a short space of time. This is particularly true in communities which have grown as rapidly as Huntington. Estimates based on short-range growth trends are therefore approximations, and become less accurate as the length of time covered by the estimate increases. For example, projections based on trends secured from a period of extreme growth may prove to be too high if the district is approaching near-saturation, unless changes in housing growth trends are taken into account.

A long-range estimate of public school enrollment has been made for each of the school districts. These estimates are detailed for the first ten years, but over the long-range (1971-1980) they are based on an assumption that estimated 1970-71 conditions will remain relatively constant as the Town approaches full development.



Method of Estimating Enrollment

The basis for the ten-year estimates is the total number of pre-school, and school-age (5-17 years) children reported in the official 1961 census of each district. Adjustments for under-numeration were made, where appropriate, and in Districts 2, 5 and 10, the census figures were adjusted to reflect only those parts of each district within Huntington. The population and land use studies as prepared by Harland Bartholomew and Associates were analyzed to provide estimates of the number of households for each school district at 5-year intervals. Net migration estimates were applied to each basic census, using household increase factors; elementary school projections beyond 5 years in the future are based upon future births.

The projections of total children of school age in each district were then refined to a public school estimate by applying deductions for non-public attendance, senior high school dropout, and age-grade corrections. Each of these refinements is based on district experience, usually derived from the 1956-1961 data. No attempt was made to estimate changes in non-public attendance factors which might result from the construction of new parochial schools. Instead, it has been assumed that the number of children now attending non-public schools in grades K-9 would remain generally constant. Corrections for dropout in the 15-17 year age groups were applied as percentages. These were derived from the experience in the districts, with some modifications where school administrative personnel indicated that changes might take place in the near future.

Projected Public School Enrollment

The Town-wide estimates of future public school enrollment are presented in Table 15. Total enrollment is expected to increase to approximately 59,000 pupils by 1969, which is a gain of 19,740 pupils over the six years from 1963-1969, compared to 20,215 pupils in the six years 1955-1961. Although the numerical increase is generally similar for the two periods of time, the estimated rate 1963-1969 is 50.1 percent; whereas 1955-1961 was 122.5 percent.

TABLE 15

ESTIMATED PUBLIC SCHOOL ENROLLMENT* TOWN OF HUNTINGTON

1965 - 1980

YEAR	GRADES K-6	GRADES 7-9	GRADES 10-12	TOTAL
1965	28,250	10,310	7,670	46,230
1967	31,360	12,040	9,100	52,500
1969	34,440	13,570	11,130	59,140
1971	37,580	14,800	12,570	64,950
1980	42,060	16,460	13,480	72,000

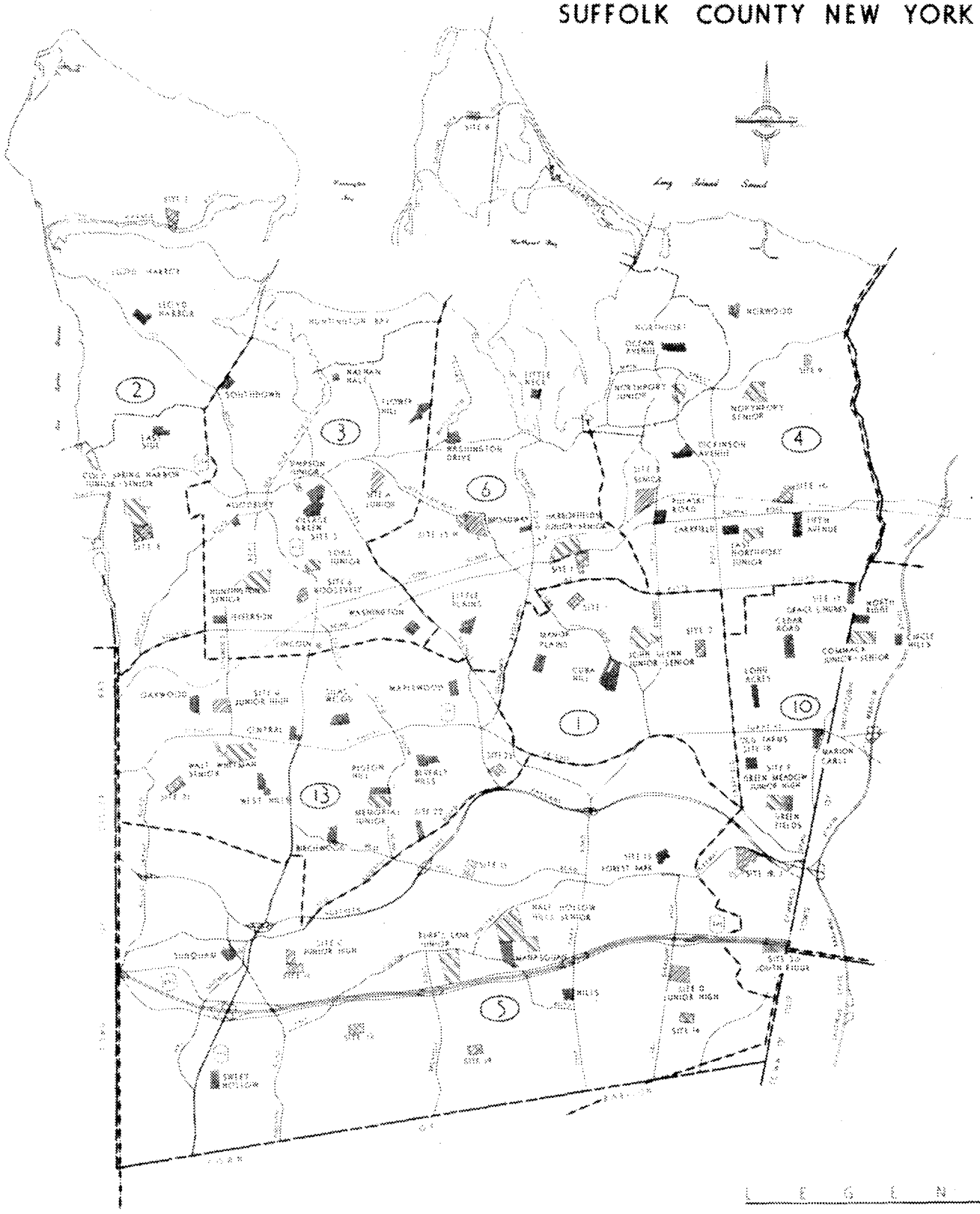
*This Table and Table 14 are not comparable. Table 14 contains enrollment data for total school district areas, while Table 15 is limited to estimates for the Town of Huntington only.

In general, the growth in elementary school enrollments is expected to become rather uniform over the first part of the projection period. The years of most significant increase for elementary enrollments Town-wide were 1960 and 1961, which averaged about 2,600 pupils a year. The estimated growth thereafter will average 1500-1700 pupils through 1971. Further enrollment increases to 1980 are expected to be moderate. The estimate for 1980 is approximately 42,000 pupils, which represents a gain of about 4,500 over 1971.

Growth of secondary school enrollments would continue at high levels through 1969, and moderate thereafter as the districts approach full development. An increase of 10,100 pupils in grades 7-12 is expected between 1963 and 1969, which represents a gain of 69.4 percent compared to 38.8 percent for elementary enrollments in the same years. Secondary school enrollment is expected to reach approximately 28,000 pupils by 1971, and 30,000 by 1980.

TOWN OF HUNTINGTON

SUFFOLK COUNTY NEW YORK



L E G E N D

- EXISTING ELEMENTARY SCHOOL
- PROPOSED ELEMENTARY SCHOOL
- EXISTING SECONDARY SCHOOL
- PROPOSED SECONDARY SCHOOL
- VILLAGE BOUNDARY
- SCHOOL DISTRICT BOUNDARY
- (1) SCHOOL DISTRICT NUMBER

PROPOSED SCHOOL PLAN

PLATE 20

TOWN PLANNING BOARD
HUNTINGTON NEW YORK

SOURCE
HARLAND BARTHOLOMEW AND ASSOCIATES
CITY PLANNING, CIVIL ENGINEERING, LANDSCAPE ARCHITECTS
HUNTINGTON, N.Y.

Summary

Analysis of existing schools in Huntington permits the following general conclusions:

1. A large majority of the schools are new, and reflect modern planning principles. Sites are spacious and in most cases will allow for expansion of the buildings. Most of the schools are within the recognized optimum enrollment ranges. Most schools are adaptable to community use, and serve as centers of community activity.

2. All buildings are well maintained, but ten schools are 30 or more years old, and the oldest has served for 50 years. The sites for these older schools are too small, and some allow no room for play space. The lack of a neighborhood park program in the past has allowed older neighborhoods, in which these schools are located, to develop with no supplementary open space to relieve the school deficiencies.

3. In general, the existing school plant will serve the community for many years in the future. However, some buildings such as the Lloyd Harbor Primary School (Lyman House), the Cuba Hill Annex in District 1 and the Roosevelt Elementary School in District 3, should not be considered as parts of a long-range plan.

School Plan

The School Plan is shown on Plate 20. Existing schools and undeveloped district-owned sites are shown as are future school sites. Table 16 summarizes the capacity, by district, estimated to be required to serve the 1980 population. Proposed sites where additional facilities may be provided to best serve the expected population are shown on the School Plan.

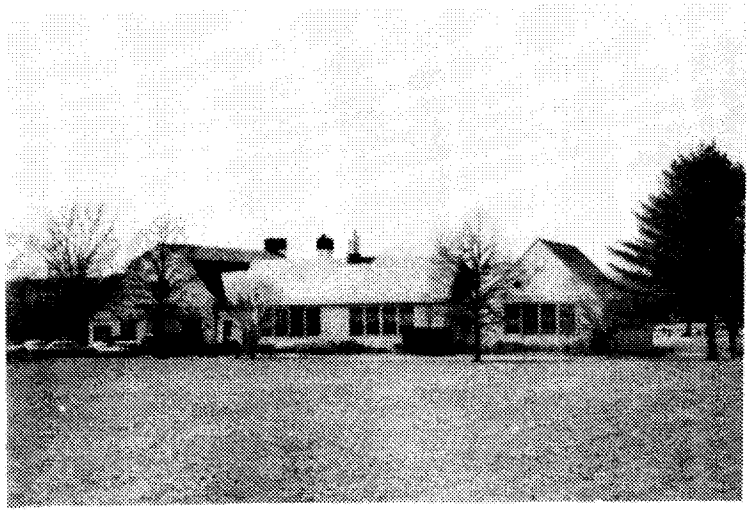
TABLE 16

FUTURE SCHOOL NEEDS—1962-1980

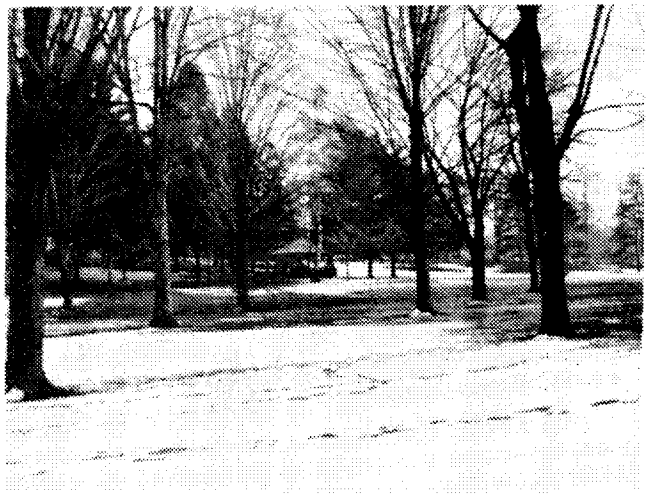
	ELEMENTARY		SECONDARY	
DISTRICT	ADDED CAPACITY FOR 1980 ENROLLMENTS[1]	ADDITIONAL CAPACITY PROVIDED AT SITE	ADDED CAPACITY FOR 1980 ENROLLMENTS[1]	ADDITIONAL CAPACITY PROVIDED AT SITE
1	1,250	1	690	John Glenn Junior-Senior[4]
		2		
2	874	3	700	Cold Spring Harbor Junior-Senior[2]
		4		
		East Side[2]		
3	1,440	5	1,640	A
		Roosevelt[2]		Huntington High[2]
		Washington[2]		
		Flower Hill[2]		
		Village Green[2]		
4	1,420	8	1,470	B
		9		
		10		
		Dickinson[2]		
		Larkfield[2]		
5	7,112	11	3,900	C
		12		D
		13		Burr's Lane Junior[2]
		14		Half Hollow Hills Senior[2]
		15		
		16		
		—[3]		
6	1,310	7	1,650	H
		15		Harborfields High[2]
		Little Plains[2]		
10	1,530	17	1,390	—[4]
		18		F
		19		
		20		
13	1,820	21	2,250	G
		22		Walt Whitman High[2]
		23		
		Silas Wood[2]		

[1] Based on September 1962 survey, Harland Bartholomew and Associates.
[2] Expansion of Present Capacity.
[3] Three Additional Sites will be needed, their location dependent upon Timing of Development.
[4] One Additional Junior High Site will be needed, its location dependent upon Timing of Development.

It is recognized that the responsibility for determining school needs and building locations is the responsibility of the eight independent school districts. This responsibility has been met creditably, and for the most part the schools are well located in the community, and reflect good planning principles. However, schools are such an integral part of the fabric of the Town that the Comprehensive Plan would be incomplete if it did not consider the educational function. School planning has been treated in detail in the comprehensive plan studies, and the school plan presented herein was evolved in close cooperation with the districts. The spirit of cooperative planning generated by the comprehensive plan work is expected to continue in the future.



Crab Meadow Golf Course — Under Construction 1965



PARKS

Huntington has been justly noted for the beauty of its countryside. This has been due to a combination of natural features, private effort and land use regulation. Until recently, little public effort was exerted to provide parks and open spaces, due largely to the vast amount of space available informally for recreation. But in the past decade much of the open space has been absorbed for urban uses, and concerted public effort is necessary to assure the preservation of adequate open space for recreation and conservation.

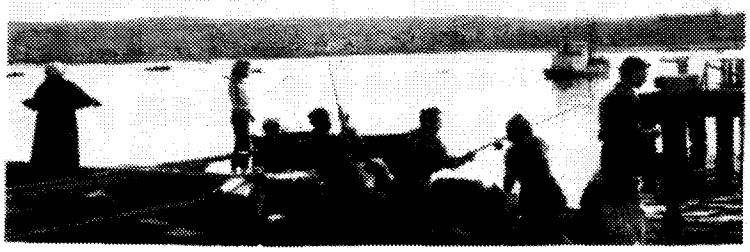
The key to a recreation program adequate to serve future needs is acquisition of land at an early date. This has been recognized by the community, and an effective start has been made towards acquiring the necessary lands for a complete recreation and open space program for Huntington.

In 1962, the voters approved a bond issue of $2.6 millions for the acquisition of two large parks and a series of neighborhood parks. In 1964, an issue of $2.2 millions was authorized for the development of the two large facilities, the 390-acre Crab Meadow property and the 144-acre Havemeyer property. In addition to these efforts, the Town Planning Board has been acquiring park land in conjunction with subdivision approval through the use of Section 281 of the Town Law.

Existing Parks and Recreation Areas

Local public recreation facilities are owned by the Town of Huntington and the Incorporated Villages. When the Harland Bartholomew and Associates preliminary park report was prepared in 1962, these facilities included twenty-five interior parks supplemented by twelve beaches, and a waterfront park and marina at Northport Harbor. These facilities comprised a total of 474.8 acres.

Since the Brtholomew study, the Town has acquired an additional 621.8 acres in the two large parks, and eight neighborhood parks. These were secured principally with funds from the 1962 bond issue. In addition, approximately 10 acres have been added to Mill Dam Park, and 2 acres (with about 300 feet of beachfront) have been added to Centerport Beach. Supplementing these purchases, 48.5 acres have been deeded to the Town through subdivision approvals by the Planning Board.



Local Parks

By the end of 1964, recreation holdings of the Town and Villages included 12 beaches, and 39 parks. They range in size from less than an acre, to the 390-acre Crab Meadow Park. In total, these facilities include 1,157 acres of land.

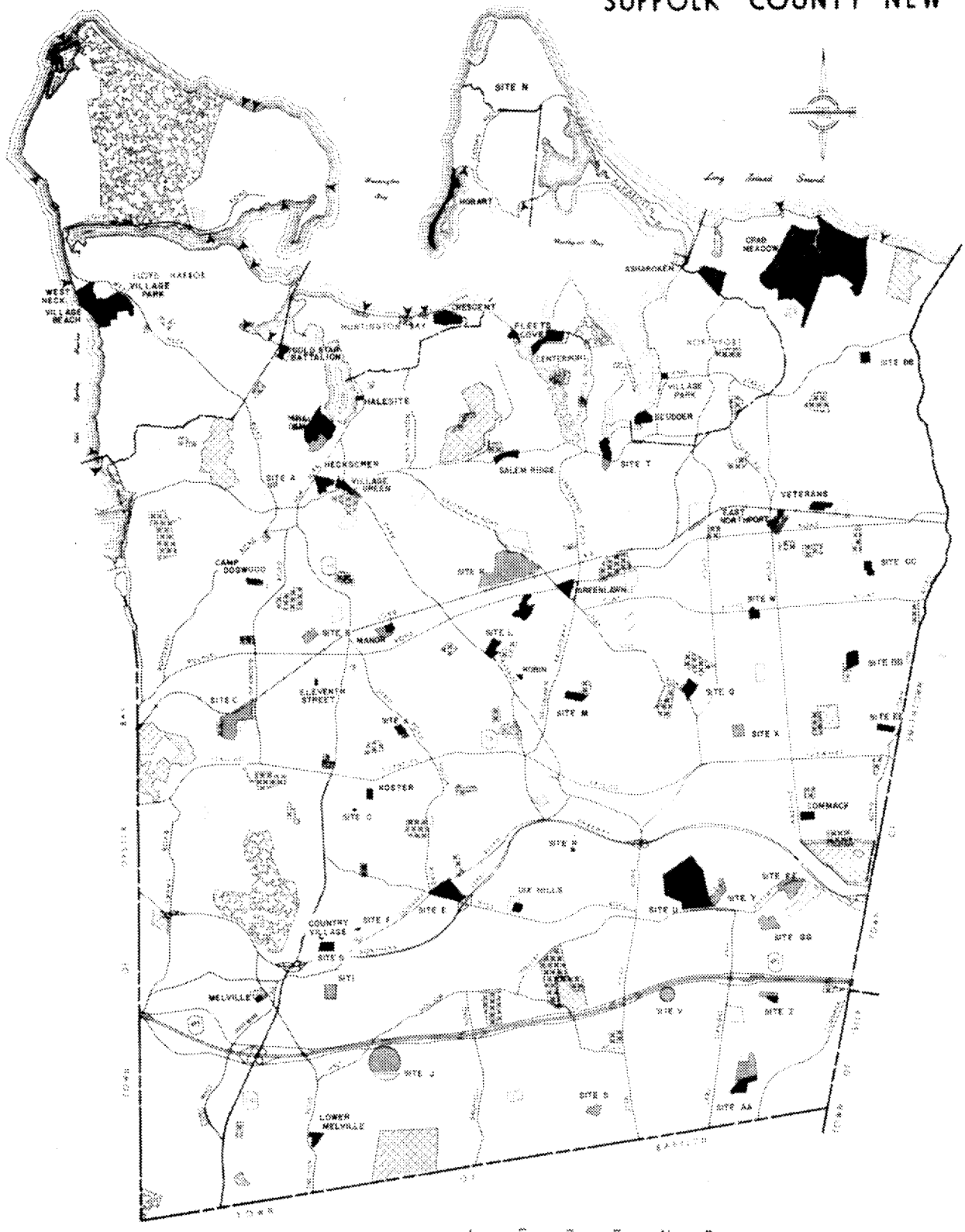
In 1961, the local park and recreation lands provided a ratio of 3.6 acres per thousand population[1], compared to the recognized minimum standard of 10 acres per thousand. This long-established standard is prescribed by the National Recreation Association, and recognized by most planning organizations. Present land holdings provide a ratio of 7.0 acres per thousand persons, when related to an estimated 1965 population of 165,000 persons.

Parks, recreational facilities and schools are shown on Plate 21.

(1) 131,800 persons excluding the Northport Veterans Hospital

TOWN OF HUNTINGTON

SUFFOLK COUNTY NEW YORK



L E G E N D

- EXISTING PARKS
- PROPOSED PARKS
- EXISTING SCHOOLS
- PROPOSED SCHOOL SITES
- BEACHES
- SEMIPUBLIC BEACHES
- STATE AND COUNTY PARKS
- SEMIPUBLIC RECREATIONAL AREAS

RECREATION PLAN

PLATE 2 1

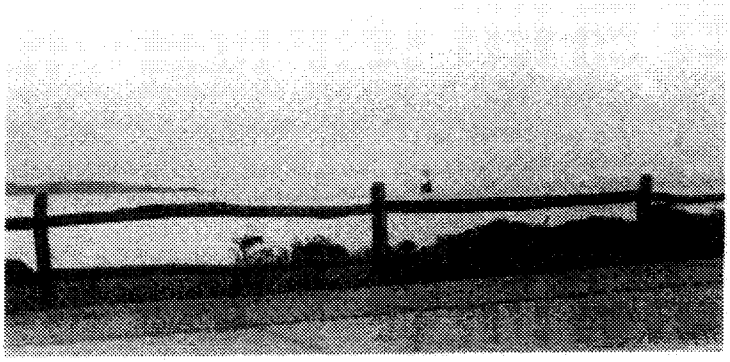
School Sites

The large school properties in Huntington fulfill an important share of the need for playground space. In 1961, there were 40 elementary and 16 secondary school properties (including vacant sites) owned by the eight school districts. At that time, they provided a ratio of 3.3 acres of potential playground area per thousand population. This assumes that one-half of the total site will be utilized as playground. Subsequent acquisitions by the districts to meet population growth will continue to provide recreation area supplements.

State and County Parks

State and County park holdings within Huntington total 1,924 acres. The largest is the 1,427-acre Caumsett State Park at Lloyd Neck, which represents almost half of all public recreation space. A small part (29 acres) of the Bethpage State Park is within the Town.

Suffolk County owns the 426-acre Gwynne Estate and the Vanderbilt Museum, a former estate of 42 acres located at Little Neck. Although the latter facility is not a recreation area, it represents a significant "open space" holding. Neither Caumsett nor the Gwynne Estate is developed.



Semi-Public Facilities

Semi-public facilities owned privately or by associations are not included in the park study since there is no assurance that they will be available as recreation spaces on a long-range basis. However, they provide recreation opportunity to limited groups in the population, and are worthy of mention.

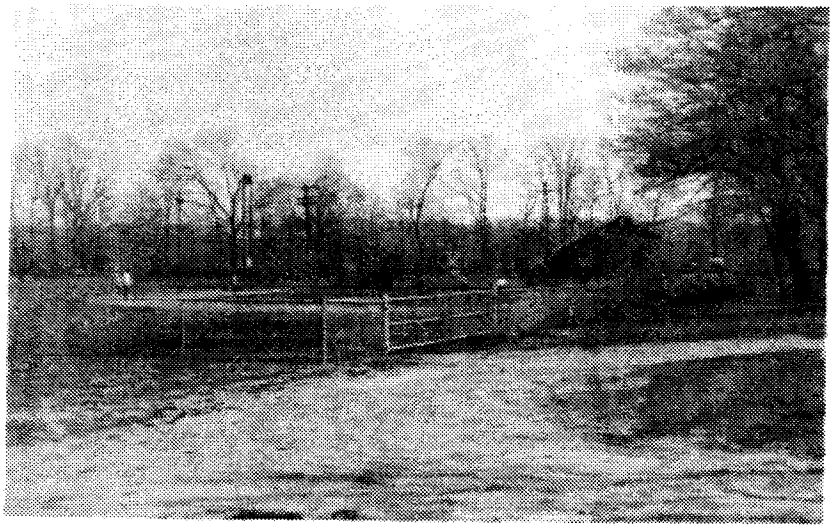
Principal among these facilities are seven golf courses which represent 735 acres. A total of 24 small beaches restricted to the use of property owners' associations or other limited groups have been identified. Most of these are two acres or less in area. Other semi-public recreation facilities shown on Plate 21 include church-operated summer camps, private playfields, and a ski club.

Adequacy of Existing Parks

When the preliminary park study of the Comprehensive Plan was prepared in 1962, the principal deficiency was in neighborhood parks. Little need existed for such facilities in earlier years, but the later land absorption rates made an acquisition program imperative.

From 1956 through 1961, "builder" subdivisions alone absorbed 4,774 acres, an average rate of 1¼ square miles annually. The trend has not slowed; in 1964 nearly 2 square miles were absorbed by residential subdividing.

Land acquisitions in 1963 and 1964 raised the total area in neighborhood parks to approximately 371 acres, which provides a ratio of 2.2 acres per thousand for the estimated 1965 population. This is still far from adequate in a community such as Huntington. Hence, continued emphasis must be given to neighborhood park acquisition and development.



Large Parks

The deficiency in "large parks" (50 acres or more) has been substantially reduced by the acquisition of the Crab Meadow and Havemeyer properties. These tracts, totalling 534 acres, supplement the 57.7 acre Mill Dam Park and the 71.7 acre Lloyd Harbor Village Park. The latter two facilities have only limited development. At Mill Dam, usage is currently limited to ballfields and marina parking. Use of this park has been limited by poor drainage, but completed landfill operations will permit more intensive use. Lloyd Harbor Park is restricted to Village residents, and is used only for beach purposes at the present time.

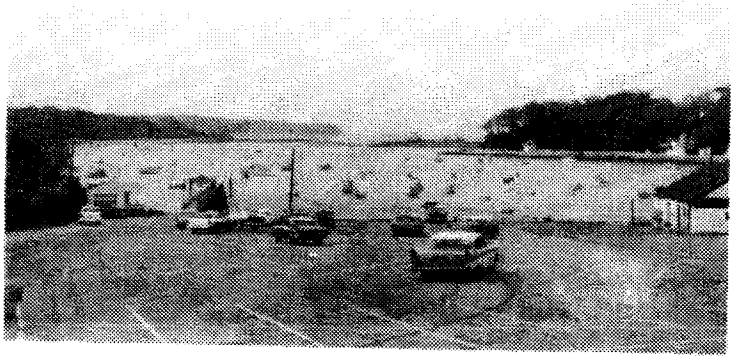
Development of Havemeyer and Crab Meadow Parks was begun in 1964, with funds from the park development bond issue. Clearing, grading and road construction were done at Havemeyer in 1964. This is to be followed by construction of a nine hole golf course and a swimming pool complex in 1965. Construction of an 18 hole golf course at Crab Meadow was substantially completed in 1964.

Beaches

In Huntington, the northshore beaches are the principal "special" facility. The twelve Town and Village beaches comprise approximately 127 acres with about 18,400 feet of waterfront. There are approximately 145 feet of waterfront per acre of land. Adequacy of this type of facility is difficult to measure, but a standard of one acre per thousand population has been considered reasonable by both the Regional Plan Association, and the Suffolk County Department of Planning. The Regional Plan Association's "Park, Recreation and Open Space Project" suggests a user density of 150 persons per acre.

The estimated 1965 population would require a total beach area of 165 acres, compared to the present 127 acres. On a density of use basis, the beaches can accommodate approximately 19,000 persons, or 11.5 percent of the population.

Parking is a limiting factor on the use of the beaches. Assuming an average of 3 persons per automobile, more than 6,000 spaces would be needed to accommodate the full capacity of present beaches. Space would not be provided for this theoretical maximum capacity, but space now available is only one-third adequate.



PROPOSED PARK SYSTEM

Lands which are unsuited to urban development because of topography or drainage conditions are properly adapted to recreation and open space use. Thus, many communities are able to capitalize on steep slope areas or stream valleys and ravines in connection with park planning. Such natural features often lend themselves to "greenbelt" or ribbon park planning, usually with relative ease and economy, and often fulfill the need for large parks in the fabric of the community.

In Huntington, the amount of land which could be classed as undevelopable because of adverse natural features is extremely limited. In fact, steep slope areas in the Town are desired for low density residential use. Thus, the park plan for Huntington must provide for a carefully balanced system of large parks and woodland areas to supplement the neighborhood park system.

Density is another factor to be recognized in adapting park planning standards to local conditions. The ideal of a neighborhood park within one-half mile of each home is one that should be used as a goal. However, in low-density residence areas where single-family homes are located on one or two acre lots, or even larger, the small neighborhood park is less important than in medium or high density neighborhoods.

The park plan for Huntington is shown on Plate 21. Parks programmed for acquisition are shown on Table 17. Neighborhood parks are shown in key locations principally in medium and high density residence areas. Wherever possible, they are of optimum area to meet the neighborhood standards for size and location, and are adjacent to schools. In some sections where school properties are large and well adapted for recreation service, the neighborhood parks are located so as to provide recreation space for neighborhoods not within a half-mile of a school.

A schematic illustration of the way in which parks and schools complement each other in the recreation plan is shown on Plate 22. Neighborhood coverage by parks alone, and similar coverage by parks and schools combined, is shown for 1962 and 1980.

When all acquisitions have been completed, the park plan (See Plate 21) will have added 1,169 acres to the 474.8 acres available in 1962. This new acreage includes 454 acres in neighborhood facilities, and 715 acres in large parks. Thus, there would be a total of about 1,644 acres of local park lands for the use of the 1980 population. The total would include 689 acres in neighborhood parks, and 955 acres in large parks and beaches.

By the end of 1964, the park acquisition program was more than half completed. Of the 1,169 acres to be secured, 58.3 percent (682 acres) was acquired either by purchase or as a result of subdivision approvals. The lands which remain to be acquired (1965-1980) include 318 acres of neighborhood parks and 169 acres in large parks. Park lands which are still to be acquired are listed in Table 17.

TABLE 17—LAND ACQUISITION PROGRAM*

Future Acquisitions, 1965-1980

Site	Acreage	Remarks	Site	Acreage	Remarks
A	4		V	13	
B	12		X	8	
C	57		Y	10	
H	15		Z	5	Add to Present Site
J	70		AA	29	Add to Present Site
N	8		BB	8	
P	90	Civic Center and Central Library Site	FF & GG	40	Through Subdivision Activity (Section 281 Town Law)
S	11		Camp Dogwood	3	Add to Present Site
T	5	Add to Present Site	Mill Dam Park		Acquire Remaining Lands in the area

*Refer to Plate 21

ADEQUACY OF THE PARK PLAN

Effective neighborhood park service will be greatly expanded by the park plan. Some areas of Huntington are better served on a geographic basis than others. However, in developing the neighborhood park plan, the facilities have been located generally in relation to population density. Also taken into account is the availabiliy of large school sites.

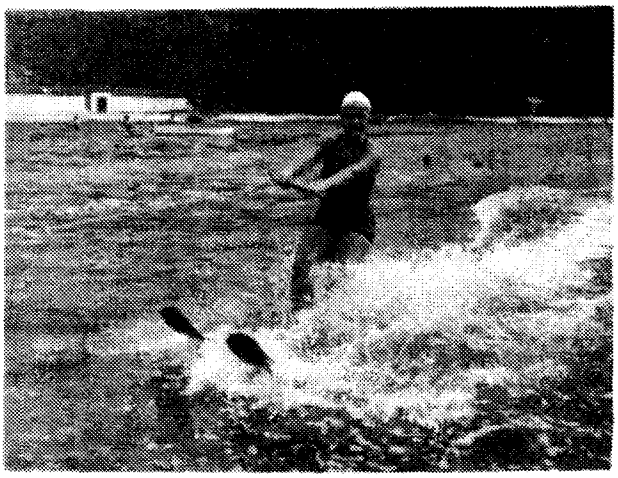
The 1,644 acres of park land will provide a ratio of 6.8 acres per thousand persons for the 1980 population. It is assumed that school sites will provide playground space at a ratio of 2.5 acres per thousand persons by 1980. This combined ratio of 9.3 acres of local park and recreation land comes close to meeting the accepted ratio of 10 acres per thousand population.

Large Parks

The plan for large parks and beaches (955 acres), assures that about 4 acres will be available for each thousand persons in 1980. This is somewhat lower than the generally accepted minimum of 5 acres. However, it recognizes the availability of state and county parks such as Caumsett and the Gwynne Estate for Huntington residents.

Neighborhood Parks

The neighborhood park plan (689 acres) will provide 2.9 acres per thousand persons by 1980. Combined with the use estimate for school sites, there will be 5.4 acres of neighborhood park and playground facilities per thousand persons. This compares favorably with the national minimum standard of 5 acres, but should be exceeded somewhat in the future due to special conditions in older areas. Certain of the older neighborhoods within Huntington lack neighborhood park space. Hence, efforts must be made to provide open space in such areas whenever possible.



Beaches

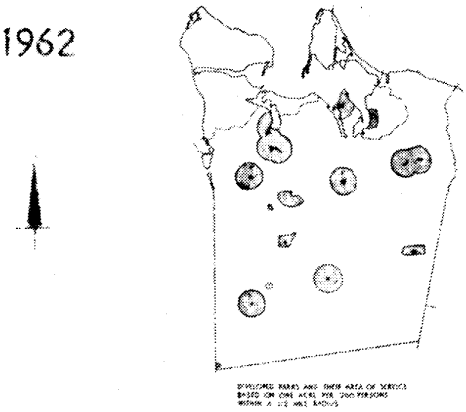
The present 127 acres of beach property owned by the Town and Villages will fall short of meeting local needs as the population increases. For the estimated 1980 population, 235-240 acres would be needed. Waterfront land will be most difficult and costly to acquire in future years. Present facilities must be more intensively used. Expanded demand for more swimming facilities in the future can be met by expanding the Crab Meadow Beach, and by providing swimming pools in appropriate locations.

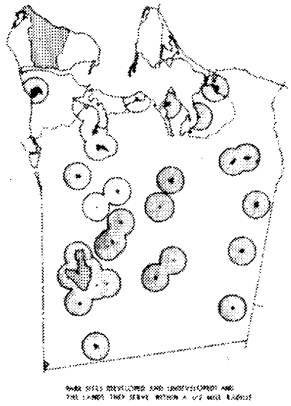
Golfing

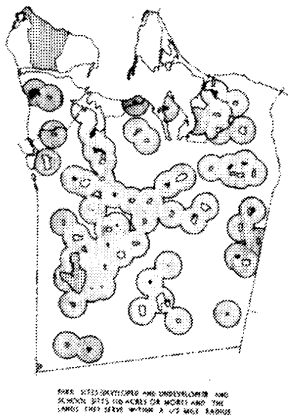
Until 1965, no municipal courses were available in Huntington to help fulfill the increasing demands of this sport. However, an 18-hole course at Crab Meadow and a 9-hole course at the Havemeyer Tract, are presently under construction. Two 18-hole courses are planned for the County Park (Gwynne) and two for Caumsett State Park. These facilities in combination will provide adequate services for Huntington residents in the future.

A COMPARISON OF RECREATION SERVICE

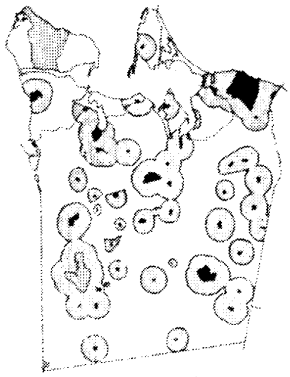
1962

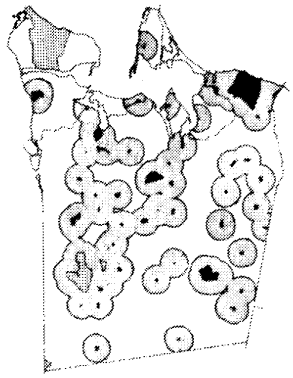






1980





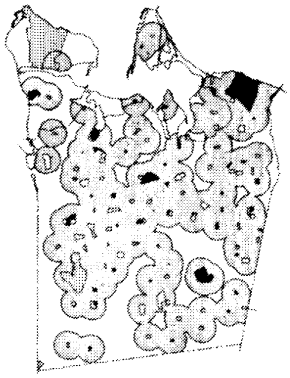


PLATE 22

CARRYING OUT THE PARK PLAN

Development conditions in Huntington suggest that the park program should be concentrated on providing several large parks with the widest range of facilities, and a series of neighborhood parks. The latter should be located in areas of medium and high density population, but should be large enough to allow them to serve some of the needs of areas outside the immediate neighborhood. The park plan promotes this objective.

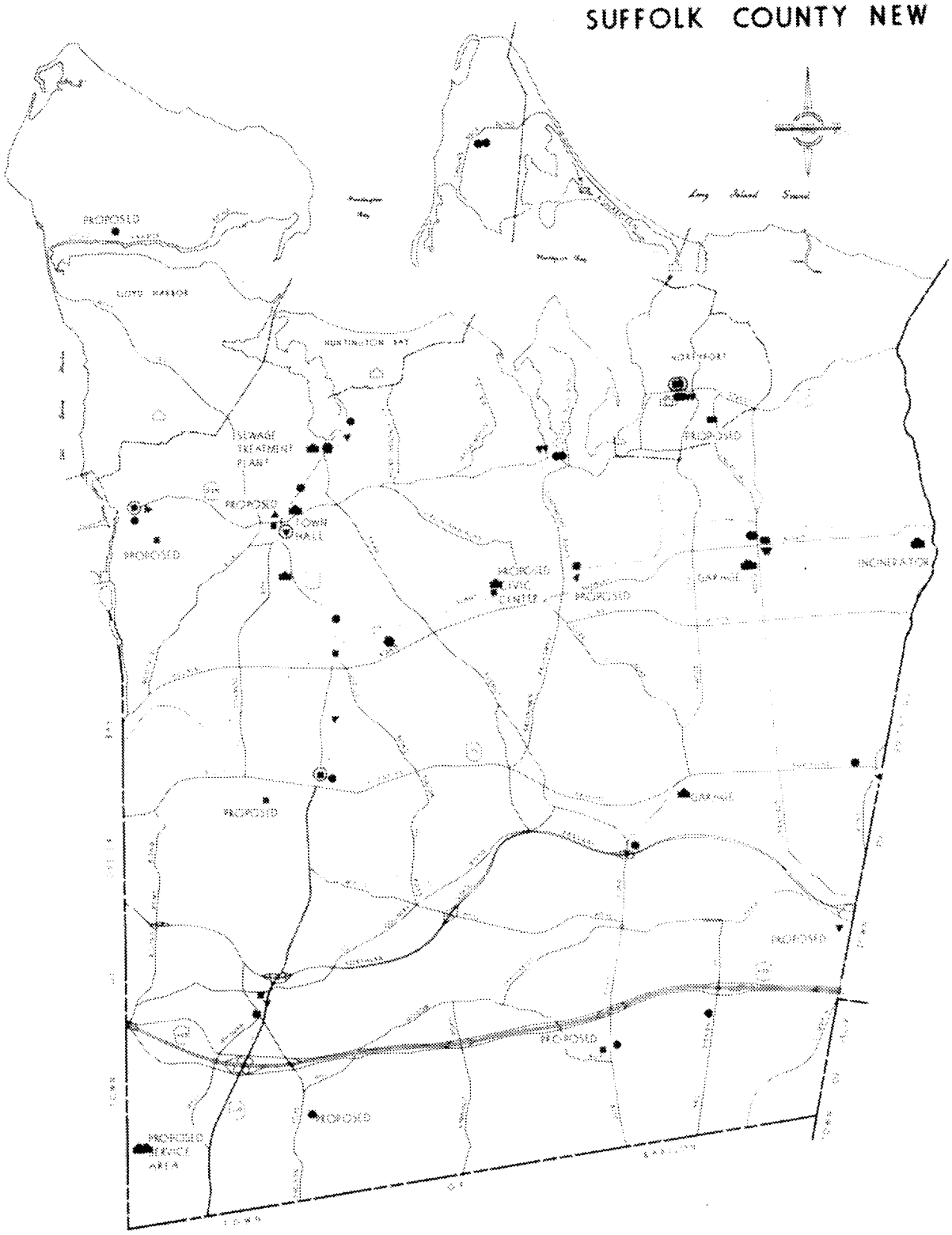
The close coordination of active recreation programs between Town and school systems will continue to be promoted in order to secure maximum use of school playground facilities. It is desirable for the Town to concentrate on providing facilities and services not normally provided by school districts in order to broaden the use of playground and playfield resources at the schools.

The formal recreation elements of the park plan must be supplemented by conservation areas wherever possible. Natural preserves will be of great asset to the Town. Protection of native flora and wildlife, and preservation of the natural beauty of the land are but a few of the objectives of the park plan. Natural areas can be preserved in appropriate locations through the use of subdivision control procedures whereby modifications in subdivision design will allow a portion of the land to be set aside in the public domain. Also, it is hoped that additional reserve lands can be acquired, or otherwise made available for public use, by gift or other private effort.

An effective park program will require a continuing and systematic approach to acquisition and development of parks based on the plan, and coordination of this aspect with the recreation program. The Town Board should consider the possibility of eventually establishing a Park Board for this purpose. Initially, a permanent advisory committee to assist the Town in administering the park plan could be established, with later action to create a Park Board depending upon statutory limitations and requirements.

TOWN OF HUNTINGTON

SUFFOLK COUNTY NEW YORK



LEGEND

- VILLAGE OFFICES
- TOWN BUILDINGS
- POST OFFICES
- FIRE STATIONS
- LIBRARIES
- ARMORIES
- TO BE RELOCATED

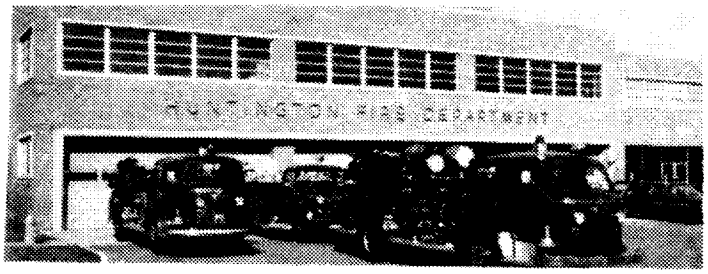
PUBLIC BUILDINGS

PLATE 23

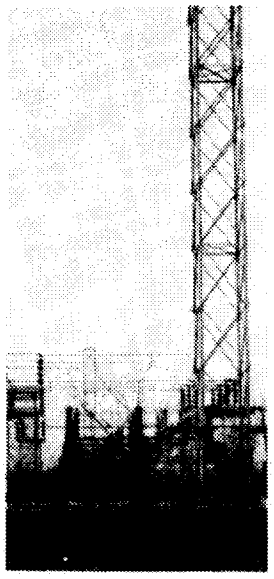
PUBLIC FACILITIES

Public facilities are the many service elements required for the operation of the community. These range from schools and parks, to the more elemental services such as water supply. Also included are the libraries, government offices, fire protection facilities, and sewers. Existing public buildings, and those included in the Comprehensive Plan for the future, are shown on Plate 23.

In Huntington, public facilities come under the jurisdiction of several agencies. In addition to eight school districts, there are within the Town twelve fire districts, four water districts, five library jurisdictions, and two sewer districts. As population increases, the demands for services placed upon each of these agencies will also increase.

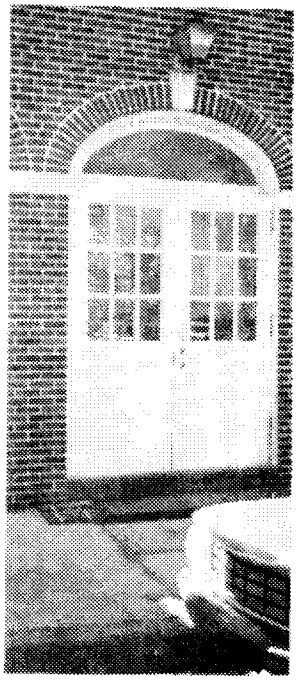


Each of the special districts is for the most part autonomous, and therefore directly responsible for the planning of facilities within the jurisdiction. Nevertheless, it is a proper function of the Comprehensive Plan to include analyses and recommendations for them, since the activities of the districts are so intimately related to the physical growth and to the fabric of Huntington.



The location of service facilities on sites which are both adequate in size and accessible to the areas they must serve is the main objective of this section of the Comprehensive Plan. In every case, land acquisition is a critical factor. Because of Town growth, and the trend of land values and scarcity, land for the future public facilities must be acquired well in advance of need.

TOWN FACILITIES



One of the most pressing requirements in Huntington is municipal office space. Town office facilities are presently overcrowded, and normal growth to meet expanding needs will add to the problem. A number of offices are presently scattered, and many are located in rented accommodations. This is costly. Expanded town offices should be provided at an early date, and the municipal functions should be centralized to the greatest degree possible. The plan proposes an expansion of municipal offices at the present Town Hall site.

Highway garage and maintenance facilities are presently adequate, but future development will require expansion to meet needs in the southern part of Town. To provide facilities for highway and public works equipment and activities, a site within the industrial area at Melville is included in the plan. This site should be about 20 acres to assure ample space for any future needs.

A civic center site is proposed at Greenlawn, as part of the recommended large park and recreation complex. This facility should include a central library, and provisions for the recreational and cultural activities which cannot be accommodated in other locations.

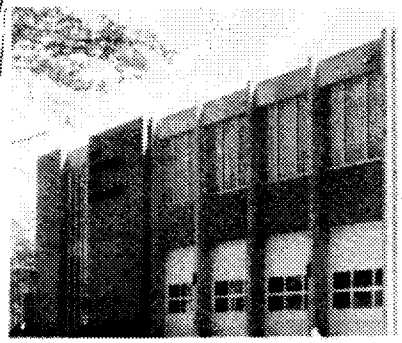
LIBRARIES

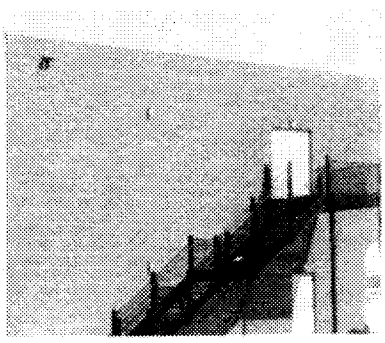
The libraries, though under separate boards, are directly related to the school districts. Continuous service has been available in some parts of Huntington since 1875. It has only been during the last several years that school districts five and thirteen have had libraries. Three school districts, (1, 6, and 10) do not provide library service for the general population.

The Suffolk County Cooperative Library System has made many additional services available to the Town libraries. These include purchase of books at group savings, and universal borrowing privileges from any member of the system. This greatly expands the quality of library service available to each member of the community.

HUNTINGTON PUBLIC LIBRARY

The future library system for the Town should be developed in three steps. Initially, the school districts should establish adequate libraries making full use of the Cooperative System. Second, a centralized research and reference facility should be built on the civic center site and coordinated with the district libraries. The establishment of a Town Library Board would give continuity to the combined effort until such time as the individual systems could be merged into a formal Town Library System.





FIRE PROTECTION

Fire stations should be located to serve a 1½ mile radius in residential areas, and a ¾ mile radius in intensive use areas such as business districts. In less dense residential areas a two mile service radius is not excessive.

Two new stations are recommended, one on Lloyd Neck to insure protection even at times when West Neck Road is impassible. The second is in Melvillé in the Pinelawn Road area south of the Expressway. A station in this area will be needed to provide better service for the developing industrial and residential areas. The proposed location on Pinelawn Road might be shifted as necessary to meet growth pressures.

WATER DISTRIBUTION

There are four agencies that distribute water in Huntington; South Huntington Water District, Greenlawn Water District, Dix Hills Water District and the Suffolk County Water Authority. Approximately 8,400 acres, or 14 per cent of the Town is not within a water district. Private wells (6,350) serve about 22,000 persons. Some of these wells are within district boundaries, but are still in operation because of irrigation needs or the high cost of extending water lines.

Long Island, in general, has an adequate ground water supply. The use of recharge basins to handle storm water runoff replenishes the ground water supply. As long as sufficient water is returned to the water table, future supply should not be a problem. The safe withdrawal rate is between 600,000 and 1,000,000 gallons per square mile per day.

TABLE 18

CHARACTERISTICS OF HUNTINGTON'S WATER DISTRICTS

	SUFFOLK COUNTY WATER AUTHORITY	SOUTH HUNTINGTON	GREENLAWN	DIX HILLS
Existing Population	63,900	34,900	21,600	4,750
Number of Wells	24[4]	6	7	2
Pumping Capacity in Gallons per Minute	13,500[5]	6,600	6,600	1,350
Storage Facilities	11	4	3	1
Storage Capacity in Gallons	5.79[4]	3.15	1.86	.5
Domestic Demand Average Day in million/gallons[1]	6.39	3.49	2.16	.48
Required Fire Flow[2]	10.8	7.92	6.48	3.24
Required Storage in million/gallons[3]	6.79	4.39	3.24	1.32
Estimated 1980 Population	105,000	62,000	42,600	30,400
Domestic Demand Average Day in million/gallons[1]	10.50	6.20	4.26	3.04
Required Fire Flow[2]	13.5	10.6	8.9	7.6
Required Storage in million/gallons[3]	9.75	6.63	5.10	4.05

[1] *100 gallons per person per day.*

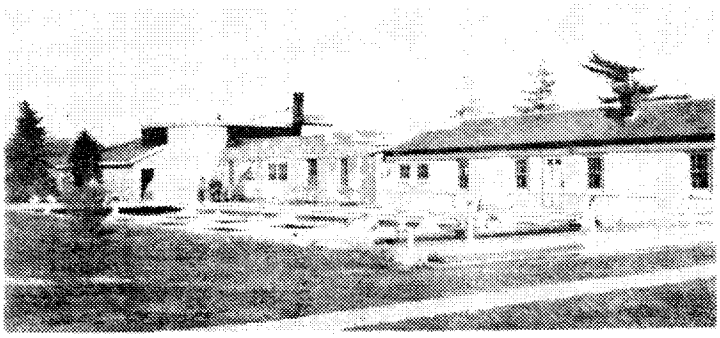
[2] *Table 5, Standard Schedule for Grading Cities and Towns of the United States, National Bureau of Fire Underwriters, 1956.*

[3] *⅓ of the Average Daily Domestic Demand plus 50 per cent plus required fire flow.*

[4] *Excludes test wells and Suffolk County Water Authority facilities near Carll Straight Path.*

[5] *Regulated by the New York State Water Resources Commission.*

In the Huntington area a lack of water is not the problem. Rather, it is the ability of the districts to pump and store an adequate supply. Increased growth in previously undeveloped areas will require continuing expansion of services. Table 18 indicates the existing conditions and the estimated future requirements of each district to serve the future demands.



SANITARY SEWER SYSTEM

Only two per cent of the unincorporated portion of the Town is served by sanitary sewers. This is the service area of the Huntington Village district. Also available is a small system in the Incorporated Village of Northport.

The estimated future equivalent population of the existing district in Huntington Village would be about 20,000 persons. The resultant increased demands on the existing plant by this population, and by trucked wastes establishes a need to expand these facilities.

At the time of expansion the plant should be doubled in size and the district enlarged to include the entire area that could be served on a gravity flow basis. This availability of sewers was an influence on the future land use plan for the area as discussed in the section on Business Districts.

Suffolk County has under way a study on the feasibility of a sanitary sewer system for the five western towns. Suffolk County, in a 1962 study by the Planning Department, recommended handling sanitary sewers in several plants on a watershed basis. This would require expanding the Huntington facility and new plant construction on both shores. The County presently has under way a design study of the feasibility of a sewer system for the five western towns. Local policy can be better determined when the study is complete.

DRAINAGE

The porous sand and gravel underlying Huntington allows storm water runoff to be handled through recharge basins or sumps. By this system, the drainage from small areas is directed into large pits from which the water percolates into the ground. This method reduces the need for a complicated trunk system, and replenishes the ground water supply.

A number of general conditions relating to drainage have been noted during various field phases of the Comprehensive Plan, as follows:

1. *Roadway flooding due to farm runoff.* Because of level contour and soil porosity, the runoff from open fields is minimal under more or less normal rainfall conditions, and roadway drainage is not a problem. But with conditions of heavy rainfall, or frozen ground, roadway flooding does occur, causing both delay and pavement damage.

2. *Sheeting and Ponding on Roadways.* Some roadway areas are subject to these conditions due to flat topography, lack of shoulder construction or proper maintenance, or silting of ditches and valley gutters.

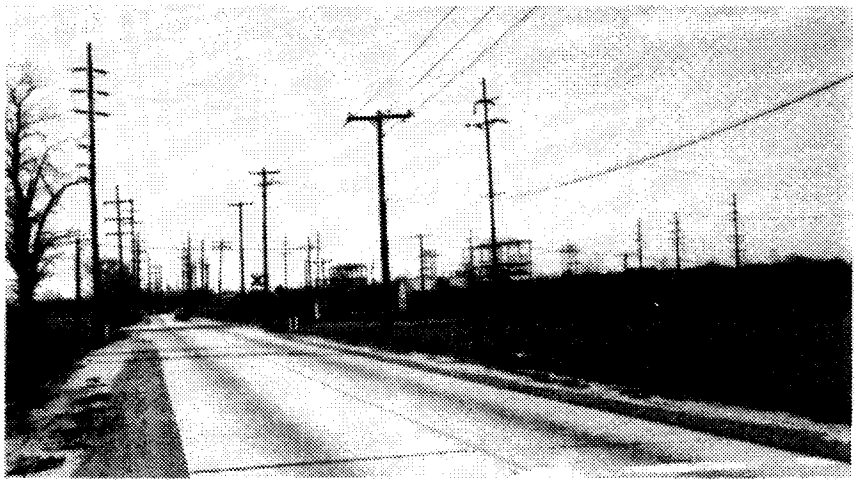
3. *Failure of Leaching Basins.* There are numerous areas in which the only drainage facilities are individual leaching basins. Minor flooding occurs in certain of these areas because: (a) basin capacity is inadequate; (b) additional development overloads the design capacity; (c) basins become inoperative because of silting.

4. *Overflow of Sumps.* In general, sumps are well maintained, but a few (particularly smaller ones in older developed areas) tend to overflow because of silting, poor permeability of the soil, or capacity overload resulting from expanded development in the drainage area.

5. *Erosion of Roadway Shoulders and Pavement Damage.* This condition is found in areas of minimum grade where shoulders are lacking or improperly shaped, and on steep grades where erosion occurs because curbs and gutters have not been installed.

It can be said that drainage conditions in new subdivision areas are generally good as a result of the imposition of adequate design standards, and rigid enforcement of regulations. Some of the drainage problems in older neighborhoods could be resolved by expanding the capacities of existing sumps and extending the limits of the areas they serve. In such cases, inadequate leaching basin systems should be replaced by drainage lines and catch basins.

The major problem is along many of the major streets which are owned and maintained by the County or State. Most of these streets have been recommended for widening. At the time that such widenings are made, the drainage problems can be corrected. However, interim measures are necessary in some cases. The County has recently appropriated $1,350,000 to improve drainage conditions on some of the County roads in Huntington. These include Deer Park East, Pulaski Road at Stony Hollow, a portion of Greenlawn-Broadway, and Pinelawn Road near the Babylon Town Line. The State has also programmed the improvement of Jericho Turnpike and Park Avenue. These improvements were begun in 1964.



CHAPTER IX

APPEARANCE OF THE COMMUNITY

Good community appearance may be enhanced in many ways. The use of street trees, curbs, sidewalks where necessary and well-designed street lighting equipment all improve the appearance of an area. Also important are adequate setbacks, landscaping for commercial and industrial buildings and screen planting. Most important, of course, is good design and maintenance of structures and building sites.

The responsibility for maintaining a good level of appearance, and improving it where necessary rests with individual citizens and agencies as well as with public officials. It is through general community interest, and positive leadership by Town officials and interested citizens that the greatest impact along these lines can be made.

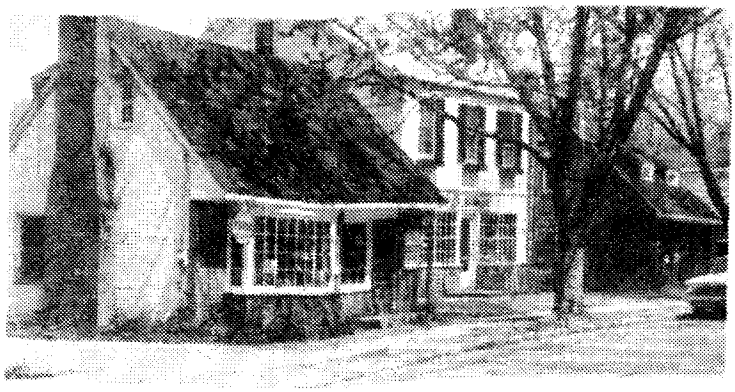
An example for good community appearance can be established through public leadership. Public buildings should set a standard for good design, appearance and maintenance which can be emulated by others. The Town Hall, for instance, should reflect standards of design and maintenance by which any other building could be measured.

Huntington has taken many steps to maintain good appearance in the Town; a continuing paving program for all Town roads, subdivision regulations that require utilities to be placed underground where possible, the planting of street trees by developers and, most important, the elimination of substandard structures through strict enforcement of the Building Code.

There is still much to be done. A large part of the Town is still vacant. These vacant lands must be shaped in the most desirable way while the existing uses are kept up to standard.

In a community with the historic background of Huntington, considerable effort is made to preserve this tradition. This is of prime importance. However, some thought should be given to creating a beauty of today. Is it enough to just conserve the accomplishments of the past and to attempt to prevent deterioration of existing structures? Should not a new character develop, one that will be conserved tomorrow as the past has been conserved?

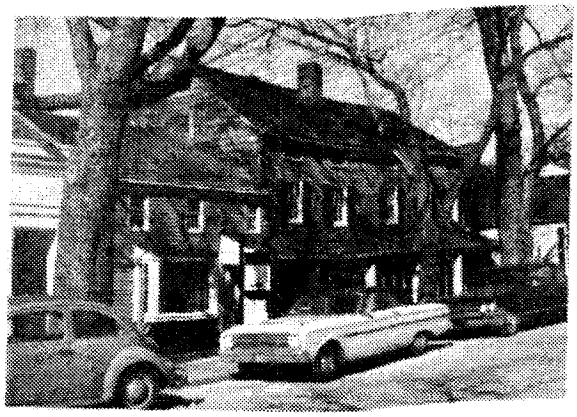
There is great opportunity in Huntington to develop a new style while retaining the best of its past. When designing new areas it is possible to do so with new concepts in mind. The use of density zoning or cluster subdivision is an example. In this manner the builder is able to group his homes on smaller lots leaving much of the land in permanent open space, without increasing the overall population of the area.

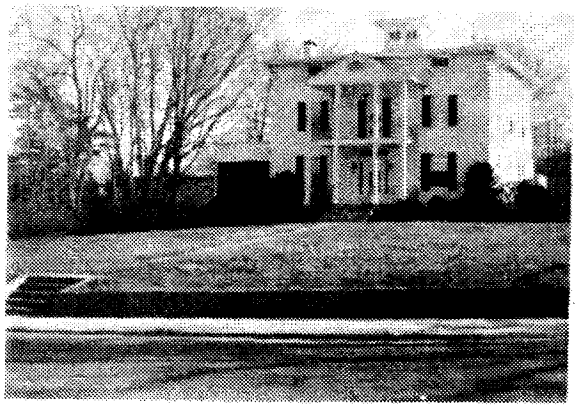


In areas where Urban Renewal takes place it is possible to create a new style, or for that matter retain or recreate an old one. Here is an opportunity which should not be allowed to vanish.

In any community focal points should be created. Areas of business, greenways, walkways, government offices, a library, a high school can be focal points and gathering places.

Through public pressures, builders should be made aware of design; they should relate the building to the site. In areas where there is an existing character (Cold Spring Harbor, Greenlawn) exceptional vigilance for their protection and continuance should be observed.

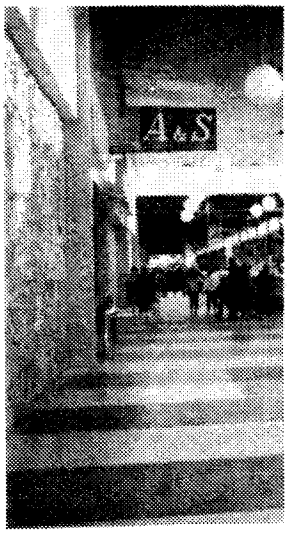




The appearance of Huntington is a continuing responsibility for owners, builders and those Town officials who plan public works. The Town's appearance can be perfected only by combining a respect for the old with pride in the new.

There is an understandable reluctance to criticize new buildings or developments which are poor in architectural design, or planning quality. Nevertheless, some means must be found whereby private developers are stimulated to make greater efforts to promote good community appearance within their sphere of activity.

It is recommended that the Town establish a program through which annual citations of merit for design excellence would be awarded by the Town. Such awards could be made for entire subdivisions which display design merit in house design or in tract layouts. They could also be given for new shopping centers, industrial buildings or public buildings such as schools. Private builders are usually interested in such programs, because the receipt of a design award is a distinction which generates buyer interest. Also, award competitions provide an opportunity to publicize community appearance efforts, and thereby stimulate interest on the part of residents.



Also recommended by the Planning Board at this time is the establishment of a permanent Advisory Committee on Civic Appearance. Such a committee should be the resource group for advice and guidance on proposals which affect the present and future appearance of Huntington. The committee might serve as an informal Architectural Review Board with the objective of encouraging a continuity in development style and architecture for public buildings, and major private buildings such as shopping centers or industrial plants.

The committee could work, with the cooperation of merchants and owners of commercial buildings, toward the establishment of a voluntary code to promote a high level of maintenance and attractiveness of present structures.

Too often, natural beauty is sacrificed to the expedience of construction technology and the pressures of time.

A permanent Advisory Committee on Civic Appearance could make a great contribution toward preserving or improving the beauty of the local environment by advising on matters of site development as well as building appearance.

CHAPTER X

CARRYING OUT THE PLAN

The purpose of the planning program is to provide the means by which community growth takes place in an orderly manner. The Comprehensive Plan itself is the basic element of the program, because it is the guide for the physical development of the Town. It contains proposals for both private and public development activity.

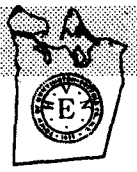
However, the total aspect of the community development program must be taken into account if Town planning activity is to be fully effective, and responsive to the needs of the citizens. The Plan itself is the guide for type, extent, and location of the various kinds of land uses needed by the community. But it must be supplemented by a systematic programming of public development activity to assure that needed facilities are not only properly located, but provided on a timely and economical basis.

Also, both the Plan and the facilities program must be kept current, and must be sensitive to growth activity in the Town on a daily basis. To accomplish this, there must also be a responsive program of planning administration.

CAPITAL PROGRAM

In any municipality, an important aspect of budgetary procedure is the allocation and disbursement of funds for capital projects. These projects are the ones which involve the expenditure of large sums of money for facilities which have a useful life of many years. Examples of capital projects are purchases of land for parks or new roads, major highway improvements, or the construction of buildings and other facilities. Construction projects can include such elements as municipal offices or recreation projects.

Capital expenditures are necessary regardless of whether or not a community has a Comprehensive Plan. But in Towns where an effective planning program exists, capital programming and budgetary procedure is properly a part of this program. This is mainly because capital expenditures nearly always have an important relationship to the physical development of the community.



Capital budget procedure involves the establishment of an order of priority for needed projects, usually on a six-year basis. Through orderly and systematic programming, capital projects are timed to be available when needed, and financial scheduling is established to promote economy, and guard against extreme effects on tax rates or debt limits.

CAPITAL BUDGET PROCEDURE

The accepted procedure for capital budgeting is to establish a six-year program which includes the current fiscal year and five future years. Capital projects are listed by year and by order of priority. Although it is usual to work on a six-year program basis, the procedure is a continuous one.

The budget is reviewed annually, and costs and priorities are restudied. They may be revised as necessary, and new projects added as others are completed. The program is then projected ahead one year to retain the five year future span.

Early each year, the Town departments are notified to prepare a list of needed or desired projects with an order of priority and cost estimates. These are referred to the Planning Board with a resolution of the Town Board which establishes the safe limit of capital expenditures to be undertaken in the ensuing fiscal year.

The Planning Board then prepares the six-year program, with the highest priority projects scheduled for the first year. These projects become the basis for the capital budget recommendation which is forwarded to the Town Board in time for inclusion in the annual budget. The Town Board may revise the budget recommendations of the Planning Board.

The capital budget procedure affords a systematic approach to the programming of major expenditures, and will be of great value to the Town governing body in the area of fiscal management. The Planning Board recommends the establishment of the capital budget procedure.

RECOMMENDED CAPITAL PROJECTS

A series of projects are proposed for inclusion in the first six-year capital program and budget. A number of the projects were recommended by Harland Bartholomew and Associates, others have been added by the Planning Board. Order of priority and cost estimates will be forwarded in a special report to the Town Board.

Parks

In September, 1962 the voters approved a bond issue of $2.6 millions for land acquisition. This included the Crab Meadow and Havemeyer Parks, and a series of neighborhood parks. Proposed acquisitions under this issue have been completed except for Crab Meadow, and the balance of the fund is in reserve for final determination of the purchase price on this park.

Park land purchases in the recommended program include a neighborhood park at Huntington Station, expansion of the Mill Dam Park, and purchase of 90 acres at Greenlawn. This latter park and civic center site is discussed in the chapter on Parks. Also recommended is a regular annual allocation of $50,000 for systematic purchases of neighborhood park lands.

Park Development

In 1964, a bond issue of $2.2 millions was authorized for the initial development at Havemeyer and Crab Meadow. The issue has been sold and is therefore not a "new money" item.

At Crab Meadow, the golf course and basic site development work for roads and parking have been accomplished. A service building and club house will follow. At the Havemeyer Tract, basic site work has been undertaken, and roads have been constructed. Initial development includes a nine-hole golf course, swimming pool complex, and service buildings.

Park development projects in the capital budget for 1965-1970 should include completion of development in these two large parks, based upon final development plans for each.

Town Hall

Expansion of municipal office facilities is a necessary capital item. Land acquisitions in the area of the present Town Hall have been made over the past two years in expectation of expanding the facilities. The 1965-1970 capital program should include remaining land acquisitions, architectural plans, and construction of the building.

Huntington Sewer Treatment Plant

Additions and alterations to the present system are needed, and some work will probably be programmed for 1966. The capital program includes expansion of this facility, and the system, to serve the entire gravity flow drainage area around Huntington Village-Huntington Station.

Municipal Service Area

Land should be acquired within the Melville industrial area to provide for eventual development of a municipal service area. The capital program includes this acquisition.

Major Streets

A number of major street improvements are currently needed in Huntington, but the larger projects fall under either State or County jurisdiction. For local roads, the capital program includes land acquisition for the recommended relocation and connection between Old Country Road and Greenlawn-Broadway. Also included in the initial program is planning and right-of-way acquisition for improvement of Round Swamp Road.

Huntington is fast approaching the time when highway facility work including drainage, curbing, sidewalk construction, and similar improvements must be undertaken on an immediate basis when the need arises. Greater efficiency and responsiveness to such need can be promoted by a systematic allocation of funds each year for this type of work, without specifying individual projects in advance. A regular annual appropriation of $200,000 is proposed for use as a "general highway improvement fund."

Commuter Parking

The acquisition and improvement of expanded parking facilities at Greenlawn as recommended by Harland Bartholomew and Associates has been retained in the proposed 1965-1970 capital program. The Town proceeded to acquire approximately half of the needed land in 1964. The program includes acquisition of the remaining land and installation of improvements as necessary to complete the project.

Urban Renewal

Work will begin on the first project of the Huntington Station urban renewal area in the near future, and project activity will continue over the period of the initial capital program. An allocation of $200,000 per year for the local share of the project is included in the recommended capital budget.

In this recommended initial capital program, major emphasis is being placed on land acquisition and project planning. Future years will be more directed toward construction and improvement projects. The capital program should always be a six-year one, with a new year to be added as each year's program is concluded. When the Town has gained experience in capital programming, it may be desirable to forecast certain long-range projects beyond the six-year program schedule.

ADMINISTRATION OF THE PLAN

The Comprehensive Plan presented herein is the culmination of more than three years of intensive effort on the part of technicians, citizens and public officials. The preparation of research and preliminary studies required two years of work by Harland Bartholomew and Associates. This was supplemented by additional study on the part of the Citizens Advisory Committee, the Planning Board, the Town Board and other officials. Public meetings and hearings were conducted in two successive years, and interested citizens have contributed advice as a result.

This report is but a brief summary of the essential findings of the comprehensive plan research, and compilation of the formally adopted elements of the Plan. It is not the termination of an effort, but a plateau in what must be a continuous program.

Because of its long-range nature, the Plan is not a rigid mold or regulatory device, but a guide. It is, however, a policy instrument, and as such has certain force with respect to development. To be fully effective it must be kept current in terms of responsiveness to the needs and desires of the community, and flexible with regard to changing development trends.

Periodic review of the Plan is an important part of the total planning program. However, revision should only be undertaken after thorough investigation of trends, and finding that conditions have in fact changed to a degree which requires that the Plan be amended.

The adoption of the Comprehensive Plan is the first stage in the planning program. To make the program fully effective, steps must now be taken to insure that each department of Town government incorporates applicable provisions of the Plan into its own activity. Also, the capital program should be instituted at the earliest possible time. Finally, regulations and standards for development must be kept current and conscientiously enforced.

A successful planning program for the community must reflect continuous activity in each of the following areas:

1. The Planning Board

The Planning Board is a policy agency which has the major responsiity of keeping a far-sighted view of development trends, and promoting the welfare of the entire community. The Planning Board is mainly a fact-finding and advisory agency of local government, but the statutes grant certain powers, duties and responsibilities which insure that its advice will receive due weight. The advice of the Board is available not only to the governing body, but to all Town departments whose activities relate to community development, and to any other public and private interests engaged in decision-making that affects the growth of the Town. A desirable and orderly pattern of development cannot be achieved without such referral and coordination.

2. Planning Staff

Comprehensive planning cannot be brought into fruitation without an effective day-to-day administration of the planning function. Regardless of the dedication and effectiveness of the planning board itself, its activities must be principally in the policy area. Thus, the planning department staff must be equipped to accept delegation of an increasing share of responsibility for planning, under the general guidance of the board, as the Town grows.

3. Scope of the Comprehensive Plan

The Planning Board is authorized (Section 272-A, Town Law) to "prepare and change a comprehensive master plan for development of the entire area of the Town". By law, the plan shows all of the physical elements that affect development, and "such other features existing and proposed as will provide for the improvement of the Town and its future growth, protection, and development".

The Comprehensive Plan must always be responsive to basic changes in growth trends or in the structure of the community. Thus, the Planning Board and technical staff must work constantly to keep the plan up to date. Basic data on such aspects as population, land use, traffic and neighborhood analysis need be brought up to date only at infrequent intervals, such as every 3 to 5 years. However, regular and systematic checks must be maintained on development trends so that impending pressures for revision of the plan, or its timing, can be anticipated in advance. If revisions in the plan are to be made, these should receive all of the detailed attention and publicity which went into the initial development of the plan. Each proposed revision should be judged on the basis of whether the change will improve the plan. We should always be willing to improve the plan, but must be equally zealous to guard against degrading it.

4. Control of Land Subdivision

Under Section 276 of the Town Law the Planning Board is authorized to control the subdividing of land, and Section 277 gives recognition to the Comprehensive Plan in connection with subdivision approval. The power of the planning board to require street improvements and park and playground areas is specified, and "if there be an official map or master plan, (streets and highways) shall be coordinated so as to compose a convenient system . . . properly related to the proposals shown by the planning board on the master plan." Thus, the adoption of the plan also allows the planning board to regulate the construction of buildings within the areas proposed for future streets.

5. Control of Land Use — Zoning

The coordination of private building activities with a desirable pattern of land use is based on the power of the Town Board to establish and amend the zoning ordinance and map.

The Huntington Planning Board has an active interest in zoning matters. Traditionally, applications for zoning changes are referred to the town planning board for study and recommendation under Section 274 of the Town Law, which allows the Town Board to refer any matter to the planning board before final action. Section 280-A of the Town Law specifically allows the planning board to modify the strict application of the zoning ordinance when considering subdivisions in order to "fit" the zoning to special conditions.

Zoning logically follows the Comprehensive Plan. Thus, the next step in the program will be revision of the Town zoning ordinance and maps.

6. Citizen Participation

No plan or ordinance, no matter how formidable its legal powers may be, can succeed without public understanding and support.

A driving force in the evolution of the comprehensive plan has been the Citizens Advisory Committee which has studied and reported to the planning board upon the work of the consultant. Members of the Committee have proved their dedication to the principles of planning and orderly growth, and they can be effective in helping to implement the plan over the years. The Committee represents a large group of informed citizenry, some of whom might work on a more or less permanent basis for planning. Membership on the proposed park and recreation committee is an example of one area in which advisory committee members might serve in the future.

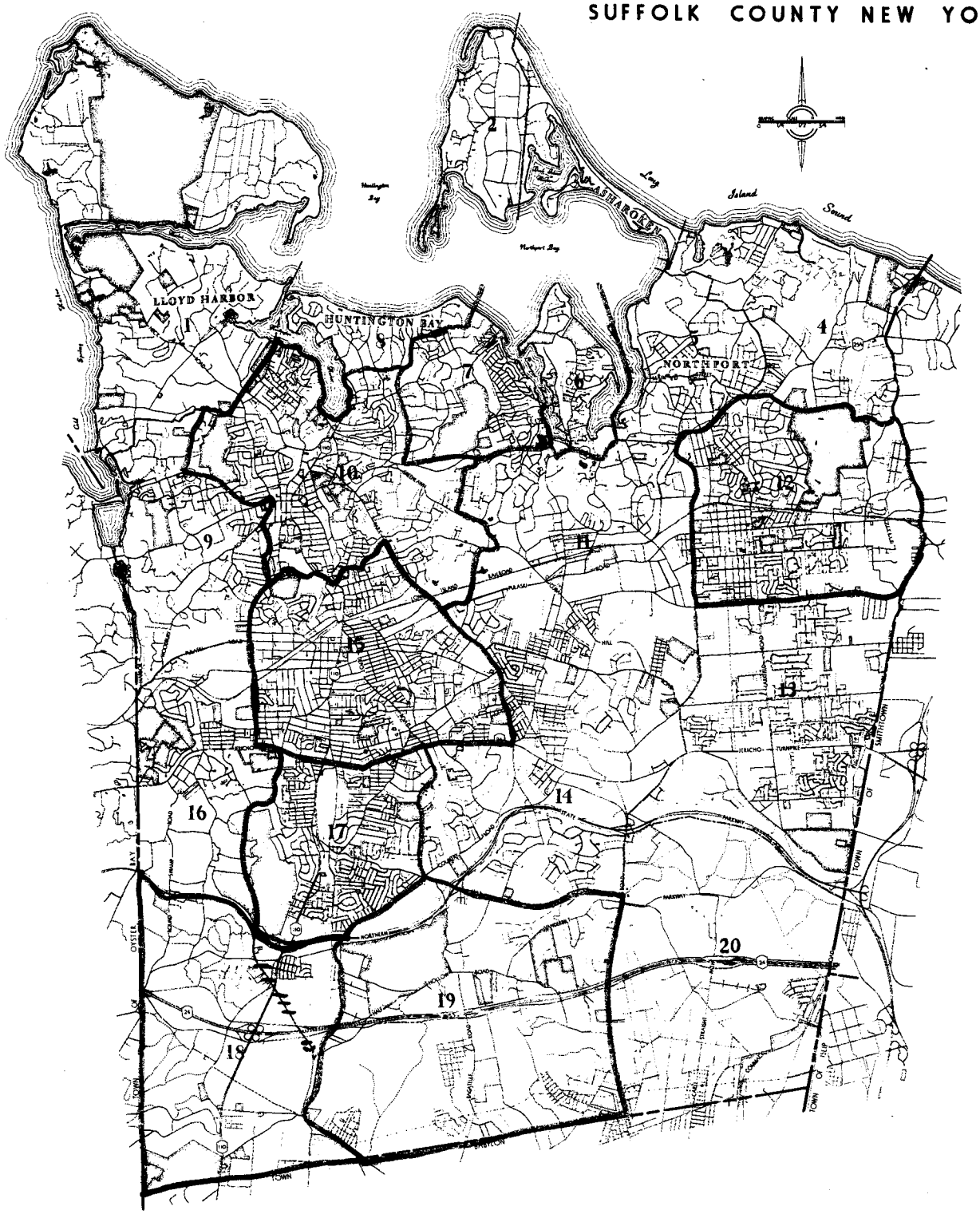
Many of the detailed recommendations of the Citizens Advisory Committee which are not specifically a part of this report will be incorporated into the planning program through revisions in ordinances, regulations and procedures. It is intended that the final report of the advisory committee will be an integral part of the planning program.

DETAILING OF THE PLAN

Plate 24 shows the Town of Huntington as subdivided into 20 Planning Study Areas. In most cases these areas are bounded by principal roads, natural features, or established political boundaries. They generally group areas which have certain characteristics in common. Some represent areas which are almost entirely built-up, others contain large vacant tracts of land. The future program of the planning department will include detailed planning for these areas.

TOWN OF HUNTINGTON

SUFFOLK COUNTY NEW YORK



PLANNING STUDY AREAS

TOWN PLANNING BOARD
HUNTINGTON, NEW YORK

HARLAND BARTHOLOMEW AND ASSOCIATES
CITY PLANNERS, CIVIL ENGINEERS, LANDSCAPE ARCHITECTS
SAINT LOUIS, MISSOURI WASHINGTON, D.C.

The undeveloped planning areas offer the opportunity of bringing the greatest amount of planning "know-how" to bear on development yet to occur. Since the Comprehensive Plan itself establishes the main guideline of highways, parks and land use, it is possible in the consideration of individual planning areas to focus attention upon specifics. For example, the design of subdivisions will be integrated with schools and parks. Transitional features can be worked out which will do much to stabilize zoning. Collector streets must be properly worked into the fabric of the neighborhoods so that they best serve their purpose. Streets which should be continued can be properly aligned—those which should be terminated can be done so in a proper fashion.

This kind of planning will require better mapping — perhaps by photogrametive methods. This further step can provide the finer detailing of planning which adds much to quality—and fortunately, it almost always provides opportunities for economy by allowing more efficient layout of public facilities. The saving of a few miles of unnecessary road, or water or sewer mains frequently offsets the cost of the planning effort which allowed the economy.

POPULATION GROWTH 1920 - 1980[1]

TOWN OF HUNTINGTON, N. Y.

	United States		N. Y. Standard Metropolitan Area			New York City		
Year	Population	% Inc.	Population	% Inc.	% U.S. Pop.	Population	% Inc.	% Metro. Area Pop.
1920	105,710,000	—	8,490,000	—	—	5,620,048	—	—
1930	122,755,000	16.1	10,901,424	28.4	8.9	6,930,446	23.3	63.5
1940	131,669,000	7.3	11,690,520	7.2	8.9	7,454,995	7.6	63.8
1950	150,697,000	14.5	12,911,944	10.4	8.6	7,891,957	5.9	61.1
1960	178,464,000	18.4	14,759,429	14.3	8.3	7,781,984	—1.4	52.7
Est.								
1970	219,500,000	23.0	16,400,000	11.2	7.5	7,680,000	—1.3	46.8
1980	272,600,000	24.2	18,400,000	12.2	6.8	7,618,000	—0.8	41.4

	Nassau County			Suffolk County		
Year	Population	% Inc.	% Metro. Area Pop.	Population	% Inc.	% Metro. Area Pop.
1930	303,053	—	2.8	161,055	—	1.5
1940	406,748	34.2	3.5	197,355	22.5	1.7
1950	672,765	65.4	5.2	276,129	40.0	2.1
1960	1,300,171	93.3	8.8	666,784	141.5	4.2
Est.						
1970	1,440,000	10.7	8.8	1,030,000	54.5	6.3
1980	1,525,000	5.9	8.3	1,460,000	41.7	7.9

Town of Huntington[2]

Year	Population	% Inc.	% Metro. Area Pop.	% Suffolk County
1930	25,582	—	0.26	15.9
1940	31,768	24.2	0.27	16.1
1950	47,506	49.5	0.37	17.2
1960	126,221	165.7	0.86	18.9
Est.				
1970	210,000	66.4	1.28	20.4
1980	240,000	14.3	1.31	16.5

(1) Sources: 1920-1960 Data, Bureau of the Census
United States Estimates: Bureau of the Census
Town of Huntington Estimates: Harland Bartholomew and Associates
Other Estimates Based on Studies of Regional Plan Association

(2) Includes incorporated villages

LAND USE BY PLANNING STUDY AREAS
TOWN OF HUNTINGTON, N. Y.

PLANNING STUDY AREA	RESIDENTIAL		COMMERCIAL		INDUSTRIAL AND RAILROAD		STREETS		PUBLIC AND SEMI-PUBLIC		PARKS		WATER AREA	VACANT	TOTAL ACRES	DEVELOPED ACRES	PERCENT DEVELOPED
No. Description	Acres	Percent*	Acres	Percent*	Acres	Percent*	Acres	Percent*	Acres	Percent*	Acres	Percent*	Acres	Acres			
1. Lloyd Harbor	2433.2	52.26	43.0	0.92			238.3	5.12	373.0	8.01	1568.3	33.68	53.2	1244.2	5953.2	4655.8	78.20
2. Eaton's Neck	173.2	59.19	8.4	2.87			57.8	19.76	13.6	4.65	39.6	13.53		743.0	1035.6	292.6	28.25
3. Asharoken	180.9	84.65					30.3	4.18	1.3	0.61	1.2	0.56		311.9	525.6	213.7	40.58
4. Great Neck	428.8	40.52	22.8	2.15	242.2	22.89	132.9	12.56	214.2	20.23	17.4	1.64	51.4	1467.7	2577.4	1058.3	41.07
5. Northport	647.6	59.91	25.4	2.35	153.0	14.15	161.0	14.89	47.3	4.38	46.7	4.32		380.4	1461.4	1081.0	73.97
6. Little Neck	357.2	58.89	5.4	1.04	3.2	0.62	55.6	10.72	72.2	13.92	24.9	4.80		184.0	702.5	518.5	73.80
7. East Neck	682.9	60.24	34.8	3.07	1.0	0.09	157.9	13.93	251.5	22.18	5.6	0.49	9.2	253.5	1396.4	1133.7	81.18
8. Huntington Bay	405.1	76.99					71.8	13.64	0.5	0.10	48.8	9.27		104.8	631.0	526.2	83.39
9. Cold Spring Harbor	794.2	69.64	10.8	0.95	45.5	3.99	170.4	14.94	112.1	9.83	7.4	0.65		1225.2	2365.6	1140.4	48.20
10. Huntington Village	1828.8	64.30	94.1	3.31	77.5	2.72	434.8	15.29	337.2	11.86	71.9	2.53	12.6	921.8	3778.7	2844.3	75.27
11. Greenlawn	1575.6	72.34	28.4	1.30	74.0	3.40	332.9	15.29	146.6	6.73	20.4	0.94	4.9	2073.4	4256.2	2177.9	51.17
12. East Northport	1378.3	54.25	42.7	1.68	94.7	3.73	409.5	16.12	592.0	23.30	23.4	0.92		1118.0	3658.6	2540.6	69.44
13. Commack	1401.9	54.77	122.2	4.77	24.6	0.96	632.6	24.71	358.8	14.02	19.7	0.77		1727.2	4287.0	2559.8	59.71
14. Dix Hills	1438.0	68.99	74.1	3.56	16.9	0.81	417.1	20.01	127.0	6.09	11.2	0.54	0.6	1986.1	4071.0	2084.3	51.19
15. Huntington Station	1805.0	64.31	144.8	5.16	126.4	4.50	542.2	19.32	166.8	5.94	21.1	0.75		661.7	3468.0	2806.3	80.91
16. West Hills	547.0	44.44	16.3	1.32	20.3	1.65	235.6	19.15	316.7	25.74	94.7	7.70		1291.8	2522.4	1230.6	48.78
17. So. Huntington-Melville	1224.6	52.51	160.8	6.90	10.9	0.47	502.8	21.56	96.8	4.15	335.8	14.40		631.0	2962.7	2331.7	78.70
18. Southwest Huntington	133.8	12.23	83.6	7.64	234.4	21.43	295.0	26.97	312.0	28.52	35.0	3.20		2620.6	3714.4	1093.8	29.44
19. Half Hollow Hills	547.5	28.03	18.0	0.92	78.6	4.02	484.4	24.80	814.2	41.68	10.6	0.54		4001.5	5954.8	1953.3	32.80
20. Deer Park	417.4	34.10	1.6	0.13	75.4	6.16	313.8	25.64	410.8	33.56	5.0	0.40		3562.7	4786.7	1224.0	25.57
TOWN OF HUNTINGTON																	
TOTAL ACRES															60,109.2		
Acres in Use	18,401.0		937.2		1278.6		5676.7		4764.6		2408.7		131.9	26,510.5		33,466.8	
Percent of Total Acres	30.61		1.56		2.13		9.44		7.92		4.00		.22	44.10			
Percent of Developed Acres	54.98		2.80		3.82		16.96		14.24		7.20						
TOWN OF HUNTINGTON LESS INCORPORATED VILLAGES																	
TOTAL ACRES															51,538.0		
Acres in Use	14,734.2		868.8		1125.6		5175.3		4342.5		743.7		78.7			26,990.1	
Percent of Total Acres	28.58		1.68		2.18		10.04		8.44		1.44		.15	24,469.2			
Percent of Developed Acres	54.59		3.22		4.17		19.17		16.09		2.76			47.47			

*Refers to percent of developed land.

Note: Areas 1, 3, 5 and 8 are incorporated villages.

(1) Based on Land Use Field Survey, Summer 1961.

MAJOR STREET TABULATIONS

STREET SECTION	Existing Traffic Lanes[1]	1980 Traffic Lanes[1]	Cross Section References[2]	1980 Traffic Volume
1. Asharoken Avenue (Village)[3] (Eaton's Neck Road)				
a. Thru Asharoken Village to Eaton's Neck	2	2	F	5- 8,000
2. Bagatelle Road (County) (See Carman Road)				
a. Half Hollow Rd.-Babylon Line	2	4	E	8-12,000
3. Bethpage-Spagnoli Road (Relocated)				
a. Nassau Line to New York 110	—	2	E	5- 8,000
b. New York 110-Pinelawn Rd.	—	2	E	5- 8,000
c. Colonial Spring Rd.	2	2	E	3- 5,000
4. Carman Road (County) (See Depot Road and Pigeon Hill Road)				
a. Wolf Hill Rd.-Half Hollow Rd. (See Bagatelle Road)	2	4	E	8-12,000
5. Centerport Road				
a. Thru Little Neck	2	2	F	3- 5,000
b. Main St.-Centershore Rd.	2	2	F	5-10,000
c. Centershore Rd.-Smith St. (See Greenlawn-Broadway)	2	2	F	5-10,000
6. Clay Pitts Road				
a. Cuba Hill Rd.-Elwood Rd.	2	2	E	5- 8,000
b. Elwood Rd.-Town Line Rd.	2	2	E	5- 8,000

[1]Does not include parking lanes.

[2]See Plate 12

[3]Designations for Village streets are for information purposes and do not represent Village policy with respect to major street planning.

MAJOR STREET TABULATIONS
(Continued)

STREET SECTION	Existing Traffic Lanes[1]	1980 Traffic Lanes[1]	Cross Section References[2]	1980 Traffic Volume
7. Commack Road (County) (See Town Line Road)				
a. Jericho Tpke.-Vanderbilt Pkwy.	2	4	D	8-12,000
b. Vanderbilt Pkwy.-L.I. Expwy.	2	4	C	8-12,000
c. L.I Expwy.-Babylon Line	2	4	C	8-12,000
8. Cuba Hill Road (Part County) (See Greenlawn Road)				
a. Greenlawn Rd.-Pulaski Rd.	2	4	E	8-12,000
b. Pulaski Rd.-Clay Pitts Rd.	2	4	E	8-12,000
c. Clay Pitts Rd.-Northport-Babylon Expwy.	2	4	E	8-12,000
d. Northport-Babylon Expwy.-Elwood Rd.	2	4	E	8-12,000
e. Elwood Rd.-Jericho Tpke.	2	2	E	5- 8,000
9. Daly Road (See Larkfield Road)				
a. Larkfield Rd.-Commack Rd.	2	4	B, I	8-15,000
10. Deer Park (State)				
a. Jericho Tpke.-Northern State Pkwy.	—	4	E (M)[4]	8-12,000
b. Northern State Pkwy.-Seaman Neck Rd.	2	4	E (M)[4]	8-12,000
c. Seaman Neck Rd.-Babylon Line	2	4	E (M)[4]	8-12,000
11. Depot Road				
a. New York 110-Pulaski Rd.	2	4	F	12-18,000
b. Pulaski Rd.-Jericho Tpke. (See Pigeon Hill Road)	2	4	F	12-18,000

[4]On a 110′ R.O.W.

MAJOR STREET TABULATIONS
(Continued)

STREET SECTION	Existing Traffic Lanes[1]	1980 Traffic Lanes[1]	Cross Section Reference[2]	1980 Traffic Volume
12. Dix Highway (See Seaman Neck Road and Pine Hill Lane)				
a. Straight Path-Pine Hill Lane	2	2	F	3- 5,000
13. Eaton's Neck Road				
a. Asharoken Ave.-Waterside Rd.	2	4	F	8-12,000
14. Greenlawn-Broadway (County)				
a. Smith St.-Pulaski Rd.	2	4	F	8-12,000
b. Pulaski Rd.-Park Ave.	2	4	F	8-12,000
c. Park Ave.-Jericho Tpke.	—	4	E	8-12,000
d. Jericho Tpke.-Dix Hills Rd.	—	4	E	8-12,000
e. Via Foxhurst Rd. (See Old Country Road)	2	4	E	12-18,000
15. Greenlawn Road (County)				
a. Main St.-Oldfield Rd.	2	4	E	8-12,000
b. Oldfield Rd.-Cuba Hill Rd.[5] (See Cuba Hill Road)	2	4	E	8-12,000
16. Half Hollow Road				
a. Pinelawn Rd.-Vanderbilt Pkwy.	2	2	E	3- 5,000
17. Harbor Road (State)				
a. Shore Rd.-Lawrence Hill Rd.	2	2	F	5- 8,000
b. Lawrence Hill Rd.-Woodbury Rd.	2	2	E	5- 8,000
c. Woodbury Rd.-Jericho Tpke. (Avery Road)	2	2	E	5- 8,000

[5]Adjust and Align curve.

MAJOR STREET TABULATIONS
(Continued)

STREET SECTION	Existing Traffic Lanes[1]	1980 Traffic Lanes[1]	Cross Section Reference[2]	1980 Traffic Volume
18. High Street (Part County)				
a. Woodbury Rd.-New York 110	2	4	E	12-18,000
b. New York 110-Nassau Rd.	2	4	E	8-12,000
c. Nassau Rd.-Spring Rd.	—	4	E	8-12,000
19. Huntington Bay Road				
a. Cove Rd.-Main St.	2	2	F	5- 8,000
b. Main St.-Greenlawn Rd.	—	2	F	5- 8,000
20. Jericho Turnpike (State)				
a. Nassau Line-New York 110	4	8	C	37-52,000
b. New York 110-Park Ave.	4	6	D	25-34,000
c. Park Ave.-Smithtown Line	4	6	D	25-34,000
21. Larkfield Road (See Vernon Valley and Daly Roads)				
a. Laurel Rd.-Clay Pitts Rd.	2	4	F	12-18,000
b. Clay Pitts Rd.-Jericho Tpke.	2	4	E, I	18-25,000
c. Jericho Tpke.-Daly Rd.	2	4	E, I	12-18,000
22. Lawrence Hill Road				
a. Harbor Rd.-Turkey Lane	2	4	E (M)	8-12,000
b. Turkey Lane-Main St. (See Main Street)	2	4	E (M)	8-15,000
23. Main Street (New York 25A) (State)				
a. Shore Rd.-Lawrence Hill Rd.	2	2	F	5- 8,000
b. Lawrence Hill Rd.-Spring Rd.	4	4	D[6]	12-18,000
c. Spring Rd.-Greenlawn Rd.	2	4	F	18-25,000
d. Greenlawn Rd.-Centerport Rd.	2	4	F	18-25,000
e. Centerport Rd.-Vernon Valley Rd.	2	4	F	12-18,000
f. Vernon Valley Rd.-Bread and Cheese Hollow Rd.	2	4	F	8-12,000

[6]No Median

MAJOR STREET TABULATIONS
(Continued)

STREET SECTION	Existing Traffic Lanes[1]	1980 Traffic Lanes[1]	Cross Section Reference[2]	1980 Traffic Volume
24. New York 110 (State)				
a. Young's Hill Rd.-Park Ave.	2	4	D[6]	12-18,000
b. Park Ave.-Spring Rd.	2	4	D[6]	12-18,000
c. Spring Rd.-Main St.	2	4	D[6]	12-18,000
d. Main St.-High St.	2	4	D[6]	18-25,000
e. High St.-Nassau Rd.	2	4	D[6]	18-25,000
f. Nassau Rd.-Pulaski Rd.	4	6	D	18-25,000
g. Pulaski Rd.-Jericho Tpke.	2	4	D[6]	18-25,000
h. Jericho Tpke.-Old Country Rd.	4	6	C	25-34,000
i. Old Country Rd.-Babylon Line	4	6	C	18-25,000
25. Oakwood Road (County)				
a. High St.-Pulaski Rd.	2	4	E	12-18,000
b. Pulaski Rd.-Jericho Tpke.	2	4	E	12-18,000
26. Ocean Avenue (Village)[3]				
a. Eaton's Neck Rd.-Main St.	2	4	F	8-12,000
27. Old Country Road (See Greenlawn-Broadway)				
a. Foxhurst Rd.-Wolf Hill Rd.	2	4	E	12-18,000
b. Wolf Hill Rd.-New York 110	2	4	E	12-18,000
c. New York 110-Round Swamp Rd.	2	4	E	8-12,000
28. Old South Path				
a. New York 110-Jericho Tpke.	2	4	F	8-12,000
b. Jericho Tpke.-Holland St.	2	4	E	12-18,000
c. Holland St.-Old Country Rd.	2	4	F	8-12,000
29. Park Avenue (County)				
a. New York Ave.-Main St.	2	4	F	12-18,000
b. Main St.-L.I. Railroad	2	4	F	12-18,000
c. L.I. Railroad-Whitson Rd.	2	4	F	12-18,000
d. Whitson Rd.-Jericho Tpke.	2	4	F	12-18,000

[6]No Median

MAJOR STREET TABULATIONS
(Continued)

STREET SECTION	Existing Traffic Lanes[1]	1980 Traffic Lanes[1]	Cross Section Reference[2]	1980 Traffic Volume
30. Pigeon Hill Road (See Depot and Carman Roads)				
a. Jericho Tpke.-Wolf Hill Rd.	2	4	E	8-12,000
31. Pine Hill Lane (See Seaman Neck Rd. and Dix Hwy.)				
a. Dix Highway-Commack Rd.	2	2	F	3- 5,000
32. Pinelawn Road (County) (See Sweet Hollow Road)				
a. New York 110-Half Hollow Rd.	2	4	D	12-18,000
b. Half Hollow Rd.-Babylon Line	2	4	D	12-18,000
33. Pulaski Road (County)				
a. Woodbury Rd.-Oakwood Rd.	2	6	C	12-18,000
b. Oakwood Rd.-Albermarle St.	2	6	C	12-25,000
c. Albemarle St.-Greenlawn Rd.	2	6	C	12-25,000
d. Greenlawn Rd.-Larkfield Rd.	2	4	C	12-18,000
e. Larkfield Rd.-Town Line Rd.	2	4	C	10-15,000
34. Reservoir Avenue (Village)[3]				
a. Main St.-New York 25A	2	4	F	5- 8,000
35. Round Swamp Road				
a. Jericho Tpke.-High Hold Dr.	—	4	E	12-18,000
b. High Hold Dr.-Northern State Pkwy.	2	4	E	12-18,000
c. Northern State Pkwy.-Old Country Rd.	2	4	E	12-18,000
d. Old Country Rd.-L.I. Expwy.	2	4	E	12-18,000
e. L.I. Expwy.-Nassau Line	2	4	E	12-18,000
36. Seaman Neck Road (County) (See Dix Hwy. and Pine Hill La.)				
a. Babylon Line-Deer Park Rd.	2	2	E	3- 5,000
b. Deer Park Rd.-Otsego Ave.	2	2	E	3- 5,000
c. Otsego Ave.-Candlewood Path	2	2	E	3- 5,000
d. Candlewood Path-Straight Path	—	2	E	3- 5,000

MAJOR STREET TABULATIONS
(Continued)

STREET SECTION	Existing Traffic Lanes[1]	1980 Traffic Lanes[1]	Cross Section Reference[2]	1980 Traffic Volume
37. Spring Road				
a. New York 110-Main St.	2	4	F	8-12,000
b. Main St.-New York 110	2	4	F	8-12,000
38. Sweet Hollow Road				
a. Gwynne Park-New York 110	2	4	E	5- 8,000
39. Town Line Road (County) (Bread and Cheese Hollow Rd.)				
a. New York 25A-Middleville Rd.	2	2	E	3- 5,000
b. Middleville Rd.-Pulaski Rd.	2	2	E	3- 5,000
c. Pulaski Rd.-Jericho Tpke. (See Commack Road)	2	4	E	5- 8,000
40. Vanderbilt Parkway (County)				
a. Half Hollow Rd.-Wolf Hill Rd. (new spur)	2	4	D	12-18,000
b. Wolf Hill Rd.-Deer Park Rd. (new spur)	2	4	D	12-18,000
c. Deer Park Rd.-Commack Rd.	2	4	D	8-12,000
41. Vernon Valley Road-Waterside Rd.				
a. Crab Meadow Beach-Eaton's Neck Rd.	2	4	E	8-12,000
b. Eaton's Neck Rd.-N.Y. 25A	2	4	E	12-18,000
c. N.Y. 25A-Laurel Rd. (See Larkfield Road)	2	4	F	12-18,000
42. West Neck Road				
a. Thru Lloyd Harbor to Huntington	2	2	F	5- 8,000
b. Huntington-Central St.	2	2	F	8-12,000
c. Central St.-Main St. (See Woodbury Road)	2	4	F	8-12,000
43. Wolf Hill Road				
a. New York 110-Old Country Rd.	2	4	F	12-18,000
b. Old Country Rd.-Caledonia Rd.	2	2	E	8-12,000
c. Caledonia Rd.-Vanderbilt Pkwy. (via new spur)	2	2	E	8-12,000

MAJOR STREET TABULATIONS
(Continued)

STREET SECTION	Existing Traffic Lanes[1]	1980 Traffic Lanes[1]	Cross Section Reference[2]	1980 Traffic Volume
44. Woodbury Road (See West Neck Road)				
a. Main St.-High St.	2	4	F	8-12,000
b. High St.-Pulaski Rd.	2	4	F	8-12,000
c. Pulaski Rd.-Harbor Rd.	2	4	E (M)	10-15,000

TABULATION OF HOUSING DATA

Planning Study Area	Total Housing Units	Total Sound[1]	Percent of Total Units	Total Deteriorating	Percent of Total Units	Total Dilapidated	Percent of Total Units	Total Substandard[2]	Percent of Total Units	Occupied Housing	Renter Occupied	Percent Renter Occupied	Owner Occupied	Percent Owner Occupied	
1	636	605	95.1	27	4.2	2	.3	31	4.9	526	73	13.9	453	86.1	LLOYD HARBOR
2	192	151	78.6	34	17.7	7	3.6	46	24.0	66	10	15.2	56	84.8	
3	204	188	92.2	9	4.4	1	.5	16	7.8	80	13	16.2	67	83.8	ASHAROKEN
4	918	811	88.3	40	4.4	45	4.9	107	11.6	564	76	13.5	488	86.5	
5	1,969	1,728	87.8	168	8.5	30	1.6	241	12.2	1,810	449	24.8	1,361	75.2	NORTHPORT
6	447	433	96.9	6	1.3	4	.9	14	3.1	398	42	10.6	356	89.4	
7	1,618	1,576	97.4	21	1.3	7	.4	42	2.6	1,279	123	9.6	1,156	90.4	
8	420	410	97.6	9	2.1	1	.2	10	2.4	334	32	9.6	302	90.4	HUNTINGTON BAY
9	1,173	1,112	94.8	46	3.9	12	1.0	61	5.2	1,109	157	14.2	952	85.8	
10	5,093	4,715	92.6	249	4.9	96	1.9	378	7.4	4,769	1,140	23.9	3,629	76.1	
11	2,620	2,501	95.5	60	2.3	20	.7	119	4.5	2,409	198	8.2	2,211	91.8	
12	4,296	4,119	95.9	137	3.2	21	.5	175	4.1	4,020	367	9.1	3,653	90.9	
13	2,673	2,592	97.0	45	1.7	24	.9	80	3.0	2,477	132	5.3	2,345	94.7	
14	1,771	1,696	95.6	36	2.0	13	.8	75	4.2	1,666	126	7.6	1,540	92.4	
15	6,754	6,296	93.2	323	4.8	110	1.6	458	6.8	6,494	1,122	17.3	5,372	82.7	
16	936	915	97.8	11	1.2	5	.6	19	2.0	872	52	6.0	820	94.0	
17	3,854	3,699	96.0	89	2.3	41	1.1	151	3.9	3,623	216	6.0	3,407	94.0	
18	160	125	78.1	21	13.1	6	3.8	33	20.6	136	34	25.0	102	75.0	
19	676	596	88.2	45	6.7	27	4.0	80	11.8	586	92	15.7	494	84.3	
20	365	281	76.7	58	15.9	20	5.5	84	23.0	302	22	7.3	280	92.7	
TOTAL	36,775	34,549	93.9	1,434	3.9	492	1.3	2,220	6.0	33,520	4,476	13.4	29,044	86.6	TOWN
TOTAL	33,546	31,618	94.2	1,221	3.6	458	1.4	1,922	5.7	30,770	3,909	12.7	26,861	87.3	UNINCORPORATED

(1) Excludes those sound structures without hot water or private bath

(2) Includes sound without hot water or private bath, all deteriorating and dilapidated units

NOTE: "Sound" refers to Housing Units in good structural condition

Source: U. S. Census, 1960